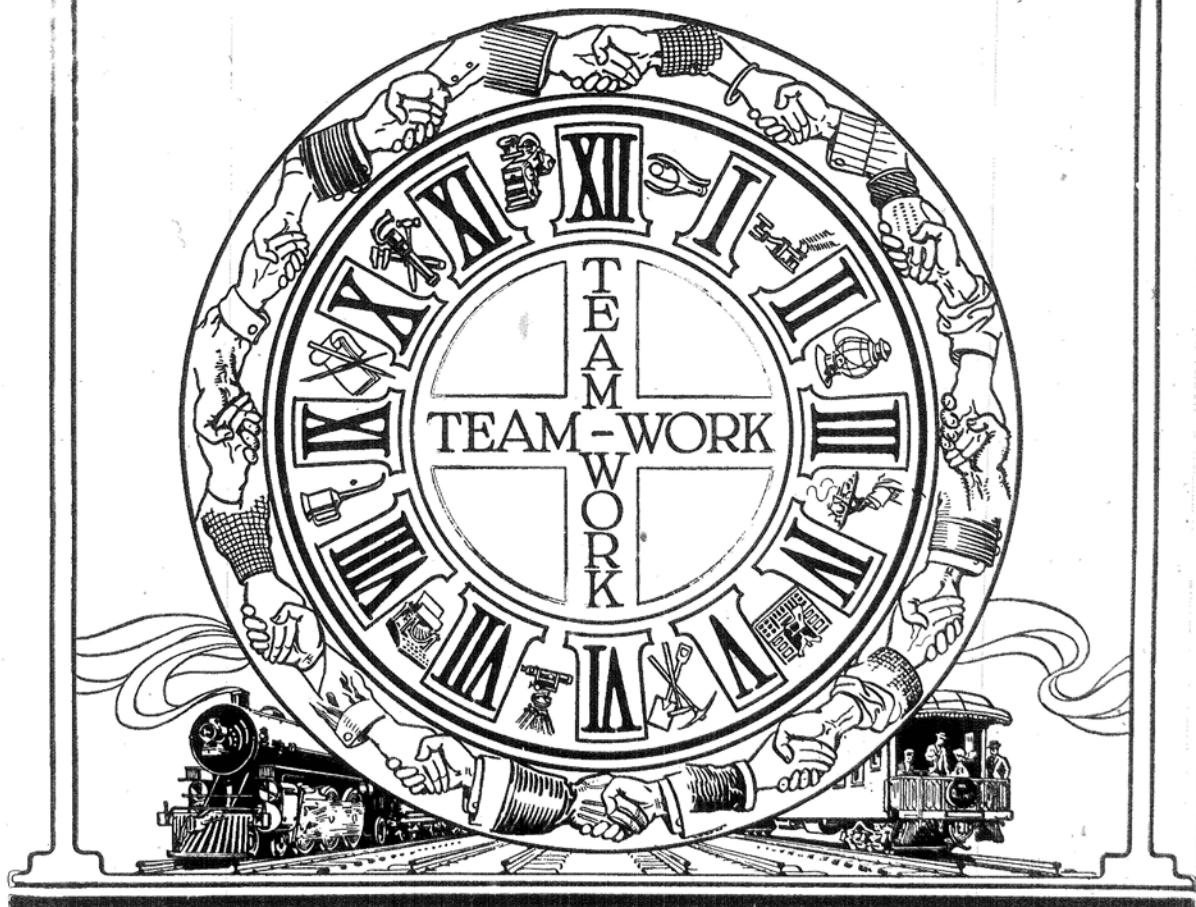


THE MILWAUKEE EMPLOYEES MAGAZINE

June

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VOLUME 8

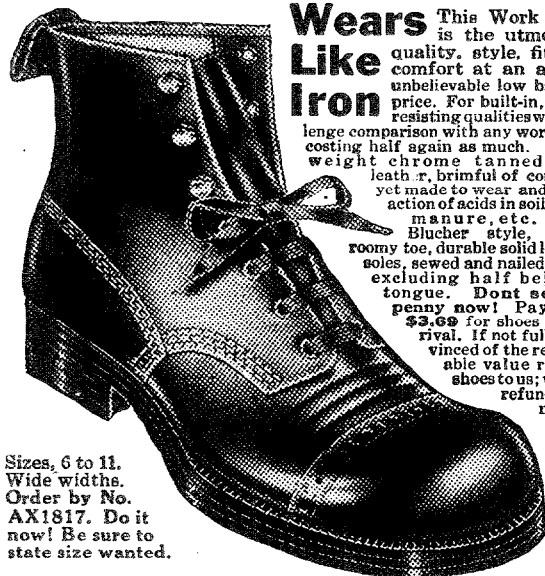
No. 3

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Here are four remarkable shoe values at a saving so great that we willingly send your selection—**no money in advance!** You cannot go wrong with these splendid bargains, as we take **all** the risk of pleasing you. Style, Quality, Fit and Comfort are positively guaranteed by us. Just pick out the pair you want. **Send no money**—just your name, address and size—and we will at once send you the shoes for examination, try-on and comparison with other makes and prices. If you are not perfectly satisfied, with high quality, style, workmanship and fit of these shoes, return them to us, and you will not be out a penny.

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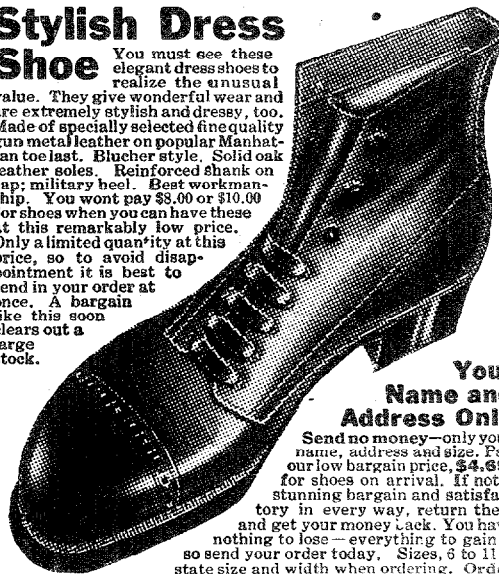


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Stylish Dress Shoe

You must see these elegant dress shoes to realize the unusual value. They give wonderful wear and are extremely stylish and dressy, too. Made of specially selected fine quality gun metal leather on popular Manhattan toe last. Blucher style. Solid oak leather soles. Reinforced shank on cap; military heel. Best workmanship. You wont pay \$5.00 or \$10.00 for shoes when you can have these at this remarkably low price. Only a limited quantity at this price, so to avoid disappointment it is best to send in your order at once. A bargain like this soon clears out a large stock.



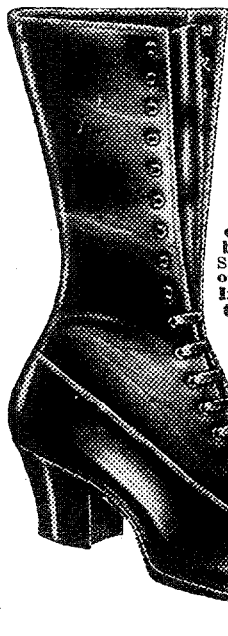
Your Name and Address Only

Send no money—only your name, address and size. Pay our low bargain price, **\$4.69**, for shoes on arrival. If not a stunning bargain and satisfactory in every way, return them and get your money back. You have nothing to lose—everything to gain—so send your order today. Sizes, 6 to 11—state size and width when ordering. Order by No. AX15105.

Four Wonderful Shoe Bargains

Extra-Fine Quality Black Kid Finished Hi-Cut Boots

Here is a very attractive and unusual offer typical of the wonderful shoe values put out by the great Mail Order House of Leonard-Morton & Co. Fashionable Hi-Cut Boots, lace style, of fine quality soft black kid finished leather on the very latest French last and with the new popular 1 1/4-inch walking heel. Light weight flexible leather soles. Just the sort of footwear a woman possesses with a feeling of pride. The kind that adds to a reputation as a stylish dresser. You can only appreciate the high degree of service and the quiet elegance which are combined in this shoe by seeing them on your feet. Wide widths. Sizes, 2 1/4 to 8. Order by No. AX1080. Price only **\$3.98**, payable on arrival of shoes. If not the greatest bargain you ever saw, return to us and we will promptly refund your money.



Women's High Grade Black and Brown Low Heel Oxford

Just the smart Spring and Summer style to give your appearance that final touch of well-dressed elegance; and at a price so low that you should lay in not only one pair, but several pairs in order to benefit fully by the remarkable saving. In these oxfords it is to be found a combination of smart style and satisfactory service usually found only in shoes at much higher prices. Extra fine quality dark brown or black, soft, glove fitting, kid finished leather. Light weight flexible leather sole and stylish new 1 1/4-inch walking heel. Send for these shoes at once. Their look, feel and wear will more than satisfy you. Wide widths. Sizes, 2 1/4 to 8. Order Black by No. AX158. Order Brown by No. AX159. Pay only **\$3.98** for shoes on arrival. Examine critically. Try them on. Test their fit and comfort. Compare our low price with others, and if you are not more than delighted with your bargain, return shoes to us and we will cheerfully refund your money. When you send in your order do not fail to mention the size and width of your shoe.



Send Your Order Now!

Dont pass these splendid shoe bargains, which will be sent entirely at our risk without a penny in advance. Right now is your opportunity to strike a blow at the high cost of shoes and make a substantial saving in latest styles and guaranteed quality. Just send your name, address and size and the number of the shoes wanted. Examine them on arrival. Try them on. Look at their stylish appearance. Compare them with shoes selling for much more money. Then decide. If they are not all that you expect, return them to us and we will refund your money.

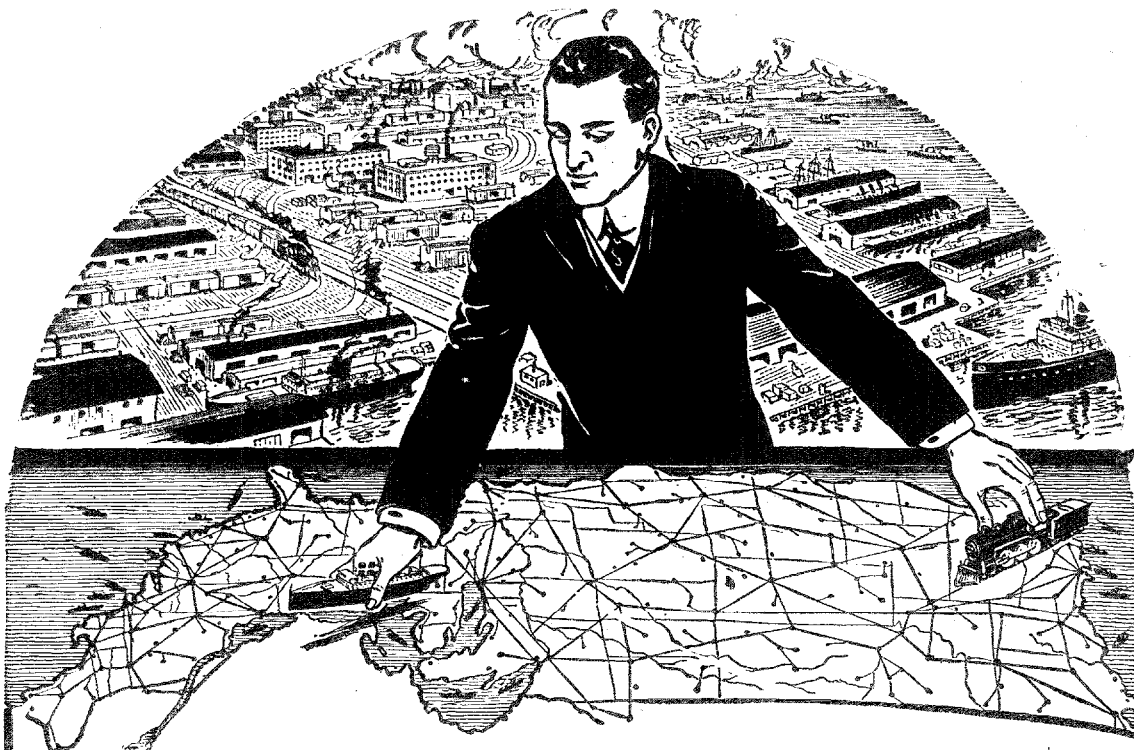
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CONTENTS

	Authors—	Page
Freight Rates and the High Cost of Living.....	H. E. Byram.....	5
Electrification in South America.....		9
How They Were Named.....	Once a Brakeman.....	10
The Twin Cities of the Chehalis Valley.....		12
We Are Passing On.....	Poem.....	15
A Trip On a Passenger.....	W. H. Shafer.....	16
Waste and Receivership or Economy and Efficient Operation.....	J. E. Bjorkholm.....	19
Safety First.....	A. W. Smullen, G. C.....	21
At Home.....	Hazel M. Merrill.....	25
Claim Prevention Bureau.....	C. H. Dietrich, G. C.....	28
On the Steel Trail.....		30

INDEX TO OUR ADVERTISERS

Anti-Kammla Chemical Co.....	54	Larabie Bros., Bankers, Inc.....	57
Arrow Chemical Co.....	47	LaSalle Extension University.....	3
Associated Almond Growers.....		Leonard-Morton & Company.....	1
.....Inside Front Cover		Magnus Company, Inc.....	39
Baer & Wilde Co.....	4	Mass. Bonding & Insurance Co.....	49
Baldwin Locomotive Works.....	46	McBee Binder Co.....	59
Big 4 Grocery Co.....	33	Merchants Loan & Trust Co.....	43
Bird Archer Co.....	62	Merchants National Bank, St. Paul..	52
Bogle & Co., Inc., W. S.....	58	Miles City National Bank.....	57
Boss Nut Co.....	50	Miller Co., H. C.....	58
Brook's Appliance Co.....	64	Murphy Varnish Co.....	61
Buckeye Steel Castings Co.....	60	Nathan Mfg. Co.....	43
Burdett Oxygen & Hydrogen Co.....	61	National City Bank of Seattle.....	56
Chicago Bearing & Metal Co.....	61	Newell Pharmacal Co.....	47
Coleman, Watson E.....	62	Niles-Bement-Pond Co.....	45
Collins Sons, J. J.....	59	Nuxated Iron Co.....	42
Commercial State Bank, Miles City..	56	Pacific Creosoting Co.....	55
Continental Bolt & Iron Works.....	63	Pacific States Lumber Co.....	55
Continental Casualty Co.....	44	Page, E. R.....	60
Dale-Brewster Machinery Co.....	46	Potter Bros.....	42
Dearborn Chemical Co.....	62	Powers, H. D.....	54
Duff Mfg. Co.....	54	Pyle National Co.....	62
Endicott-Johnson Corp.....	38	Railroad Supply Co.....	61
Fairmont Gas Engine & Ry. M. C. Co..	53	Reading Specialties Co.....	40
First National Bank, Harlowton.....	56	Rosengrant Coal Co.....	55
First National Bank, Lewistown.....	57	Santa Fe Watch Co.....	Back Cover
First National Bank, Miles City.....	39	Sentinel Bindery Co.....	51
First National Bank, Roundup.....	56	Spokane & Eastern Trust Co.....	55
First Wisconsin National Bank, Milwaukee	52	Stifel & Sons J. L.....	37
Flannery Bolt Co.....	63	Straus & Schram.....	29
Franklin Tandy Coal Co.....	58	Travelers' Insurance Co.....	49
Frontier Asthma.....	48	Union National Bank, Seattle.....	57
Hardy & Co., F. A.....	44	Veerac Co.....	45
Hillison & Eitten Co.....	59	Western Union Mfg. Co.....	41
Independent Printing Co., Miles City	59	Westinghouse Dept. of Publicity.....	48
Indiana & Illinois Coal Corp.....	58	Woods, Mgr. A.....	54
Kerite Insulated Wire & Cable Co....	60	Wood, Guilford S.....	60



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THE MILWAUKEE EMPLOYEES MAGAZINE

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NUMBER 3

Freight Rates and the High Cost of Living

Transportation, from a railroad standpoint, is a commodity just the same as shoes or machinery or clothes. Railroads are engaged in producing and selling transportation. They produce two kinds—freight and passenger—and it is the freight transportation about which this article is to deal because it affects more directly the intimate daily life of our employees and the public.

Freight Transportation is by far the cheapest commodity in the United States, that is, in the amount of service performed for its price compared with either other methods of transportation or the cost of any other commodity. For instance, the average amount received for moving 100 tons of freight one mile by the Chicago, Milwaukee & St. Paul Railway Company during the year 1919 was 92.5 cents. This means that for every ton of freight moved a distance of one mile last year we received only nine-tenths of a cent. Some of the tons paid more and some less, but nine-tenths of a cent was the average. Think of hauling a ton of coal or lumber or anything else in a wagon

or auto truck for a whole mile for less than a cent, and yet that is what was done every day last year, winter and summer, on our 10,500-mile system, and on the other railroads too, for our rates between competitive points must be the same. To be sure, there was no profit in the business and many railroads were operated at a loss on account of the increased cost of everything because of the war.

But the new Transportation Act was designed to correct this by authorizing the Interstate Commerce Commission to increase rates sufficiently to produce a net return of 5½ per cent on the value of the property used for transportation purposes. The Western Roads, of which our road forms a part, have advised the Commission that an increase of 23.91 per cent in freight rates will be necessary to accomplish the purpose of the Transportation Act. For convenience, let us call it 25 per cent and see what effect it will have if added to the present freight rates on some of the various commodities used by the family and the individual in every-day life:

STATEMENT SHOWING PRESENT FREIGHT RATES AS APPLIED TO GOODS OF COMMON DAILY
USE, AND IN QUANTITIES AS ORDINARILY PURCHASED AT RETAIL.

Canned Goods, Vegetables, Meats, Fish, Etc.—

From Chicago and other
points in Illinois
and Wisconsin to—

	Miles	Present Rate	Add Proposed Increase of 25%	Total New Rates	Total Freight per Article
St. Paul, Minn.....	410	Per lb. can, \$0.0025	\$0.0006	\$0.0031	Less than ½ cent.
Kansas City, Mo.....	500	Per lb. can, .0034	.0008	.0042	Less than ½ cent.
Sioux City, Ia.....	513	Per lb. can, .0034	.0008	.0042	Less than ½ cent.
Aberdeen, S. D.....	707	Per lb. can, .0043	.0011	.0054	Less than 1 cent.
Butte, Mont.....	1522	Per lb. can, .012	.0030	.015	1 ½ cents
Seattle, Wash.....	2190	Per lb. can, .0113	.0028	.0141	1 ½ cents

Sugar—

From New York to—					
Milwaukee	993	Per pound, \$0.0045	\$0.0011	\$0.0056	Less than 1 cent
St. Paul	1318	Per pound, .0065	.0016	.0081	Less than 1 cent
From New Orleans to—					
Kansas City	1056	Per pound, .0054	.0014	.0068	Less than 1 cent
Sioux City	1252	Per pound, .0054	.0014	.0068	Less than 1 cent
Aberdeen	1518	Per pound, .0061	.0015	.0076	Less than 1 cent
From California to—					
Butte	1508	Per pound, .0117	.0029	.0146	1 ½ cents
Seattle	955	Per pound, .0040	.0010	.0050	½ cent

Coffee—

From New York to—					
Milwaukee	993	Per pound, \$0.0045	\$0.0011	\$0.0056	Less than 1 cent
St. Paul	1318	Per pound, .0058	.0014	.0072	Less than 1 cent
Kansas City	1408	Per pound, .0062	.0015	.0077	Less than 1 cent
Sioux City	1421	Per pound, .0062	.0015	.0077	Less than 1 cent
Aberdeen	1615	Per pound, .0069	.0017	.0086	Less than 1 cent
Butte	2430	Per pound, .0169	.0042	.0211	2 cents plus
Seattle	3100	Per pound, .0169	.0042	.0211	2 cents plus

Cheese—

From Milwaukee to—					
St. Paul	325	Per pound, \$0.0050	\$0.0012	\$0.0062	Less than 1 cent
Kansas City	585	Per pound, .0057	.0014	.0071	Less than 1 cent
Sioux City	600	Per pound, .0057	.0014	.0071	Less than 1 cent
Aberdeen	622	Per pound, .0084	.0021	.0105	1 cent plus
Butte	1437	Per pound, .0219	.0055	.0274	2 cents plus
Seattle	2105	Per pound, .0250	.0062	.0312	3 cents plus

Flour—

From Minneapolis to—					
Milwaukee	336	Per 100 lbs., \$0.11	.0275	.1375	13 cents plus
Kansas City	541	Per 100 lbs., .20	.05	.25	25 cents
Sioux City	270	Per 100 lbs., .155	.0387	.1937	19 cents plus
Aberdeen	286	Per 100 lbs., .18	.045	.225	22 ½ cents
Butte	1112	Per 100 lbs., .58	.145	.725	72 ½ cents
Seattle	1780	Per 100 lbs., .61	.1525	.7625	76 cents

Oatmeal—

From Cedar Rapids, Ia., to—					
Milwaukee	317	Per pound, \$0.0017	\$0.0004	\$0.0021	Less than ½ cent
Kansas City	296	Per pound, .0018	.0004	.0022	Less than ½ cent
Sioux City	280	Per pound, .0017	.0004	.0021	Less than ½ cent
Aberdeen	474	Per pound, .0029	.0007	.0036	Less than ½ cent
Butte	1289	Per pound, .0086	.0021	.0107	1 cent plus
Seattle	1957	Per pound, .0111	.0028	.0139	1 cent plus

Soap—

From Chicago to—					
Kansas City	500	Per pound, \$0.0034	\$0.0008	\$0.0042	Less than ½ cent
Sioux City	513	Per pound, .0034	.0008	.0042	Less than ½ cent.
Aberdeen	707	Per pound, .0042	.0010	.0052	Less than 1 cent
Butte	1522	Per pound, .0113	.0028	.0141	1 cent plus
Seattle	2190	Per pound, .0119	.0030	.0149	1 ½ cents

Coal (Soft)—

From Nor. Ill. Mines to—					
Milwaukee	276	Per ton, \$1.35	\$0.34	\$1.69	\$1.69
St. Paul	600	Per ton, 2.15	.54	2.69	2.69
Sioux City	667	Per ton, 3.05	.76	3.81	3.81
From Iowa Mines to—					
Kansas City	230	Per ton, 1.10	.27	1.37	1.37
From Duluth to—					
Aberdeen	449	Per ton, 3.15	.79	3.94	3.94
From Roundup to—					
Butte	256	Per ton, 2.10	.52	2.62	2.62

Clothing (Men's)—

From Chicago to—					
St. Paul	410	Suit of 10 lbs., \$0.075	\$0.019	\$0.094	9 cents plus
Kansas City	500	Suit of 10 lbs., .10	.025	.125	12 ½ cents
Sioux City	513	Suit of 10 lbs., .10	.025	.125	12 ½ cents
Aberdeen	707	Suit of 10 lbs., .143	.036	.179	17 cents plus
Butte	1522	Suit of 10 lbs., .332	.083	.415	41 ½ cents
Seattle	2190	Suit of 10 lbs., .402	.10	.502	50 cents plus

Shoes—

From Chicago to—					
St. Paul	410	Per pair,* \$0.038	\$0.009	\$0.047	4 cents plus
Kansas City	500	Per pair,* .05	.0125	.0625	6 cents plus
Sioux City	513	Per pair,* .05	.0125	.0625	6 cents plus
Aberdeen	707	Per pair,* .0713	.0178	.0891	8 cents plus
Butte	1522	Per pair,* .1658	.0414	.2072	20 cents plus
Seattle	2190	Per pair,* .1838	.0459	.2297	22 cents plus

*Estimated.

Miles	—Present Rate—		Add Proposed Increase of 25%	Total New Rates	Total Freight per Article
Dry Goods, Woolens, Underwear, Carpets, Etc.—					
From Chicago to—					
St. Paul	410	Per pound, \$0.0075	\$0.0019	\$0.0094	Less than 1 cent
Kansas City	500	Per pound, .010	.0025	.0125	1 cent plus
Sioux City	513	Per pound, .010	.0025	.0125	1 cent plus
Aberdeen	707	Per pound, .0143	.0036	.0179	1 cent plus
Butte	1522	Per pound, .0402	.0100	.0502	5 cents plus
Seattle	2190	Per pound, .0402	.0100	.0502	5 cents plus
Furniture—					
Chicago, Rockford and Milwaukee to—					
St. Paul	410	Dresser, 60 lbs., \$0.21	\$0.04	\$0.25	25 cents
Kansas City	500	Dresser, 60 lbs., .24	.06	.30	30 cents
Sioux City	513	Dresser, 60 lbs., .24	.06	.30	30 cents
Aberdeen	707	Dresser, 60 lbs., .50	.12	.62	62 cents
Butte	1522	Dresser, 60 lbs., .94	.23	1.17	\$1.17
Seattle	2190	Dresser, 60 lbs., 1.01	.25	1.26	\$1.26
St. Paul	410	Bed, 100 lbs., .35	.09	.44	44 cents
Kansas City	500	Bed, 100 lbs., .40	.10	.50	50 cents
Sioux City	513	Bed, 100 lbs., .40	.10	.50	50 cents
Aberdeen	707	Bed, 100 lbs., .84	.21	1.05	\$1.05
Butte	1522	Bed, 100 lbs., 1.56	.39	1.95	\$1.95
Seattle	2190	Bed, 100 lbs., 1.69	.42	2.11	\$2.11
St. Paul	410	Chair, 20 lbs., .07	0.02	0.09	9 cents
Kansas City	500	Chair, 20 lbs., .08	.02	.10	10 cents
Sioux City	513	Chair, 20 lbs., .08	.02	.10	10 cents
Aberdeen	707	Chair, 20 lbs., .17	.04	.21	21 cents
Butte	1522	Chair, 20 lbs., .31	.08	.39	39 cents
Seattle	2190	Chair, 20 lbs., .34	.08	.42	42 cents

The figures given cover a few of the articles currently used in the homes and show the cost of transportation from the usual distributing centers of each commodity to the various consuming centers on our line. With the exception of coal, the commodities mentioned are largely carried on merchandise rates which are much higher than the average rate.

These tables indicate that the cost of transportation is the smallest factor in the cost of living and that the proposed increase in freight rates if granted need

not materially increase the cost of living. But, in any event, the present situation on the railroads of the country is such as to fully justify such increase in revenues as may be necessary to put them on their feet and to cover the increased cost of producing their only commodity—which will still be the cheapest railroad transportation in the world.

H. E. Byram

George G. Mason Elected Vice-President.

At the annual meeting of the directors of this company, George G. Mason was elected vice-president, with headquarters in New York City. Mr. Mason is pleasantly remembered by many employees of this railroad, he having occupied various positions in the operating department. Just previous to his leaving the employ of the company he was superintendent of the Jim River Line. He resigned to take up the care of a large estate inherited from a relative.

T. W. Procter Promoted.

Announcement is made of the appointment of T. W. Procter to the position of general freight agent, vice C. A. Lahey, resigned to enter other business. Mr. Procter is a veteran of the Milwaukee's traffic department. During the federal administration of railroads, Mr. Procter was "requisitioned" by the regional director to take charge of the "Sailing Day" system of moving freight. After the resumption of ownership control Mr. Procter returned to his former position of assistant general freight agent of this com-

pany, from which he has just received his well deserved promotion. He is receiving the congratulations of his hosts of friends all along the line.

Exit Columbia Division.

On May 1st, the Columbia Division passed into history, its mileage being divided—Avery to Othello incorporated with the Idaho Division, Othello to Cle Elum with the Coast Division. This puts the electrification district of the West End under the single supervision of the Coast Division, simplifying its operation and accounting.

Announcements.

Effective June 1st, H. M. Sloan, assistant to the president, resigned to accept service in other business.

Effective June 1st, W. W. K. Sparrow has been appointed assistant to the president, in charge of valuation, adjustment of federal accounts, and such other duties as may be assigned to him.

Effective May 1st, D. C. Curtis has been appointed general storekeeper, vice F. J. O'Connor, assigned to other duties.



Amid the Snows of the Great Cordillera.

Electrification in South America

Interesting is the announcement that trains of the marvelous Trans-Andean Railroad over the mighty range that separates Chile and Argentina are to be operated under electric power, "using the same system as that in operation on the Chicago, Milwaukee and St. Paul Railway." And so electrification has found its way from the far North to the distant South, the fame of the Milwaukee's motors and their successful operation being the entering wedge of the electric era on railroads of the southern continent.

The Trans-Andean Railroad traverses a region that for construction problems, difficulties, natural barriers and scenic thrills is one of the most extraordinary in the world—one over which only the utmost daring and hardihood on the part of explorers and locaters could have successfully placed a rail line. Between Argentina on the east and Chile on the west, the gigantic Cordillera lifts its terrific wall for more than 2,000 miles, with a continuous elevation so great that commercial intercourse between the two countries has always been restricted. Mountain-pack trails and a wagon road of more or less value, according to the severity or clemency of the seasons, have been for centuries the only means of communication by land, while from Valparaiso to Buenos Ayres

via Magellan Straits is an eleven days' sail. This amazing line of railroad gives a means of communication in forty hours or so, the exigencies of steam and extreme cold permitting.

The mountain range at the only pass in these mountains available for a railroad for thousands of miles is comparatively narrow, but of immense height, the summits from 18,000 to 23,000 feet, the slopes are abrupt and the valleys narrow with precipitous walls, along which the railroad winds and zig-zags on a grade so heavy as to require the assistance of a cog to lift the trains to the mouth of the summit tunnel, 10,486 feet above the sea. Above this tunnel is the Cumbre Pass, where stands the famous statue of the Christ of the Andes, on the international boundary line, and erected in token of a lasting peace between Chile and Argentina.

Such being the tortuous and difficult route of this line, the advantages of electric power were easily apparent to its owners and the government representatives of the two countries which it unites, after they had made a thorough inspection of the Milwaukee electrification districts, studied the methods of operation in use here and looked over the savings in operating expenses as between steam and electric power. The promoters of the Trans-Andean electri-

fication project are convinced that while the initial cost of electrification is greater than the cost of steam, the succeeding economies in the saving of labor, in fuel and supplies, the reduction in necessary repairs, the elimination of roundhouses, etc., will work out for them as favorably as they have done for our company; the showing in these items on this line having had no inconsiderable part in inducing the South American congresses to approve the scheme.

Regenerative braking is expected to prove an inestimable value on the descent of the heavy grades prevailing of necessity over these mountains, while, as is usual in mountainous countries, there are many swift-current streams to furnish the hydraulic power for the generation of electrical current.

Ever since our railroad took the initiative in the use of electric train operation for trunk lines, interest in the success of the venture has been world-wide, and the announcement of the projected electrification of the Trans-Andean Railroad is direct proof that the use of electricity as motive power in regions of heavy grades and difficult engineering has proven its superiority over steam power.

WHAT THIS COUNTRY NEEDS MOST!

What this country needs is less bunk and more business; less oratory and more action; less politics and more production; less class and more cohesion; less hypocrisy and more honesty; less publicity-seeking for its public men and more work; less statesmanship and more stability; less theory and more results; less guff and more honest-to-God Americanism.—The Saturday Evening Post.

Engineer Tracy, who has been pulling W. C. Milne on the Newwood line, is now pulling the pile driver around. Don's run was pulled off on account of the timber workers' strike.

E. A. Smith is back in the coal shed unloading coal with the clamshell.

The timber workers' strike has caused a depression in business on the valley. We hope conditions will soon improve and that there will be a necessity of putting on more men.

Fireman H. Zander has been holding down a car repairing job for the past five weeks.

Engine 2381 has been returned to the valley from the Milwaukee shops.

We recently received the following resignation: "Gimme my time—I quit." He got it.

How They Were Named.

Dear Editor:

In looking over the list of stations on the "Old Reliable" it occurs to me that it might interest some of your readers to know how some of the stations, and frequently towns and cities that grew up around them, came to be named:

Chicago Division:

The station of Grayland was named for a popular sheriff of Cook county.

Morton Grove (once Morton) was named for Levi P. Morton, vice-president of the United States, governor of New York, and a member of the firm of Morton & Bliss, New York bankers.

Gurnee and Wadsworth, named for directors.

Russell, for Russell Sage, Jr., the first superintendent of the Chicago Division.

Allis, for Edward P. Allis, manufacturer of Milwaukee.

LaCrosse Division:

Cashton, for "Bill" Cash, a well known man in western Wisconsin.

Merrill Park, for General Manager Merrill, first general manager.

Gifford was named for its founder.

Portage, for the portage made between the Wisconsin and Fox rivers.

Kilbourn was named for Byron Kilbourn, an early settler in Milwaukee.

Camp Douglas, from a military prison camp at Chicago where Confederate prisoners were confined during the Civil war.

River Division:

Langdon, for Robert B. Langdon, prominent railway contractor.

Merriam Park was named in honor of John R. Merriam, a prominent banker of St. Paul.

Chicago and Council Bluffs Division:

Kittredge was named for W. E. Kittredge, some time master car builder.

Olin, for D. A. Olin, some time superintendent and later general superintendent of the then Western Union railroad, and a Prairie du Chien Division conductor.

Marion was named for a daughter of General Manager Merrill.

Atkins was named for Superintendent Hubbard C. Atkins.

Newhall, for Daniel Newhall of Milwaukee.

Van Horne, for the first general superintendent, afterwards president of the Canadian Pacific, and knighted Sir William Van Horne.

Collins, for Sumner Collins, some time superintendent of several divisions.

Earling, for Superintendent A. J. Earling, afterwards third president of the company and second chairman of the board.

I. & M. Division:

Austin and Ramsey, for governors of Minnesota.

I. & D. Division:

Lawler, for John Lawler of Prairie du Chien, a great man of his day.

Britt, for O. E. Britt, some time general freight agent.

Whittemore, for D. J. Whittemore, the first chief engineer of the company.

Sanborn, for Superintendent Sanborn and an old time conductor on the Prairie du Chien Division.

Mitchell, for Alexander Mitchell, the first president of the company.

Plankinton, for John Plankinton of Milwaukee.

Kimball, for an engineer prominent in the construction of lines west of the Mississippi.

Chamberlain, for Selah Chamberlain of Cleveland, an original shareholder and at one time a director.

Carpenter, for A. V. H. Carpenter, first general passenger agent—the dean of the general passenger agents of his time.

Lennox, for "Ben" Lennox, who was in the office of the general manager for many years—well known and much liked.

Northern Division:

Schleisingerville was named for Schleisinger, its founder.

Pardeeville, for Mr. Pardee, locally prominent.

Superior Division:

Waldo, Hilbert Junction and Greenleaf were named for men connected with the construction of the then Milwaukee and Northern Railroad.

Abrams, for W. J. Abrams, a banker of Green Bay.

Southern Minnesota Division:

Wykoff was named for a superintendent.

Albert Lea, for Lieutenant Albert Lea of the regular army, who was killed in Indian wars.

Wells, for one of the original promoters of the Southern Minnesota.

Easton, for Jason Easton, a director.

Sherburn, for General Manager Sherburn Merrill.

Flandreau, for Judge Flandreau of St. Paul.

Egan, for Superintendent J. M. Egan, afterwards President, Chicago Great Western Railway.

Vilas, for Postmaster General Vilas.

Roswell, for Roswell Miller, then general manager and later president.

Woonsocket, after Woonsocket, Rhode Island.

Pipestone, after the pipe-stone quarries near there; once a resort for Indians, who manufacture pipes from the stone.

Lines West:

Melstone, for Melville Stone, general manager of the Associated Press.

Ringling, for John Ringling, proprietor of Barnum & Bailey and Ringling Bros.

Milbank, for a director.

McIntosh for a contractor.

Reeder and Rhame, for members of the engineering corps.

Miscellaneous:

Gault, for John G. Gault, sometime assistant general manager.

Tripp, for Bartlett Trip, territorial Supreme Court judge and Minister to the Hague.

Avery, after Avery Ingersoll, sometime ticket agent at Milwaukee; later prominently connected with the Puget Sound Extension.

Brodhead, on the Mineral Point Division, for E. H. Brodhead, chief engineer, afterwards superintendent of the Milwaukee and Mississippi Railroad, and founder of the First National Bank of Milwaukee.

Lahey was named after the sometime superintendent of the then narrow-gauge Wabash Division, and an inventor of many labor-saving track tools.

Darwin, for Edward Darwin, sometime agent at Madison.

Babcock, for a member of Congress from Wisconsin.

Goodnow, for Superintendent Goodnow, afterward assistant to president.

Dancy, for Thorne Dancy, superintendent and old-time conductor, Prairie du Chien Division.

Armour, for P. D. Armour.

Geddes, for a director.

Chandler, for Judge Chandler, general agent at St. Paul.

Fargo, after the founder of Wells Fargo Express.

Prior Lake, after Charles H. Prior, sometime superintendent of the lines west of the Mississippi.

ONCE A BRAKEMAN.



E. E. Clothier

The many friends of Chief Carpenter Clothier will be pleased to see by the picture that his work on Lines West is agreeing with him. Presume he just had a piece of pie and a cup of coffee—hence the happy smile. No—better still—he is on his way to his home to have some of Mrs. C.'s "good eats," and is smiling to be able to pass up the lunch counter.

"Hang it, Greenson, if your flivver has been stolen why don't you call the police?"

"Oh, it isn't the flivver I'm worrying about, Brownson. I'm only wondering how they got the darn thing started."

Mother was trying to teach young Richard his prayers, and when she began "Our Father which art in heaven," the youngster looked up and said, "But, Mother, Daddy's out in the barn milking the cow."

From Major Peterson.

Major A. C. Peterson, formerly superintendent of the "Prairie" Division, is still in Russia, and still in hopes of an early return to the states. "Early," however, with the major is only a relative term, for if he lands on native soil any time within the year he seems to think he will be, at least, not "out of luck."

Following are extracts from three letters, the first dated at Irkutsk, January 1, 1920. In this he says:

"I started from Krasnoyarsk for Irkutsk, December 20th, and it took me ten days to make the trip, and then I was held at a siding five miles west for a period of twenty-four hours, on account of suspension of train service, due to a revolution at Irkutsk. Finally slipped through and found Reds in control on one side of the river and Kolchak troops in control on the other. From appearances the Reds will gain control, the fighting is pretty brisk and there's something doing every minute. Semanoff's outfit have entered the fray and it's getting rather interesting.

"I have crossed the river four times since my arrival at our headquarters. When I'm on this side of the river, I'm in Red territory, and when on the other, am in Kolchak land. The railroad is at a standstill now, as it is cut at various points by the different factions, and at present our communications are all cut. Something will have to crack soon. Just now the shells are whistling by pretty thick and the fighting appears to be increasing, especially across the river.

"My return to the states is rather indefinite now, as I believe I will remain to see the finish. If we should happen to be cut off, you may not hear from me for a long time. I am assigned to the rear guard, and that means that my unit will be the last to evacuate.

"It is out of the question for me to try to portray the conditions in this country, or to explain things in a way to make it clear. It is sufficient to say that only one who has seen it for himself can possibly realize it. I have seen carload after carload of dead—the bodies stripped of all clothing and corded up in box cars clear to the roof, just like so much wood. The people have apparently become utterly indifferent to sights of this kind.

"I am convinced that the fight will be continued by the common people until the old military system is totally annihilated, and then it is to be hoped that the more conservative element will be strong enough to control the situation."

On February 8, from Chita, Siberia, he writes:

"Have finally reached Chita, which is located about 300 miles from the Manchurian border. Expect to remain here a month or six weeks and then proceed eastward. You will probably recall that in my letter posted shortly after my arrival at Irkutsk, I stated I was to return westward as far as conditions would permit. That trip was never made. Before I could get started, the drive began and the portion of my unit located at Krasnoyarsk was cut off and the balance, located at Elanskaya, Nejnie Udinak and Zema were withdrawn under great difficulties. Those cut off have not been heard from, and no one knows what happened after their capture. Waited at Irkutsk while the stragglers arrived, and then left for the east. It was out of the question to remain longer, as the city was turned over to the Bolsheviks four hours before our departure. We consolidated our train with that of the British Railway Mission, the members of which had arrived in bunches of two to six during the preceding ten days. They had found it necessary to abandon all their baggage and belongings and had nothing in their possession but the clothes they were wearing. Some of them had walked a part of the way.

"Definite information has been received that the corps will be withdrawn from Siberia immediately after the evacuation of the Czech army, and we are now confining our efforts to the problems in connection with this evacuation.

From the present outlook it should be accomplished within the next three or four months.

"We are having real winter weather now, ranging from 20 to 60 below zero, and this will continue for the next two months at least. The snowfall has been heavy. In the timber it is from three to four feet deep. Fortunately it does not drift much; but in spite of this, railroading is difficult because of the extreme cold. Am living in a car with Lieutenant-Colonel Parker of Texas, and we are fairly well situated. It will seem nice to sleep in a bed once more—having lived in a car since last April.

"Am firmly convinced that the only thing to be done over here is for every foreigner to get out of the country and let the natives fight it out among themselves. This they are bound to do sooner or later, anyway, and they will never be satisfied until they do. Assistance at the present time only tends to lengthen the struggle. They are going to fight as long as it is possible to do so.

"I do not feel that our mission has failed. Of course, we did not accomplish the object originally outlined, but in other ways our presence has had its effect; and in all probability has been the means of averting a situation which would have resulted in serious difficulties later on.

"I have been dead broke several times since leaving the states, but barring a few luxuries, have managed to get along fairly well."

The third letter is dated March 8th, and is on the letterhead of the Transportation Inspector, Inter-Allied Technical Board, Military Transportation Committee, at Vladivostok, where he writes he had finally arrived and

"We have received word from the men that were cut off at Krasnoyarsk, telling of their safety and that they are being well treated. As to whether or not they will be permitted to rejoin the corps, has not yet developed, although it is felt they will be as soon as the intervening territory is liquidated by the Reds.

"It was bitterly cold when I left Tchita, on February 17th—60 below, but as soon as Euche-doo, which is on the eastern slope of the mountains, was passed, it began to moderate, and three days later, on arrival at Harbin, it was thawing and wet underfoot. Laid aside my fur coat and cap at that place. It is quite pleasant here, but the upper portion of the bay is still ice-bound. There is considerable smallpox, typhus, influenza, pneumonia, and, in fact, almost every known disease here. From now until warm weather sets in, dense fogs will be the order all along the coast. I lost my car in the Krasnoyarsk melee and hoboed it to Vlad., but now I am fixed out all right, and have a very comfortable car, in which I'm living. As a matter of fact, I've not slept in a real bed except two nights in Irkutsk since I left here last March, and my trunk has remained packed ever since leaving the states in 1917. It is seldom opened except for the purpose of exchanging lighter apparel for a heavier quality and vice versa. A number of the boys have married Ruskies in this country, but what they will do with them after getting them to the states is a problem I certainly would not desire to face. Cannot understand why they were so very foolish, when there are so many nice girls at home. You would see it the same way if you could understand the ideals, habits and practices of the average Ruskie. There's nothing to it.

"We are all keeping under cover after dark, owing to conditions that prevail throughout the city; or, in other words, we are practicing a little "safety first." Our presence here, however, is doing a certain amount of good in some ways, especially in connection with the Czech evacuation. When that is accomplished, we will start for home, unless something transpires to make it necessary for us to remain awhile longer; and it is rather difficult to predict anything that may happen in this part of the world. I gave it up long ago.

"It is needless for me to say that I often think of the Old Milwaukee, and wonder how the boys are getting along. Regards to all."

The Twin Cities of the Chehalis Valley

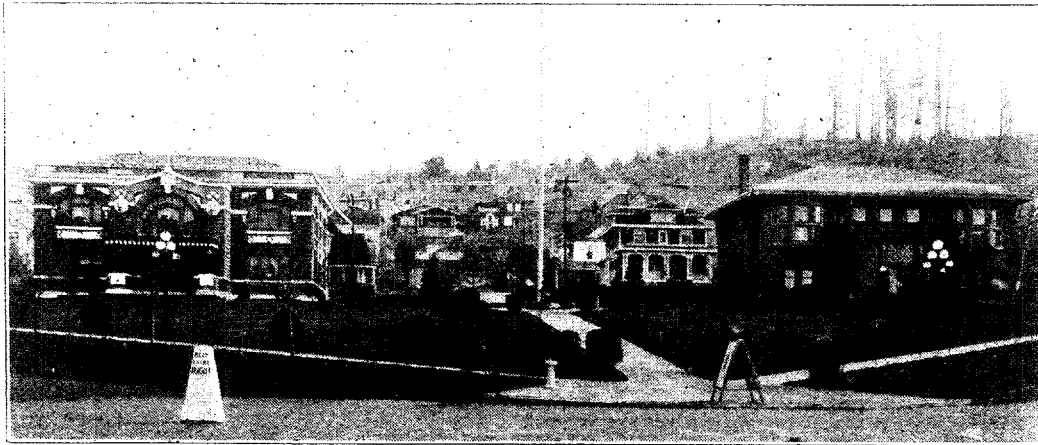
A broad, swirling river; a wide and winding valley hemmed on east and west by green-robed foothills and snow-hooded mountains; gleaming, white highways and shining steel railroads,—fertile meadows, sunny pastures, farm homes and hillside villas,—this is the far-flung panorama of the rolling Chehalis Valley, in the center of which are the two typically modern, clean, attractive and beautiful cities of Centralia and Chehalis, Washington, located on the Willapa Harbor Branch of the Coast Division, about centrally between Seattle and Tacoma and Raymond, Wash.

This far western branch that leads southward through the state of Washington, is among the best and busiest of our western feeders, with varied and immense resources in timber, coal and productive soil. Although doing business on the outskirts, so to speak, of the system, this line is "all Milwaukee" with the yellow cars, the "C.M.&St.P." on the blue uniforms an' everythin' just the same as you find them over on the main line anywhere between Chicago and Seattle or Tacoma.

beginning was back in 1881, when the first railroad arrived in the Chehalis Valley. In those years,—like most Washington towns, timber and the lumber industry was chief. The forests of that locality have an exceptional growth of timber, even for this state, owing to the mildness of the climate due to the influence of the Japan current and to protection afforded by the surrounding hills. Some of the largest cedars in the state are found in the Lewis County forests. Since much of the land of the valley is now logged off, this same climatic condition is found to be a distinct asset in the farming activities that are growing up rapidly all about Centralia,—dairying in particular is an especially successful business of the valley.

The hills surrounding Centralia are underlaid with vast deposits of coal and new mines are being opened and put on a commercial basis every season.

North and west of the city are prairie lands, especially suited to the growth of small fruits and truck gardening. To the south and southwest lie the river bottom



The Chehalis Civic Center.

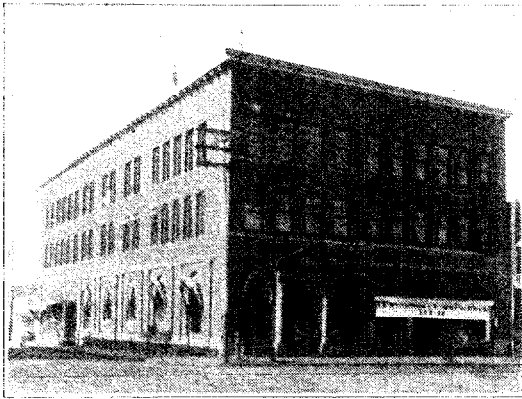
Of the Twin Cities of this valley, Centralia is the older and larger. It goes back in history to the days of packing on the old Oregon Trail between Portland and Olympia, when it was a relay station, and that it was not lacking in the thrills of the border is evidenced by an old block house standing now, in the City Park, that in early days was a stronghold for the settlers in times of Indian fight an' foray. The town was scarcely more than a hamlet, then, and its hundred odd folk foregathered at the Block House at the signal that red men were on the warpath,—the women and children bestowed behind stout walls while the men mounted guard at portal and port hole.

Centralia, as a city, however, has a respectable age, as cities in the west go, for its

lands,—rich black loam, unsurpassed in productiveness. The Chehalis and Skookum-Chuck rivers flow through the outskirts of the city, providing a vast water-power that is some day bound to be developed to furnish the dynamic force that will move the valley into the great productive column of the northwest.

There is a good, live-wire Chamber of Commerce, and to prove that Centralia is ultra modern and thoroughly progressive, the manager of its office is a woman,—Mrs. K. Robinson.

Among the city's most prominent industries are three sawmills; one cross-arm factory; foundries; an aeroplane factory; shock absorber factory; an incubator plant; sash and door plant; creameries; cold storage plant; bottling works; glove factory, etc.



Centralia State Bank Building.

The city is proud of its well paved streets, its fine electric lighting system; gravity water system; sewers; gas plant; its splendid schools, churches and public library. The recent census returns are not in yet, but the population is approximately 12,000.

The Milwaukee has excellent facilities at Centralia and Pierce Thomas is local agent.

Chehalis.

Any visitor in Chehalis, with truth can pronounce it the loveliest little city in southern Washington. It lies close to the foothills and stretches up the slopes on terraced banks which form the most attractive sections of the residence district; while at their feet, in the heart of the town is that essentially modern feature of municipal construction,—a



A Lewis County Ranch Home.

Civic Center, with several architecturally handsome public buildings standing on three sides of a green park that faces the main business street.

Chehalis is the seat of Lewis County and has a population of about 6,000 and still growing. Indeed it is reliably stated that the demand for real estate and the inquiries relative to business openings at Chehalis is flattering for a very strong and healthy immediate growth. There are, beside the Milwau-

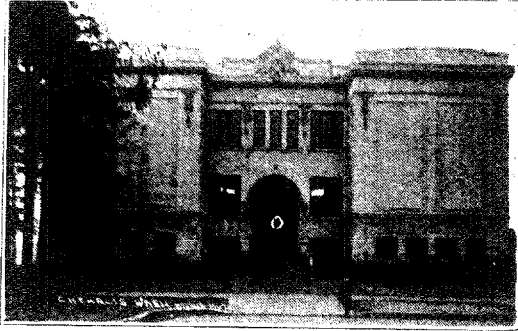
kees' Willapa Harbor branch, three trunk lines of the Pacific Coast, running through the city, giving direct service between the Puget Sound and Columbia River markets. The Chehalis, Cowlitz and Cascade Railroad, a short line operating locally, reaches into the big timber toward the Cowlitz country. This ambitious bit of railroad operates gas "flyers" set on rail trucks that speed along smoothly and successfully, and enjoy a lively patronage. The Pacific Highway, the great motoring artery of the Pacific Coast, runs through the city, and supplementing this are many miles of fine, hard county roads, giving excellent transportation facilities for the farmers bringing their produce to the Chehalis market. The present state and federal roads to Rainier National Park cross Lewis County in this vicinity and there are plans for a new government road around the mountain which will give Chehalis another means of access to the undeveloped lands that lie nearer to the king of the Cascades.

While coal is found in almost any section of Lewis County, it is a fact that this commodity is a native product of the city itself, there being several producing coal fields within the corporate limits. The quality averages a good grade of lignite. Farther away, are the coal fields of Cowlitz Pass, still awaiting railroad facilities, where are large deposits of bituminous coal, of which tests have been made by the federal government to determine its value for use in the Navy, with favorable reports on its qualities for that use. Of the coal mined in this vicinity approximately 200 tons is shipped daily to Portland industries.

Timber and its products formerly dominated the industrial situation both here and at Centralia, five miles away; and it is still a leading factor in the business life of these Twin Cities. The timber areas tributary to Chehalis are among the heaviest in the west, the big firs and cedars of the Cowlitz country being known as among the choicest in the market.

With such resources and adequate facilities for their handling going to make up the thriving young community that Chehalis presents to the visiting eye, it is still, the great, wide and beautiful meadows of the outlying valley on which its prosperity in future generations, lie. Productive land is an inexhaustible resource, while timber disappears and coal is mined out—so that in the near tomorrow, it is certain that the farmers of the Chehalis valley will be the real nabobs: their wonderful roads bringing their vast produce to market and bearing them in their high-powered cars over their rich domains. The climate of this valley is exceptionally mild, even for this region, because a beneficent Mother Nature saw fit to arrange her hills so as to cut off high and cold winds, yet providing lots of moisture for the development of bumper crops of all manner of growing things. The location is unparalleled for gardening and dairying. Lewis County has more than two million acres of the most fertile valley and hill lands, where berries,

cherries, apples, pears and plums grow luxuriantly, and while the valley is settling up fast, there is still room for thousands more, — only a man shouldn't go there to farm haphazard, because the farmers already there are the young and energetic class, who do things on the systematic and profit-producing plan and the go-as-you-please agriculturist will be left far behind in the annual roundup of the crops. Last year there were 300 acres



The Chehalis High School.

of berries in bearing in the immediate vicinity of Chehalis, and the producers have good reason to boast of their splendid qualities, the Loganberries, strawberries and raspberries being exceptionally large and fine in flavor.

The farmers have a Co-operative Associ-



Some Long Timber from the Chehalis, Cowitz & Cascade Railroad.

ation and large canneries of fruit and vegetables are operated. Corn grows in this region and is one of the important items of each year's pack. It is husked by a modern machinery process. Besides hundreds of tons of golden pumpkin and marrow squash, peas, beans and other varieties are the yearly product of these factories. In the apple can-



Corn Grows in Lewis County.

nery, during the canning season, are several hundred women and girls busy with the panning and the packing; all of the local crop is contracted for annually, and large shipments come in from the Yakima and Wenatchee orchards.

The dairy interests are equally important, and whenever you see a large sign board showing "Contented Cows," you should at once locate them in the Chehalis Valley, for if the bovine ladies cannot find contentment in those green pastures, contentment for them does not exist. The canneries both here and at Centralia are among the largest in the state and during the war solid trains of milk went from Chehalis to the Expeditionary Forces in France. The creamery industry is also a thriving one,—and in short, it would be difficult to think of any branch of the dairy or poultry business that could not be successfully prosecuted anywhere in this region.

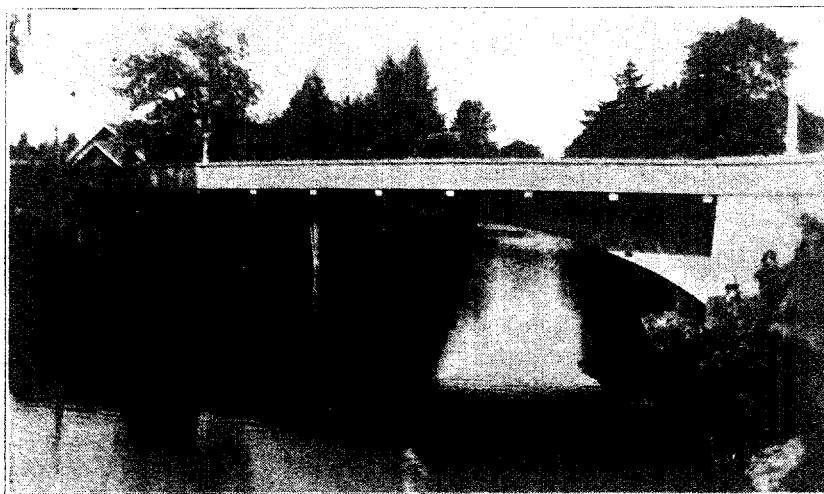
In Chehalis are a great many manufacturing institutions running to capacity, notable among these being a large wood-working plant that cuts out "ready-to-wear" houses for one of the largest companies of the middle west which deals in this class of product. This factory ships two carloads a day and is now enlarging its plant. Its other manufacturing plants number a furniture factory, split-wood pulley, broom-handle, chair, curtain rollers, ladders, fruit and berry box, excelsior, wood-pulp, paper, wood novelties and toy factories. From its clay resources are made pressed brick, vitrified paving brick and pottery.

The potential water power of the valley is practically unlimited, including the immense volume of the Chehalis river and that of the smaller, but swift-current Skookum-Chuck, a tributary stream flowing into the larger river.

When you go to a town of any size, looking about for business opportunities, one of the first assets which you are shown is its bank deposits and its banking facilities. These, in the Chehalis Valley Twin Cities are substantial and adequate to the demands of their commerce. In Chehalis, for example, at the close of business, December 31, 1919, the three banks of that city had on deposit \$3,969,638.86, a net increase of \$1,344,325.01 during the year. This condition of its banks is "good medicine," and a good augury for the community. Never in its history has there been so much on deposit in its banks, a salient fact that the list of small depositors is growing, indicating that labor is not spending all its gain in the mad chase after old Mr. Hi Cost.

The last bank statement from Centralia shows for May, 1920, deposits of \$3,257,383.22 —a remarkable increase in the last few years, showing a general prosperity, exclusive of the war gains and inflation.

A day's visit in Chehalis leaves you with an impression of cordial hospitality, a delightful hotel,—one of the best in the state—fine, handsome streets with good buildings and stores, pretty homes; an up-and-coming



Bridge Over Skookum Chuck, on the Pacific Highway.

(Citizens Club, which takes the place and exercises the functions common to the usual Chamber or Association of Commerce. This club, however, goes farther into the community life and makes a specialty of the Get Together. At its periodical dinners, all things pertaining to the good of the community are discussed,—and its local literary talent takes occasion now and then to display its talents. Here is a verse that its secretary once perpetrated, with apologies to Rudyard the Immortal:

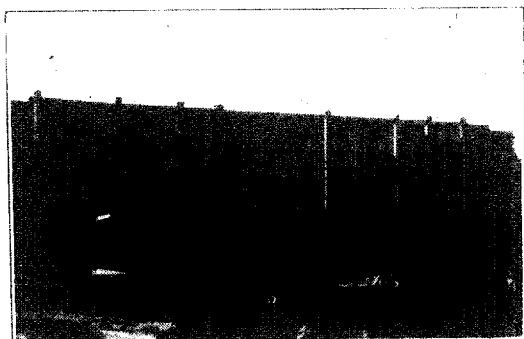
A man there was, and he made a prayer—
Even as you and I.
He would some day climb the golden stair—
Even as you and I.
But what he wanted here below
Was a home in a country where things grow,
So he came to Chehalis, don't you know—
Even as you and I.

He toiled and he reaped and he waxed quite
fat—

Even as you and I.
He helped with this and he boasted with
that—

Even as you and I.
And when he left this earthly sphere,
St. Peter said, "Please have no fear,
Citizen's Clubs are welcome here"—

Even as you and I.



Intensified Loading from Grays Harbor.

Such, briefly, are the half-way cities of the Willapa Harbor Branch. Sometime, the magazine will tell you about its terminals on Grays and Willapa harbors.

Our line is well located at Chehalis, has good facilities and N. C. Kendall is the local agent.

We Are Passing On.

By the Editor of the Newell, Iowa, Mirror.

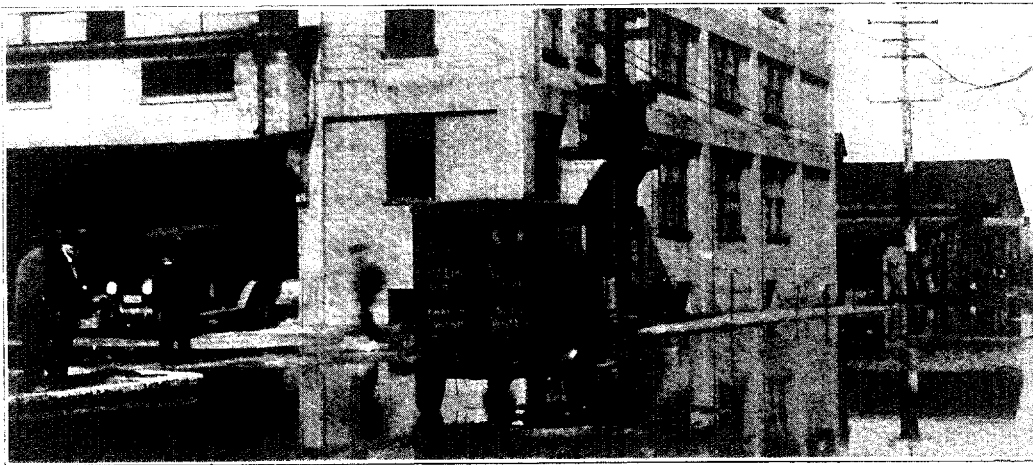
Our lives are like the railway train,
We are passing on.
Our lives are like the railway train,
They are short; don't live in vain.
Hope and fear together blend
As on our weary way we wend;
Meeting, parting, friend with friend,
To our journey's end.

Our lives are like the railway train,
We are passing on.
Mountain top and village plain
All come back to us again.
Sun drenched sky and summer rain,
We are passing on.

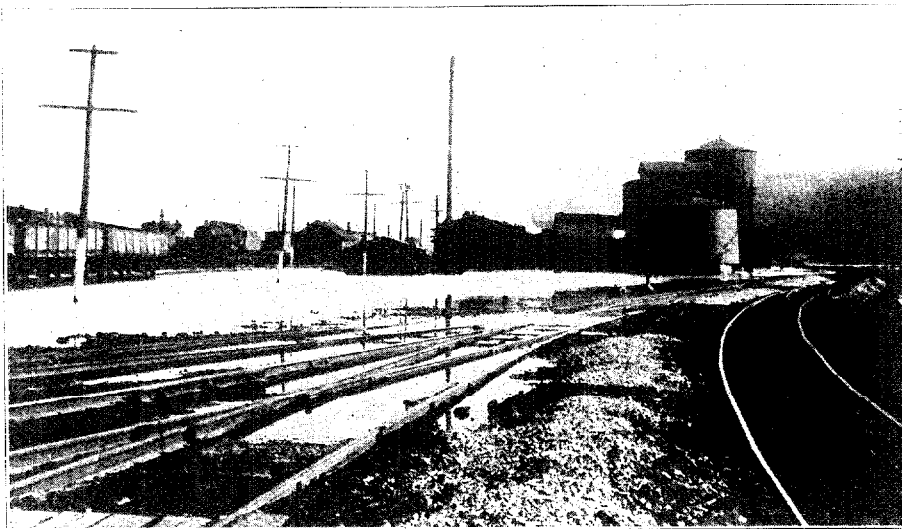
Our lives are like the railway train,
We are passing on.
Happy days, childhood days,
Childhood fancies, childhood plays,
All the dear remembered ways;
We are passing on.

Swiftly like the railway train,
Our lives are passing on.
We will not come this way again,
We are passing on.
We are passing, passing on,
To our journey's end,
To the regions of the blest,
Sweet haven of eternal rest—
Be this our journey's end.

A dissatisfied clerk in Des Moines
Went on a strike for more coin,
Now he is "pushing a Ford"
For his washing and board
For somebody down at Du Quoin.
E. W. D.



The Mississippi River in the Streets of Dubuque, Iowa.



The Highest Stage of Water at Dubuque Since 1888.

A Trip on Passenger.

W. H. Shafer.

"Hey, wake up here! Ticket, please!" Such was the greeting handed the first passenger on train No. 6 leaving La Crosse on a hot July day, in 1917. This dopey individual was sprawled out in the smoking apartment in the first coach, taking up two seats, and resembling a newly cut-down poplar tree, his legs and arms representing the broken branches.

"Wha-sa-matter!" he exclaimed, and turned over and flopped like a fish just landed in a boat, and braced himself for another hold.

"Wake up here, I say, and give me your ticket—I haven't time to fool with you all day."

"Thas all right, Cap, you got my ticket leaving St. Paul, and you stuck a yellow hat check up there—there it—" and he looked and blinked at the bracket that holds the hat checks. "Say, con., do you see a yellow hat check up there?"

Who ever saw a yellow hat check? And

when any one does it's time he were taking the Keeley.

"Nope," says I, "there ain't no check there at all."

"Well, thas aw right, boss, I'm going thru; come around later and maybe I'll find it. I've got a pasteboard somewhere, and by that time I'll have this dope slept off."

That sounded good for a man in his condition, some sense left in him yet, but not enough to overcome the habit of all habits.

No trouble with the next five. The sixth and seventh were a middle-aged lady and a boy, I should judge, about thirteen years old. A local ticket the lady tendered, the boy nothing.

"Where's your ticket, young man?"

"He hasn't any," the lady replied, "he is my boy and he don't need any."

"How old is he?"

"He'll be eight his next birthday," she replied. "I've never had to buy a ticket for him and I don't intend to now."

Wouldn't that top you? And say, I'll bet the bulk of that kid weighed a hundred and

fifty, and stretched out all of five feet eight when he got off the train. Quite a lot of practice he must have had to squeeze himself into a seat like he was caged. He paid full fare.

A little further, and a colored gentleman, quietly taking a mid-day nap and minding his own business, nearly went out of the window through fright when I asked him for a ticket. After fumbling around two or three minutes, he finally dug up a trip pass from Minneapolis to Chicago, account dining car waiter.

"Say, boss," says he, "when am this train gonna touch at La Crosse? I'se a brother living there an' ah wants to see him bad, cause I'se broke and I'se got to eat befo' ah gets to 'hi., an' ah wants to get some money from him."

"You're out of luck," says I. We're eighteen miles past La Crosse and no chance for you to get back there again." And if I ever saw a heartbroken, discouraged look on a person, it was on this coon.

"Lord God, man! Ah ain't eat since yesterday noon and I'se nearly starved."

"Can't you get a hand-out in the diner? Some of your colored friends in there will surely give you something to eat."

"Nothing like it, boss!" And with a disgusted look he crouched down in the seat and went to sleep again.

The next passenger to encounter out of the ordinary was an old German, who, in an excited jargon, spied out the following:

"Tell me, Mr. Conductor, when this iron train to Camp Robinson comes. I have grandson there that's a soldier. You see, I was a soldier with General Grant, and I want my grandson to be one, too, and fight for his country like I did."

Some spirit for an old German that couldn't talk plain United States.

"Let me see your ticket, please." At that he produced a coupon ticket from Little Falls, Minnesota, to Camp Robinson and return. We surely let him off at Camp Robinson.

A little further on, and a comely young lady, sitting straight and prim, felt somewhat embarrassed when I asked her for a ticket.

"Why," says she, "the other conductor took my ticket and put a white one up there!" pointing to the bracket that holds the destination checks.

"Where are you going?" I inquired.

"Why, I'm going to Milwaukee, and conductor Conley took up my ticket!"

"Impossible," says I. "Conley's too old on the job to lift a Milwaukee ticket. Look in your bag and see if you haven't it."

But she expostulated, "I know that I haven't!"

After parleying a while, she opened the bag—no ticket in sight.

"There!" she says, "are you satisfied?" and snap went the clasp.

"No, I'm not altogether satisfied," I replied. "Kindly look into that little purse you have in the bag."

At that she looked black, opened it with a jerk, took out the small purse, and exclaimed: "There! Do you see now? All I have is my

baggage check!" and, reaching in, picked it out, and right underneath lay a card ticket. "Why, here it is! I was sure conductor Conley took it up!"

In the next coach things went smoothly until a strawberry blonde with a smile spread all over her face, handed a ticket for Watertown. A white check, stenciled with the figure fourteen was placed in the check bracket. Two seats further and across the aisle a spinster lady, with sharp, positive features, presented a ticket for Milwaukee. A check with No. 60 was put in the bracket—and right away something started.

"See here, Mr. Conductor," says she, arising, "I'll have you to understand I'm not sixty years old, and I know that that vixen in the seat across is more than fourteen!"

I've had the breath knocked out of me, had my eyes tested, and been trampled on, but that charge gave me a kink that lasted all day. Here stood this woman with her parasol raised, and a defiant look on her face—one that can't come off—and me ready to beat it out of the coach, and all the rest of the passengers giggling and grinning. An awful predicament to be in!

"Oh!" says I, "I've made a mistake. I should have given you a red check," which was quickly done. No use to tell her that fourteen is the destination number for Watertown and sixty for Milwaukee. I simply didn't argue, and started working after recovering from my scare.

A little further and I meets a up with a sorrowful booze-packed individual whose countenance resembled a ten year salted mackerel. His tale of woe ran something like this:

"I haven't a ticket, nor a pass, nor money." He didn't have to tell me that, his dissipated appearance showed it. We've seen his kind many a time.

"I'm an old-timer, Cap. I've hit the ball when we carried the link and pin; I've boomed on nearly every road in the country; I'm down and out; I want to get to Chicago, to the Railroad Men's Home. I've a card and papers that will admit me, and I want to spend the balance of my days there.

"You're playing a dead hand, old-timer, deal them over."

"It's the best I've got, con.: I've been playing it for twenty years and winning."

Well, that's a hard game of talk to argue on. I've played the hand myself and couldn't say much, and I've never turned down one of the old craft.

Quite a crowd got on at Camp Douglas, among them an elderly lady with a ticket for Fort Atkinson, routed via Elroy and Madison, on the Omaha road. Such a ticket, of course, could not be honored on our line. I had a time to convince her, though; her excuse was that her two sons, soldiers at Camp Douglas, had purchased it for her and put her on the train. When told that she could go to Watertown on our line, and take a train from there to Fort Atkinson on the C.N.W. line, but that she would have to pay her fare to Watertown Junction, and the Omaha ticket could be re-

deemed at Fort Atkinson, she somewhat faltered, and in a weak, trembling voice, asked how much the fare was. I very politely told her.

"I don't think I have that much money with me," she replied, and, opening a small purse, a one-dollar bill was all that showed.

"Is that all you have?" I gently asked.

"I'm sorry to say it is."

And right here I was up against it, not having the heart to take the last cent, nor put her off, and there being no other train to send her back on. There was only one thing to do—give her my name and address and have the fare sent to me when the Omaha ticket was redeemed, which she very promptly did, and who could have done otherwise? Here was a mother sending her two sons to war.

Now we're in the dining car. At the first table sat four girls, reminding one of a cluster of roses on a rose bush. Advancing cautiously, with a swelled chest, I politely asked them for their transportation, a giggle and laugh from all four being the initial greeting.

"If it's tickets you mean, why we haven't any. Have we, girls?" replied one of them.

"Nope!" they all squeaked in unison.

"Well, then you must pay your fare."

"But we haven't any money, either," says one, "we've been on our vacation and spent all our money." More giggling and laughing. "We're trying to beat our way to Madison, we're students at the university."

"Well, say! You might make a get-away with me, but that guy you ride with from Portage to Madison is hard to pull by."

"Right you are," says one, "we know him. Give him the tickets, Madge!" and Madge dug down into her purse and produced the card-boards. "I think you just horrid!" says she when handing them over. This caused a titter from the rest, but the merry twinkle in her eye was convincing proof that it was all a joke.

The next guy to bump against was the chef, he having poked his nose around the kitchen corner just as I was passing.

"Hello, chef!" says I, "How are they coming? There is a colored friend of yours over in the coach, and he's hungry. Can't you do something for him?"

"Does ya mean that yallah thin-lipped Libberian Hottentot wot's riding on a pass?"

"That's the bo," says I.

"Does ya mean to say can I do something for him? Huh! I should say not! Why, that low-down yallah nigger couldn't get a handout if he was starving! He works on this car when he is on duty, but the rest of us refused to work today if he went along, so the boss had to fire him—that's why he's riding in the coach."

"But why so much animosity?"

"How—how's that?"

"Why such bad feeling?"

"Oh! It's this way, con, last trip going up we has a pay day, and, as usual, after our work was done we all shoots craps, and do you believe it, that measly coon wins all our money, cleaned us to a finish! And that ain't the worst of it, either! He just lays off at

Minneapolis with all that money, hires a taxi and takes mah best girl out and blows all that money on her. Oh! If that coon comes back here, I'll——" The odor of burnt chops set the brake on this turbulent darkey's monologue and started him slanting to the kitchen.

In the smoking apartment of the chair car sat a picturesque individual: a corduroy suit, high top lace tan boots, a flat Scotch cap, and blue flannel shirt open at the throat, composed his regalia. Clean cut features showed, despite a five days' growth of beard. The ticket he presented was a coupon at least a yard long, reading from Prince Rupert, B. C., to Charlottesville, Va., via the G. T. P. to Winnipeg, the Soo Line to St. Paul, the C. M.&St.P. to Chicago, the P.R.R. to Washington, D. C., and the Southern Railroad to Charlottesville, Va.

"Been riding long?" says I.

"Nope, only since Monday." This was Thursday. "I left Prince Rupert Monday morning."

"You've sure been coming some! But why the long trip?"

"It's like this," says he, "I want to be a soldier again. I served three years with the regulars—two in the Philippines and one in Alaska. I stood about fifty feet from General Lawton when that dirty Igorrote stabbed him. It was done so quickly nobody could have prevented it—but what we did to that treacherous Filipino is unprintable."

"I'm thirty-five now, but I want to get in the harness again and do my share for Uncle Sam. I'd have come sooner but my contract with a lumber company on Graham Island didn't expire until two weeks ago."

"And where is Graham Island, may I ask?"

"It is the largest one of the Queen Charlotte group of islands located about seventy-five miles in the Pacific Ocean direct west of Prince Rupert. I've been there two years; it's an ideal spot. There are three large saw-mills on Graham Island, and they cut nothing but spruce—in fact, that's the only kind of timber it contains. These spruce trees stand so thick it's almost impossible to build roads through them; they tower from a hundred to two hundred feet in height, measuring, on an average, four feet in diameter. It's a wonderful place, with wild game and water fowl in abundance. Ducks and geese by the million hover there the year around. Bear are also plentiful; it's fun to see them scoop salmon out of the water—they will get hold of a tree branch with one paw and scoop out fish with the other. I hated to leave. The climate is grand, never gets cold; the Japan current keeps it warm the year around. But Uncle Sam sent his call and I've answered. I'm going home to visit the little mother for a short time—then me for the biggest game human ingenuity can conceive—war." I wished him good luck and a speedy return.

In the near future I'm going to hie to Graham Island on a hunting and fishing trip; am going via Spokane and, when passing through there, I'll reach out, grab Sted—, and take him with me.

WASTE AND RECEIVERSHIP OR ECONOMY AND EFFICIENT OPERATION.

J. E. Bjorkholm, Assistant Superintendent of Motive Power.

Waste is the first mile-post on the road to bankruptcy, and no problem, no matter how important, is worthy of a more serious consideration and more thorough analysis than the huge waste in material of all kinds, material that, when one single unit is considered, may appear insignificant, but in the aggregate amounts to staggering sums that, when calculated on an annual basis, runs into millions of dollars. No one will deny the seriousness of this question when viewing it from the dollars and cents standpoint; and still, perhaps, the direct financial loss due to our carelessness sometimes bordering on criminality is the least important. The difficulty, not to say impossibility, of replenishing the supplies, no matter what the nature, places the direct financial loss in the background, while the indirect loss assumes almost unbelievable proportions. Damning the storekeeper or the purchasing agent when a high class locomotive is lying idle, returning nothing on the investment, waiting for some material in order to have it placed in serviceable condition, has no longer the desired effect; as in the majority of the cases, the article needed is not on the market, and if on the market is usually held up somewhere on the road in some freight congestion, due to causes over which the management has no control. The difficult material problem is by no means confined to railroads, but is being felt equally hard in other industries. The question of a manufacturer selling his goods has been revised to a matter of the consumer being able to purchase, regardless of the fabulous prices paid for anything needed in the line mechanical, a statement recently made by an authority on the subject that a modern locomotive costs approximately 37 cents a pound being a good illustration on the subject.

Bearing in mind that while the direct loss due to waste amounts to staggering sums, the indirect loss caused by inability to replenish wasted material added to the purchasing price of the article is the main and burning issue.

It becomes obligatory on everyone in any way connected with the great crops of workers comprising the industrial army operating this, one of the greatest railroad properties in the world, to save and not to waste, considering every article as a part of his own business, every supervisor as if he was the proprietor of a business undertaking of his own, and every worker mindful of the fact that a corporation in good financial circumstances is able to grant requests made by its employees that a corporation on the verge of entering into bankruptcy proceedings is compelled to deny.

No one, I feel confident, who has been engaged in railroad service for some time has not at one time or another made a remark about the appalling waste on the road, little thinking that he, himself, in his own limited sphere, was as wasteful as his fellow-worker, and that each individual's carelessness in the aggregate was responsible for the alarming physical condition of the property. Little streams make big rivers, and if every employe would save only a penny's worth a day, it would soon amount to a respectable sum. If every fireman on approximately 1,500 serviceable locomotives would save only a dime a day by careful firing, the annual saving would run into a fortune; and if every engineer would do the same on lubrication the management would soon be in a better position to improve the physical condition of the locomotives. In this connection it would perhaps not be out of order to mention that when appealing for saving in fuel we usually direct most of our remarks and most of our attention to the enginemen, forgetting that half a dozen train dispatchers can either waste or save more fuel than all the enginemen combined, this being particularly true to freight service under single-track operation. In the shops and roundhouses every mechanic, by carefully noting the condition of an article before it is scrapped, can most materially aid towards a more efficient and healthful operation of the property.

One of the most vexing problems, one that would cause an average corporation to be haled into the court of bankruptcy, is the question of ordinary

caboose and engine supplies, as the waste in this line has reached a stage that, were I not thoroughly conversant with it, I would refuse to believe; and the strange and so far unexplained thing is that those supplies consist largely of articles that are not destructible, but nevertheless are being consumed at an alarming rate. Sufficient hammers, for instance, have been issued this winter to allow half a dozen for each locomotive in service, the same being true with monkey wrenches, iron torches, and tinware of various kinds. This waste of property is an item that needlessly runs into hundreds of thousands of dollars annually, and when we stop to consider that a 250-watt headlight globe almost commands the same price as a ton of coal; that for every cab globe that is broken 21 cents is taken out of the earnings of the road; that a red lantern globe commands the sum of 75 cents; that for every 12-inch monkey wrench issued 98 cents (that could very nicely be used for other improvements) is taken out of the treasury; that the cost of seven engine oilers would be sufficient for a mechanic's wages for a day—is there any wonder that the stock quotations stand where they do? This question is so big and so far-reaching that it is not within the power of any one individual to correct. The employe cannot correct it without the hearty co-operation of the supervisor, and the supervisors are helpless without the assistance of the employes. That something will have to be done, and done quickly, there can be no divided ideas, and whole-hearted understanding and mutual interest in the railroad is the only solution of the problem. It is no pleasure for the enginemen to have to hunt for supply boys every time an engine is to go out, complaining about shortage of sundry supplies, while the supply man is turning heaven and earth for an engine oiler or a monkey wrench, wondering what became of the wheelbarrow load that was distributed yesterday, the foreman at the same time wondering what became of all the drinking cans and tank buckets for which he issued Form 189 a few days ago, forgetting that almost every caboose, boarding car and switchtend-

er's shanty has been generously supplied from the locomotives. It is, therefore, a question of mutual interest, if there ever was one, and it requires a lot of common understanding and mutual interest to bring this problem out of its present chaos.

The field for conservation is by no means limited to the above, however, which merely have been mentioned as an illustration. The shops surely are a fertile field for saving material, material that if discarded, in numerous instances, cannot be duplicated without much trouble and delay, regardless of the efforts made by the storekeeper. Nuts and washers are usually wasted with a lavish hand, and no one can really estimate the loss in time and money due to this source; and, at present, nuts are a commodity almost impossible to procure. Globe valves, particularly those of the smaller sizes, can be found almost everywhere, and when one considers that if good for nothing but scrap they are worth 17½ cents a pound, the reader will readily realize the loss involved.

The most valuable asset, however, and of which we perhaps waste more, is TIME. While a lantern globe, a drinking can or a washer, with some difficulty together with financial loss, can be replaced, time is something that when once lost no one, no matter what the resources, can replace; and still we have lost all regard for the value of same. The waste of time, which in other terms can be defined as the reduction in production, no matter in what commodity, is the most far-reaching factor in the living problem of today. We may damn the merchant and the manufacturer, large or small; we may call the landlords ugly names, and cheap politicians and soap box orators may howl, but the high cost of living will remain with us until we all—you and I—learn to appreciate the value of time, the waste of which is the most serious social and industrial problem confronting the world today.

Engineer Elmer Bloomquist of Merrill, who was severely injured last fall, is still unable to attend to his duties, and at this time he is unable to say just when he will be ready to return to work.

Alfred Zellmer has been having a forced vacation practically all winter on account of ill health.

Safety First

A. W. Smallen, General Chairman

"Safety First" is not a slogan, only a practical demand for the greatest care.

Church Chimes in Place of Crossing Bells.

George Bradshaw, the talented safety supervisor of the Pere Marquette, writes sensibly and entertainingly on a very live subject, as follows:

Did you ever pass an electric arc light on a summer evening and notice the bugs, beetles and flies that had been killed by coming in contact with the light?

"Foolish creatures," you say, "to get killed by that light."

Foolish they certainly are; but wait a minute. Now that you are in a meditative mood, let's bring this train of thought closer home. Let's start in by reminding ourselves that we—mankind, the self-styled Lords of Creation—are only animals to begin with, and that we differ from the beast of the field and the fowl of the air merely in the development of common attributes. Let's remember that we possess no primary faculty which is not also possessed in a lesser degree by some animal or bird. We think, and so do the animals; we talk, and so can parrots and crows; we have lately learned to fly, but the birds had to teach us how; we have developed great musicians, but there's more real music in the throat of a mocking-bird, a thrush or an oriole than in a whole chorus of Carusos, Galli-Curcis, and McCormacks.

We have our David Warfields and John Barrymores, our May Irwins and Mary Pick-fords, and also—our educated canaries and trained fleas.

We call a lunatic asylum a "bug house," but we ought to be ashamed of ourselves to do it, because no bug, sane or insane, ever did the foolish things we are doing every day.

These are good, wholesome thoughts for us, because they tap our reservoir of conceit and let out the inflation of self-esteem.

So, now, knowing just where we stand in the animal kingdom, let's go back and consider those bugs, beetles and flies that killed themselves by coming in contact with the arc light.

"Foolish creatures," you repeat. But how much more or how much less foolish are those bugs, beetles and flies that come to their death by collision with the arc light than the fellows who try to stop a railroad train by getting in front of it with a motor car? They are both bent on getting killed and the method is only a matter of selection and taste.

There's no way of telling how many insects are killed by arc lights, but we do know that enough people are killed and injured every year on railroad crossings to

make a respectable sized city. There are twenty such cases on my desk right this minute, not one of them over six weeks old, and of the thousands of cases that occur every year, in not one of them has a railroad train ever yet left the track and gone on a chase up the highway after an automobile. Just a little section of highway between two strips of steel 4 feet 8 1-4 inches apart, and as plainly marked as the nose on a man's face—that's where all the trouble occurs.

The bugs, beetles and flies, with all the rest of the world to move about in, head straight for the arc light. But what right have you to say "foolish creatures," when you will get upon a highway and follow it up for miles till you come to that little 4-foot 8 1-2 inch strip, and then insist upon getting onto that particular strip at the exact time that a train also gets on it? I won't call you "foolish creature," but I don't see a helofa lot of difference in this method of procedure and that of the insects.

I often wonder, as these reports of crossing accidents come into the office from day to day, why it is, when there are so many ways of getting killed in this world, drivers of motor cars should show such a decided fondness for being crushed beneath a railroad train. You know there are a lot of sure and approved methods of getting killed. You can drown yourself, you can take poison, you can use a rope or razor, or monkey with a gun that's "not loaded," or make love to another fellow's wife. Oh, there are so many ways of getting killed—easy ways, sure ways, quick ways! But motor car drivers pass all these methods up—nothing doing—only to use their bodies for soap grease on a railroad track.

As a rule they are not at all particular about the kind of crossing they select. It may happen to be one where the view of an approaching train is somewhat obstructed, but more often—it's an actual fact shown by the records—they select a crossing where a train can be seen for a mile or more, and they are not at all fussy about any other little details. If the crossing they select has gates, and they are lowered across the highway for protection, they simply run right through them and smash them to pieces. In every large city the railroads have to keep a force of men busy a good part of the time repairing or replacing gates broken in this way. Down on the Long Island railroad in New York they had so many gates smashed in this manner that it was necessary to use heavy telegraph poles for gate-arms.

SAFETY FIRST

No. R. 151

A Dangerous Time Saver

*Courtesy, Northern Pacific R. R.*

Stop practice of going between cars to
adjust knuckles *as cars are about to couple*

**A DELAY IS BETTER THAN
AN ACCIDENT**

National Safety Council



Steam Railroad Section

Additional Copies of This Bulletin May Be Secured at Cost

"Safety First" is not a slogan; only a
practical demand for the greatest care.

And if there happens to be a warning bell at the crossing they select, so much the better. They can listen to their own funeral dirge and the arrangements are complete. The roads I represent, being operated on the policy of the "public be pleased," are thinking of doing away entirely with all ordinary gong bells that simply say "ding-ding-ding" at highway crossings and substituting instead regular church chimes. Then when a crossing tender sees one of you fellows coming he can play "Nearer, My God, to Thee," and the undertaker and the junk dealer can gather up the pieces.

"Safety First" is not a slogan; only a practical demand for the greatest care.

Safety First.

O. A. Beerman, Chief Dispatcher, Mason City, Iowa.

I do not think there is any individual employe working on a railroad that has greater opportunity to practice safety first than does the trick train dispatcher. In his care are intrusted thousands upon thousands of dollars worth of the company's property, as well as hundreds of lives. His mind must be ever alert to conditions as they arise, and his first thought must be the safety of these lives and this property.

As a trick train dispatcher I took particular pains in properly notifying trains of dangerous conditions first and then notifying those detailed to the work to remedy. A trick dispatcher must keep in touch with weather conditions at all times. I recall one summer on a certain division we had a great number of violent storms that did not exceed two miles in width doing heavy damage for the short distance that our tracks were crossed. These storms make it exceedingly dangerous for trains, as there is nothing to warn them of any danger until they are in the storm's path unless the train dispatcher knows of the condition and notifies them. I always make it a practice to learn whether or not section men were out patrolling their sections during or after storms when it was possible to communicate with the stations where section men were located, and where they were not out word was sent to them. This, of course, should not be necessary, but I have known a number of cases where an entire section crew has slept through the worst kind of a storm.

I was always very careful to give section men correct line-up of trains when asked for them. To overlook a train on a line-up might result in injury or death to the entire crew. This is important on all divisions, but more important on a division like the Dubuque Division, where curves are so plentiful. I gave a section crew a line-up one evening when they were going out after a storm and included all trains in sight at that time, but shortly after they had gone a work train showed up that had to go to a coaling station for coal over the section that these men were patrolling. The train crew was cautioned to keep a sharp lookout for the section men and sound their whistle freely. I recall this case because the section foreman wrote me up. In examining operators I always call their attention to keeping train dispatchers closely advised of weather conditions. One other thing their attention is called to is the proper checking of train orders. This I think is one of the best acts of an operator. Another very dangerous practice some operators have is copying train orders again after the order has been repeated to the train dispatcher. I never knew how near we came to having a collision between a passenger train and a freight train on my trick some years ago until the trains had met and reported that their orders did not read the same. The operator insisted he had repeated his copy. He had, however, checked with the other office and was taken out of service. Some time after the investigation I learned that the order had been received after it had been repeated to me from original copy.

"Safety First" is not a slogan; only a practical demand for the greatest care.

Motor Cars.

W. H. Cobb, Dist. Safety Insp., Milwaukee, Wis.

Did you ever take a ride on a motor car? The hard-boiled call them "speeders." Well, say, some one sent out a poster the other day and it asked: what would I do if I owned the Chicago, Milwaukee & St. Paul railroad, and I want to tell the world right now that if I did that my first official and executive order No. 1 would be to change the name of these gasoline teal ducks from "speeders," for every fellow that runs one has a hunch that he has got to follow right along with the juice in the telegraph wires in order to keep their name good.

Of course, speed is a good thing in lots of kinds of railroad work, but when excessive speed gets mixed up with a motor car a good many times, the coroner's jury writes the last chapter of the book, for, you see, there is so many things that a fellow on a motor car can't gamble on. For instance, only a few motor cars are equipped with brushes in front of the wheels, and lots of times there are stones and bolts and nuts laying on the rail that ditch a car in a hurry, and last fall we had a very serious motor car accident that was caused by a turtle that had climbed up on top of the rail to sun himself and ditched the outfit.

Another thing is highway crossings. Many times the space between the rail and the planking gets filled up or a loose stone or something gets in the way of the flange of the wheel, and if you are tearing her loose some one is almost sure to make out a 171 report. So cut the speed and play safe, for there is nothing in it.

There is quite a knack, too, in loading tools and material on a car so that they will not jar off, and strict attention should be paid to this, for too many times they are just thrown on and the gang piles on and they beat it, and pretty soon a monkey wrench or a bar or something else falls off in front and then you are trying to go through the fence without the roadmaster's permission.

We don't pay enough attention to brakes, either. Every time we start out we should give the brakes the once over and see that they are in good shape, for they are just as important to us as the "air" is to the engineer on the engine, and you bet your life he tests out the air before he starts out. And if you have to do any night riding you sure should have a light in front and in the rear.

I never saw a horn or a bell on a motor car, either, but I think there should be one, for if you are rounding a curve or coming to a highway crossing there may be a track crew that would have to jump sideways if they did not know you were coming, and at a crossing there might be an automobile or a load of hay that would be interested in your coming, too.

Believe me, it is a good idea to get a line-up, too, before you start out. And have plenty of men on the car to handle her, for it isn't the pleasantest experience in the world to come around a curve and see right ahead of you a dazzling headlight and a train coming to you 50 miles an hour, for then is the time that you want plenty of men to get her off to one side in a hurry. And don't set her off on the opposite track if it is a double track, either, for then they would get you going and coming.

So, looking it all over, this motor car business is full of danger, and the guy that runs one should have his noodle working every minute while he is on the rails and cut out taking any chances, for it is only by paying attention to the strict rules of safety that a motor car can operate over a busy system like ours and not have some one hurt.

"Safety First" is not a slogan; only a practical demand for the greatest care.

What Is the Best Method for Safety Committeemen to Pursue When They Observe Employees Performing Their Duties in a Dangerous Manner?

R. Bashaw, Car Foreman, Mitchell, S. Dak.

The best method for a safety first committeeman to pursue when he observes employees performing

their duties in a dangerous manner is to correct it at once by calling their attention to the dangerous way that they are doing the work and showing them the proper way to safeguard themselves in performing their work. This brings to my mind a little incident that I will proceed to tell by using assumed names.

Smith had never worked on a railroad, and even though a good, hard worker and a steady man he was not what you would call a clumsy man, but worked away to get the work done. Interested only in doing a day's work for his employer and getting all the work done that he could during his shift. When Smith applied for a job on the repair track and was accepted most of the men sniggered at one another and said "I wonder who they will hire next to come down and fix cars." Smith didn't do so bad the first two or three days outside of losing a couple of finger nails and smashing his thumb with a hammer. During the noon hour of the third or fourth day the men were jesting and joking about Smith; telling about how he went about his work and how he did everything wrong, and how he pounded his fingers and did not know how to hold a chisel or how to strike a sledge.

Jones said: "Well, let him go to it; let him get hurt." "Serve him right," said another. Brown spoke up and said: "If he set a jack under a car and goes to jack it up like I saw him do yesterday they will carry him home in a basket," and this seemed to make them all laugh. Well, it was a miracle that Smith did not get killed working with that bunch of men, but somehow he lived through it, and inside of a year became a good car man. He learned it himself by getting a good many hard knocks and the mortification of being laughed at by the rest of the bunch.

Later new men were being put on, and when a man by the name of Wilson, who was a green man, was put to work it was the same old story with the rest of the bunch, how Wilson was ever going to make a success of the work as he was such a clumsy man and didn't know a pair of wheels from a drawbar, from a sledge, and so on. These were the joking remarks that greeted Wilson on the morning he went to work. But not so with Smith. When Wilson received his box of tools to start to work Smith went to the foreman and asked that Wilson should be given him for a partner, although he had never seen the man before. The foreman consented, and Wilson and Smith were put to work on a car. The first thing Smith did was to show Wilson his tools and what they were used for and how he should use them. Also he said: "When I came here I had to suffer and be laughed at and nearly lost my life and limbs several times because no one showed me how. Now I have learned a lesson if no one else did." In a few days Smith had Wilson broke in without having him getting his fingers smashed and taught him how to be careful and, best of all, would say to him a dozen times a day: "Wilson, remember safety first; you know you have a family at home."

After Wilson was on the job for a year it seemed to make a difference in the whole bunch, as they all got to using the phrase of Smith: "Remember, safety first." Today this same bunch of men, or part of them, as some of them have gone, are the most careful bunch of workmen working together. Jones and Brown both learned that it was better to instruct a new man just starting than to sit and watch him get hurt and laugh about it. This is a true story and happened a number of years ago with other names substituted and goes to show what one man or more can do if they will only do it. Any one of us, even if we are not a safety first committee man, can see in our every-day work where we can correct or instruct some one on a safe way to do his work. But are we doing it? We should. We do not want to be a Jones or Brown and see some one get hurt just to have him learn a lesson. We want to remember what Smith said—"safety first"—as there is some one else depending on us for a living. How much better it would have been for Smith had Jones or Brown taken him in hand as he took Wilson and taught him how to do the work in a safe and careful way. This one little incident goes to show what one man can do to teach a large number of men the lesson of safety first.

"Safety First" is not a slogan; only a practical demand for the greatest care.

The following is a list of the safety first committee meetings that will be held in the month of June, 1920:

Date.	Place.	Division or Shop Committee.
1—	Madison, S. Dak....	So. Minn. Division
1—	Des Moines, Iowa....	Des Moines Division
2—	Kansas City, Mo....	Kansas City Terminal
7—	Ottumwa Jct., Ia....	Kansas City Division
8—	Minneapolis, Minn....	Minneapolis Loco. Shop
8—	Green Bay, Wis....	Green Bay Shop Committee
8—	Green Bay, Wis....	Superior Division
8—	Tacoma, Wash....	Coast Division
8—	Sioux City, Ia....	S., C. & D. Division
9—	Aberdeen, S. Dak....	Aberdeen Division
9—	Tacoma, Wash....	Tacoma Shop Committee
10—	Spokane, Wash....	Columbia & Idaho Division
11—	Spirit Lake, Idaho....	Spirit Lake Safety Com.
12—	Minneapolis, Minn....	Twin City Terminal
14—	Minneapolis, Minn....	River & I. & M. Division
15—	Milwaukee, Wis....	C. & M. & Nor. Division
15—	Deer Lodge, Mont....	Deer Lodge Shop Com.
15—	Deer Lodge, Mont....	Rocky Mt. & Missoula
15—	Perry, Ia....	Iowa Division
16—	Mitchell, S. Dak....	Iowa & Dakota Division
16—	Portage, Wis....	La Crosse Division
16—	Beloit, Wis....	R. & S. W. Division
17—	Tomah, Wis....	Frog & Switch Dept.
17—	Tomah, Wash....	Bridge & Bldg. Dept.
17—	Lewistown, Mont....	No. Montana Division
22—	Montevideo, Minn....	H. & D. Division
22—	Wausau, Wis....	Wis. Valley Division
22—	Mobridge, S. Dak....	Trans-Missouri Division
22—	Savanna, Ill....	Illinois Division
23—	Milwaukee, Wis....	Milwaukee Loco. Shops
23—	Milwaukee, Wis....	Milwaukee Terminal
23—	Dubuque, Ia....	Dubuque Loco. Shops
24—	Dubuque, Ia....	Dubuque Car Dept.
24—	Dubuque, Ia....	Dubuque Division
24—	Madison, Wis....	P. du Chien & Min. Pt.
24—	Miles City, Mont....	Musselshell Division
24—	Miles City, Mont....	Miles City Shop Com.
25—	Milwaukee, Wis....	Milwaukee Car Dept.
28—	Minneapolis, Minn....	Twin City Car Dept.
10—	Chicago, Ill....	Chicago Terminal



High Water at Marquette, Iowa.

Wisconsin Valley Division.

It ought to be time for Earl Karner to "tess up." Anyone else? We would like to make this a matrimonial page.

Vacation time will soon be here. Even now there are a good many applications in for leave of absence. The nice warm weather we are enjoying prompts this spirit.

By the time this is published a great number of us will have enjoyed a grand hop given by the locomotive firemen and engineers, which is to be held at Tomahawk on May 28. A real jazz orchestra has been asked to furnish the music. We expect it will take us some time to forget.

"Then take me in your arms again and waltz, and waltz, and waltz."

At Home

Hazel M. Merrill, Editor



Edward A., Little Son of E. L. Zimmerman,
Secretary to Superintendent of Motive Power,
Milwaukee.

Hope Ahead.

Daily, now, the ads are appearing in the papers of "marked down sales" on wearing apparel, both for men and women, and it's human to take a bit of satisfaction in saying, "I told you so." It's plain enough that the men and women of this land are coming to their senses and tightening up a little on the pocket-book, and therefore, the sales of wearing apparel. As long as men throw ten dollar bills at shop-keepers and accept one paltry shirt in exchange, or women hand over a twenty and carry away a couple of silk stockings to show for it, the complacent merchant could not be blamed if he took while the taking was good; and howl over high cost went on. As spring has advanced, the talk in mercantile circles, which previously had admonished the people to buy because prices were going still higher, became less uplifting, if you get my meaning, and as I stood one day within hearing of a conversation between two State street buyers for a large department store, I easily detected that they were no longer skeptical about prices coming down. They frankly confessed, each to the other, that whereas it had not been possible for a long time to buy a decent suit of clothes for less than sixty dollars, the time was at hand when forty-five dollars would "bid in" a very presentable outfit, with a fair prospect of a still less price in the near future. They were not talking for the benefit of the public, but strictly among themselves, when I happened to be near enough to catch what they were saying. That was before the recently announced 20 and 30 per cent discount sales that are taking place all over the country. And these men gave as the reason for the prospective tumble,—the very argument that has lately been drummed at the buying public, and which, it seems, has at

last gotten under the skin,—i. e., stop buying extravagantly; let the unnecessaries alone and, by a reasonable exercise of economy, bring prices down in a legitimate and lasting way. If people don't buy ten and twelve dollar shirts and ten dollar silk stockings and forty dollar hats and one hundred dollar suits, merchants will commence to show goods and garments at a lesser price. The price of silk has already receded conspicuously. It began, I believe, when a State street shop advertised silk tricolette,—that fabric beloved of the feminine heart and that last year commanded prices that began their upward way at \$7.00, and sky-rocketing thereafter to fifteen and eighteen dollars—advertised this material, I say, at \$4.45 per yard, and dumped thousands and thousands of yards out for sale at that price. Now other kinds of silken fabrics are following down, slowly but surely, and after a while it may be possible for matrons and maids to clothe themselves without bartering their souls in exchange. Just keep up the practice of self-denial a little longer, "an' ye shall walk in silk attire."

The Vacation Outfit.

It is hard to think of vacations these cool May days, but it is best to be forehanded. How would it be to talk about bathing suits while the wild north wind is blowing? This season bathing suits will be more daring and dashing than ever. One window shows a beach cape of brick-red flannel trimmed with bands of gray flannel and lined with rubber silk to match. With this is worn a tan bathing hat of gray silk rubber cloth, with brick-red pompoms.

Your vacation wardrobe should include an organdie, made with simple waist with shawl collar. The skirt is a plain gathered skirt with large tucked pockets over the hips. Across the top of each of the pockets there is a spray of roses, one large one in the center, with a small one on either end, made of the same material as the dress, flat, with five or six petals. A band of light blue ribbon around the waist is joined together with a spray of roses, same as those on the pockets. Another beautiful dress is of apricot organdie made with simple baby waist and plain gathered skirt. The sleeve is particularly attractive, short, with five or six circular ruffles at bottom. A lightweight jersey suit will also not come amiss, and can be worn as well in the country and on the seashore as in town. A stunning suit of putty colored wool stockinette, with French blue bands, would be suitable for any occasion.

The Pattern Page.

3240-3226. A Pretty Frock.—Waist 3240 cut in seven sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. Skirt 3226 cut in seven sizes: 22, 24, 26,



28, 30, 32 and 34 inches waist measure. The width of the skirt at its lower edge is $1\frac{1}{4}$ yards. It will require eight yards of 36-inch material for a medium size, for the entire dress of one material. Two separate patterns 10 cents for each pattern.

3245. Child's Dress with Guimpe.—Cut in four

sizes: 4, 6, 8 and 10 years. For a 6-year size $1\frac{1}{4}$ yards of 27-inch material will be required for the guimpe, and $2\frac{3}{4}$ yards for the dress. Price 10 cents.

3243. Boys Suit.—Cut in five sizes: 2, 3, 4, 5 and 6 years. A 4-year size will require $2\frac{1}{4}$ yards of 27-inch material. Price 10 cents.

3237. Ladies Dress.—Cut in seven sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A medium size will require $7\frac{1}{4}$ yards of 42-inch material. The width of the skirt at its lower edge, is about $1\frac{1}{4}$ yards. Price, 10 cents.

3219. Lounging Robe.—Cut in four sizes: Small, 32-34; medium, 36-38; large, 40-42; and extra large, 44-46 inches bust measure. A medium size will require $7\frac{1}{4}$ yards of 36-inch material. The width of the skirt at its lower edge is 2 yards. Price, 10 cents.

3253. A Becoming Dress.—Cut in three sizes: 16, 18 and 20 years. A 16-year size will require $4\frac{1}{2}$ yards of 44-inch material. The width of the skirt at its lower edge is $1\frac{1}{4}$ yards. Price, 10 cents.

3247. A Charming Gown.—Cut in seven sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size will require $4\frac{3}{4}$ yards of 36-inch material for the dress and $1\frac{1}{4}$ yards for the jumper or overblouse. The width of the skirt at lower edge is $1\frac{1}{4}$ yards. Price, 10 cents.

3249. Porch or Home Dress.—Cut in seven sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. It will require $6\frac{1}{2}$ yards of 36-inch material for a medium size. The width of skirt at its lower edge is 2 yards. Price, 10 cents.

3262. Girls' Dress.—Cut in four sizes: 8, 10, 12 and 14 years. A 12-year size will require $4\frac{1}{2}$ yards of 27-inch material for the dress, and $2\frac{1}{4}$ yards for the "jumper" or overblouse. Price, 10 cents.

3248. Junior Dress.—Cut in three sizes: 12, 14 and 16 years. For a 14-year size, $4\frac{1}{2}$ yards of 36-inch material will be required. Price, 10 cents.

3246. A Dainty Dress.—Cut in five sizes: 4, 6, 8, 10 and 12 years. A 10-year size will require $3\frac{3}{4}$ yards of 27-inch material, and $1\frac{1}{4}$ yards for the "jumper" or overblouse. Price 10 cents.

3235. An Attractive Apron.—Cut in four sizes: Small, 32-34; medium, 36-38; large, 40-42; extra large, 44-46 inches bust measure. A medium size will require $4\frac{1}{2}$ yards of 27-inch material without the sash. Price, 10 cents.

Household Helps.

To remove grease spots from carpets mix fuller's earth and magnesia together in equal proportions by scraping and pounding. Form this into a paste with hot water and spread on the spots. Next day brush it off and, if necessary, repeat the process.

Do not hold to the hard and fast rule of making beds with the large hem of sheets at the head. This does not give linen equal wear. Always reverse the sheets, using wide hems at the head one month, the next month using them at the foot.

For a convenient kitchen or back-porch clothes line take two large screw-eyes and one hook. Place one screw-eye high on wall and tie the heavy cord to this. Then place other screw-eye on opposite side of kitchen or porch and let cord come through this from top. Place hook within convenient reaching distance on side of wall and wind cord around this to hold line in place. The line can be let up or down and clothes pulled up close to ceiling and out of the way.

New iron gem pans should be greased and dried out in oven before using to prevent rusting.

Gay colored glass is quite the thing now, and those who have had bright colored dishes tucked away out of sight for years may bring them proudly forth.

If powdered orris root is placed under the ironing blanket it will perfume muslins ironed over it.

If garments are buttoned up and turned wrong side out before being put through wringer it will prevent buttons from being broken and pulled off.

Good Things to Eat.

Banana Pudding.—Slice three bananas. Make a custard in double boiler, using one pint milk, one-half cup sugar, two egg yolks, three level tablespoons of flour. Spread the custard on top of bananas. Sprinkle over the custard one-half cup of nut meats. Beat whites of two eggs with two level tablespoonsful of sugar. Put on top and brown. Serves six people.

Delicious Steamed Pudding.—One-fourth cup sugar, one-fourth cup butter, one-fourth cup molasses, one egg, one-half cup sweet milk, one-

half teaspoonful soda, one-fourth teaspoonful cloves, one teaspoonful cinnamon, one and one-half cups flour, pinch of salt. Nuts or raisins may be added. Steam one hour. Sauce—One-half cup butter, one cup powdered sugar, three eggs, vanilla. Cream butter and sugar and add eggs beaten separately.

Nut Bread.—Three cups wheat flour, one cup graham flour, four teaspoonfuls baking powder, three-fourths cup sugar, one teaspoonful salt, one egg, two cups milk, one cup nuts. Put in warm place and let raise twenty minutes. Bake twenty or thirty minutes.

Minced watercress and diced tart apples make a delicious salad with oil and vinegar for dressing. Use bright red apples, core and dice them, leaving skins on. The red and green make a beautiful contrast.

Tomato Jelly.—Here is an excellent and appetizing substitute for fresh tomatoes in the salad, at times when the fresh article is high in price or entirely out of the market. Take one can of tomatoes, cook with two teaspoons of salt, one teaspoon of sugar, one slice of onion, one bay leaf and three peppercorns, for fifteen minutes. Soak two tablespoons of gelatine in one-half cup of cold water. When tomatoes are cooked, strain and mix with the softened gelatine. Pour into cups moistened with cold water and set in cool place to harden. For salad, turn out on lettuce leaves, or cut in squares and place on top of other salad ingredients. It is nice as a garnish for cold meats.

Hints for the Gardener.

Use poison bran mash for cut-worm, grasshoppers, army worms and such like. To make: Add a teaspoon of paris green to a quart of ordinary feed bran and mix well. Put a tablespoon of molasses into a cup of water and work this into the bran mixture; add enough water to make a stiff mash. Scatter a tablespoon of this near the stem of the young plant.

Kerosene emulsion is one of the standbys for spraying for scale and plant lice. Shave a piece of laundry soap about the size of a walnut into a cup of soft water and boil this a few minutes; while hot, add two cupfuls of kerosene, put in a bottle and shake the mixture thoroughly so that the oil will not separate from the water. This is a stock solution. For use as a spray against scale on trees and bushes before the foliage has appeared, it should be diluted to one part emulsion to three or four parts of water.

A weaker mixture is needed for spraying the foliage of plants. Dilute at rate of one part emulsion to ten or fifteen parts of water. Shake the solution frequently to keep it well mixed, in order to avoid burning the plants.

Crude carbolic acid emulsion for use against root maggots is made in practically the same as the kerosene emulsion, except that a teaspoonful of the crude carbolic is used in place of the two cupfuls of kerosene. This stock solution should be mixed in one gallon of water.

Arsenate of lead is the all-round insecticide against caterpillars, codling moth, beetles, slugs and other chewing parasites. Take three tablespoons of powdered arsenate of lead, or one tablespoon of lead paste and mix with a little water until the lead is entirely dissolved. This will be enough for one gallon of spraying water.

Nicotine solutions; lime and sulphur; tobacco dust; Bordeaux mixture; fish oil and other soap solutions; hellebore and calcium arsenate are well known weapons with which to combat garden pests.

A spraying outfit is necessary and there are many varieties and sizes of such implements on the market. The important point is to have an efficient one and have it ready for the first appearance of the enemy.

Frank Mattson has purchased a home at Merrill. Locks rather significant, Frank.

Fireman James O'Brien has given us authority to announce his approaching marriage. The happy couple expect to make their home at Wausau.

Robert E. Curran, engineer, and Jennie Vladick were united in marriage on April 20. This came as a surprise to some of his friends, as he was still taking up bets to the contrary a few days prior to the event.

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 March, 1920 as compared to the same month in 1919, is as follows:

	1919.	1920.
Freight revenue	\$7,655,699.00	\$9,022,778.00
Loss and damage.....	335,622.00	287,162.00
Ratio of loss and damage to revenue	.0438	.0318

New Claims Received in the Month of April.

	1919.	No. Claims.	Amount.
Connecting line claims.....	2,809		\$58,376.67
Grain	1,030		50,698.61
Live stock	368		113,944.59
Loss and damage, miscellaneous.	9,290		285,013.00

Total13,587 \$508,032.87

	1920.	No. Claims.	Amount.
Connecting line claims.....	2,282		\$64,222.10
Grain	1,281		78,329.51
Live stock	560		142,516.67
Loss and damage, miscellaneous.	13,125		431,808.37

Total17,248 \$716,876.65

The statistics shown above indicate that while the claim payments for March, together with the ratio of loss and damage to freight revenue, are considerable less than for the same period last year, the new claims received during April show a marked increase over the claims received in April, 1919.

Conditions at the present time are so abnormal that the Claim Prevention Bureau is obliged to depend upon the individual initiative of the employes handling freight. This is particularly true of live stock and perishable freight, as well as many commodities, which ordinarily we consider non-perishable but which, as warm weather comes on, will damage if unreasonably delayed.

We were fortunate in the handling of our perishable freight during the troublesome times experienced in the month of April and everyone seemed to give this subject their special attention, as a result of which we had very few shipments indeed which reached destination in other than good shape. This work was much appreciated by the claim prevention bureau, and we take this occasion to express our thanks to everyone connected with the handling of this business.

Our O.S.&D. bureau report an unusual number of overages and shortages on returned cracker cans, empty beverage cases, empty oil barrels and other containers returned to the shippers, and the trouble is largely due to our agents accepting these shipments without having each package carefully marked with a tag, showing consignee, destination and consignor's name, together with point of origin. The trouble and expense

of so marking the packages is a burden the shipper must carry, and if our agents will insist on these packages being plainly marked before accepting same for shipment, it will save us thousands of dollars in claims due to mixups on this particular class of freight.

The movement of freight through the terminals at Chicago, Milwaukee and possibly other points, will undoubtedly be considerably slower than usual until the new forces at those points become accustomed to their work, and any perishable freight, especially that is routed via these points, should not be accepted under these circumstances unless adequate refrigerator protection is assured, and where there is any doubt whatever in the mind of an agent accepting such freight, the matter should be taken up with the division officers or O. M. Stevens, supervisor of refrigerator service, Chicago, Ill.

We want to furnish our patrons the best service possible, but we also want to protect the company's interests, and in order to do this we must watch the movement of perishable freight consigned to or routed via Chicago or Milwaukee especially.

A Shore 'Nuf Diamun'.

Rastus came in to see Mandy one evening wearing the air of a conquering hero. "Ah's got somp'n fur yer, honey," he said.

"Lemme see it, Rastus," said Mandy.

"Hol' out de thud finger o' yer lef' han'. Ah's gwine ter slip hit wher' hit b'longs."

"Oh, Rastus, Rastus, is hit a shore 'nuf diamun'?"

"Yas, hit is, honey, and Ah means ev'ry word of it. You is shore ma diamun'."

"But is it a r'al shore 'nuf, hones' to Gawd diamun', Rastus?" she persisted.

"Ef'n 'taint, honey, dis heah nigger's dun ben skun outen a puffickly good ha'f dollah."

"Oh, Rastus," said Mandy with a sigh of delight, "you's suttinly a wondahful man. I always b'lieved you'd be a good pervider—when we gwine git mah'id, Rastus?"

Car Accountant's News.

"Sis Hopkins."

Did you say Xmas or New Years?

Rudolph Veeck says the "Old Maid's Club" meets every day near his desk; he didn't say whether it was the club that interested him, or one of the members.

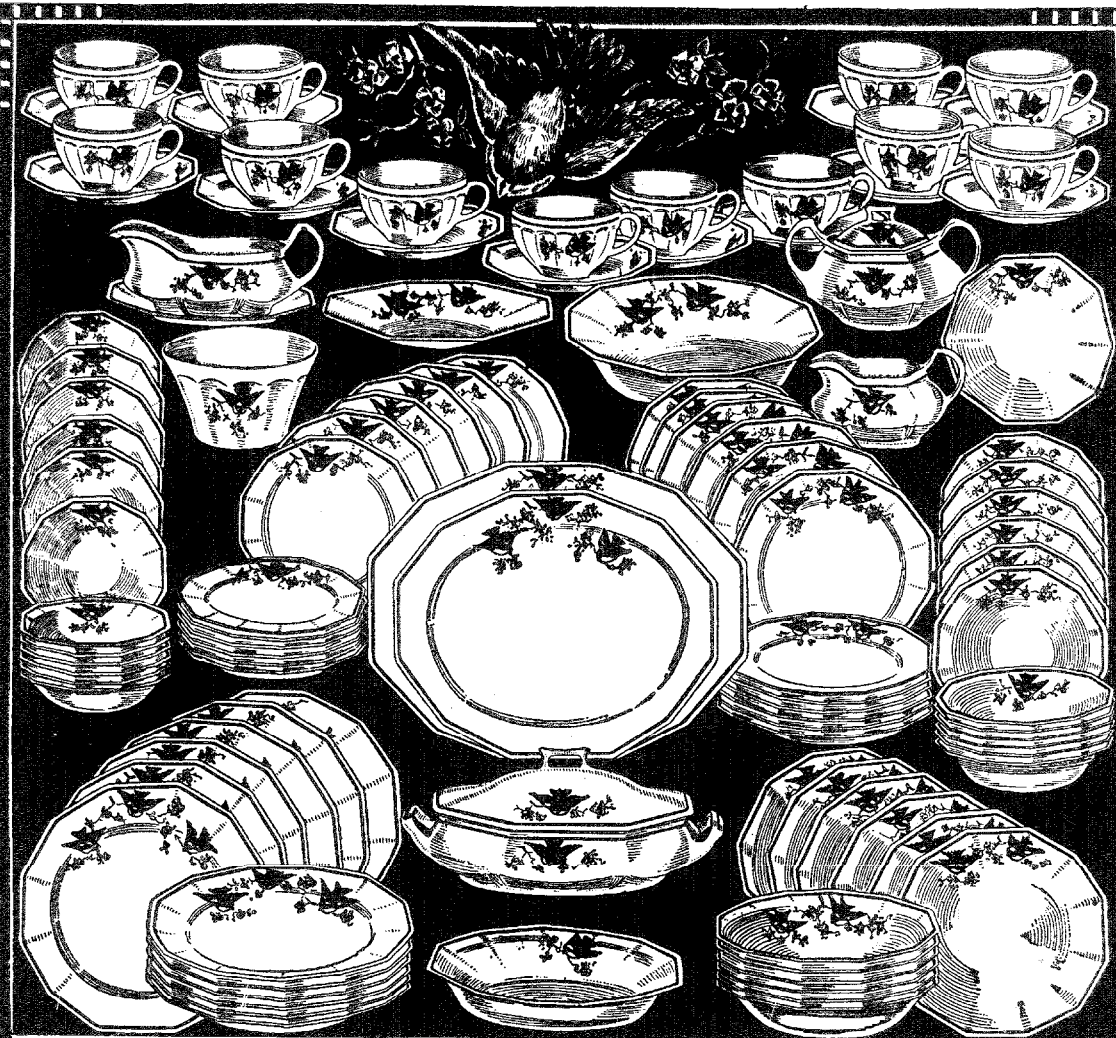
If Ruth Brink had invested in a fur coat instead of a spring suit, she wouldn't have remained at home Easter Sunday.

Miss Edith Handt, formerly of this office, has accepted a position at the Railway Exchange.

Misses Marie Wagner and Julia Fisher have left us; the latter was given a shower at the home of Miss Helen Pearson, quite a number from the office being present.

It looks at present as though Tony Nantz would be given the opportunity to help his father shovel snow.

Hattie Mollohan is quite ill.



110-Piece Dinner Set *Famous Bluebird Design*

\$1 Down Amazing value. Record-breaking offer. In each piece the highest type of color harmony and exquisite design has been attained. Set is in popular Colonial shape, decorated with Bluebird design, blending perfectly with the pink, lavender and green flowers. Lovely blue bordering on each piece. Each piece is fired in the glaze and *guaranteed not to check or craze*. That splendid Old English finish is applied in the clay before firing, giving each piece the finish of rich snowflake white. This wonderful set can be yours for only \$1.00 down and then \$2.70 monthly. Price in all \$29.95. Complete satisfaction guaranteed.

Small amount down, easy payments on all articles in our big bargain catalog. 30 days' trial—money back if not satisfied. No discount for cash; no C. O. D.

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Straus & Schram, Dept. A771 West 35th Street, Chicago, Ill.

A Complete Service—110 Pieces

This splendid set consists of 12 dinner plates, 9 inches; 12 breakfast plates, 7 1/2 inches; 12 coupe soups, 7 1/2 inches; 12 fruit saucers, 5 1/2 inches; 12 cups; 12 saucers; 12 oatmeal dishes, 6 inches; 12 bread and butter plates, 6 inches; 1 platter, 11 1/2 inches; 1 platter, 12 3/4 inches; 1 covered vegetable dish, (2 pieces); 1 oval open vegetable dish, 9 1/2 inches; 1 round vegetable dish, 8 1/2 inches; 1 gravy boat; 1 gravy boat stand; 1 bowl, 1 pint; 1 sugar bowl and cover, (2 pieces); 1 cream pitcher; 1 pickle dish; 1 butter dish, 7 1/2 inches. This set is one that will add tone and beauty to any dining room. With ordinary care it will last a lifetime. Weight shipped, about 100 pounds.

Order by No. G5979A. Send \$1 with order, \$2.70 monthly. Price of 110 pieces \$29.95. No C. O. D.—no discount for cash.

Straus & Schram, Dept. A771 W. 35th St., Chicago

Enclosed find \$1.00. Ship special advertised 110-piece Bluebird Dinner Set. I am to have 30 days' free trial. If I keep the set I will pay you \$2.70 monthly. If not satisfied, I am to return the set within 30 days and you are to refund my money and any freight or express charges I paid.

☐ 110-Piece Bluebird Dinner Set No. G5979A, \$29.95.

Name.....

Street, R. F. D.
or Box No.....

Shipping
Point.....

Post
Office..... State.....

If you want only the catalog, put X in the proper box below:
☐ Furniture, Rugs, Stoves, Jewelry ☐ Men's, Women's, Children's Clothing

On the Steel Trail

The magazine finds it again necessary to notify contributors that anonymous communications cannot be accepted for publication. When an article appears in the magazine signed, perhaps, "Employee" or with initials, it does not by any chance whatsoever, mean that the real identity of the writer is not known to the editor. Every contributor must give his or her name and address, and connection with the company, although individual preference may be exercised as to whether or not the correct name appears in print with the article.

This is an inviolable rule of all reputable publications and may not be transgressed.

Des Moines Division. "Frenchy"

C. O. Bradshaw, Asst. Gen. Mgr., visited the Des Moines Division on May 5th.

Supt. B. F. Van Vliet has recently moved his family from Milwaukee to Des Moines and has taken an apartment on Sixth Avenue.

Chief Clerk L. L. McGovern and family spent two days in April visiting friends and relatives in Dubuque.

Accountant Clyde Kinney and Mrs. Kinney made a trip to Michigan City, Indiana, during the past month.

Mrs. Clara McMillen, chief dispatcher's clerk, spent Sunday, May 8th, visiting her son, Wayne, who is in charge of the convalescent hospital at Great Lakes Naval Station. Mrs. McMillen reports a very enjoyable time visiting Chicago and various points of interest in that vicinity.

Chief Carpenter E. C. Collings of Perry, has just been granted a six months' leave of absence. His place is being filled by C. L. Lindstrom.

Conductor "Mike" Hollett is running as extra on way freight in place of Conductor Bollard. Rumor has it that when he is not engaged in attending to the company's business, he is court-ing one of Rockwell City's 400. The boys at Rockwell City all wish "Mike" success in his love affairs and hope that the happy event will occur in the near future.

Conductor Jack Flynn called at the train-master's office with a serious grievance recently. He had just received a brand new coat and vest and claimed that the vest did not fit around the neck and that the coat was too large. He was advised by his friends not to have any alterations made as after his Rockwell City meal at Harts-horn's Restaurant, it was the consensus of opinion that the coat would be a little too tight rather than too large.

Chief Clerk Van Maren, of D. F. & P. A. Hill-iker's Office, tells us he is unable to attend church services since the arrival of Paul Junior and the sunny Sundays. Junior Van Maren and his acre of ground require all of his spare time on church going days.

Conductor W. L. Finnicum on his layover at Spirit Lake, is planning to do considerable fishing this summer, and has told everyone on the Des Moines Division that he expects to reduce the high cost of living by supplying fresh fish to all em-ployes on the Division.

Brakeman C. H. Meyers is now up for conduc-tor's examination and all of his friends are await-ing anxiously for the time when "Smoke" will be going over the division as conductor.

Mrs. C. H. Meyers, wife of Brakeman Meyers, and children, have returned home from about four weeks spent in visiting friends in Oklahoma.

Dispatcher G. R. Dickman, who is in the egg, poultry and rabbit business, when not dispatching trains on this division, is very much worried on hearing that the price of eggs will drop 3 cents a dozen within the next week.

Agent Ray Farren and Mrs. Farren of Rockwell City have recently returned from a trip to Omaha and other Nebraska points. During this time his station was in charge of Cashier Burtch Rutledge.

W. H. Young, agent at Spirit Lake, accompanied a party of Shriners from that point to Soo City on May 13th, returning May 15th. Mr. Young represented the passenger dept. and reports that all had a fine time and were pleased with the service given them by this company, and also enjoyed the equipment furnished, which consisted of one twelve-section drawing-room sleeper and a cafe-observation car. He also stated that employes on both the Des Moines and I. & D. Divisions went out of their way to make things pleasant for the Shriners.

Conductor Hardle of the Spirit Lake Line can vouch for Agent Young's efficiency as a passenger representative.

Cashier Rutledge, at Rockwell City, was the first man at that point to have a wireless apparatus. This machine is installed in his home and Mr. Rutledge receives daily messages from the Govern-ment Wireless Station at Arlington, Va.

Up to the present time the messages received by him have had to do with weather conditions along the Atlantic Coast. We wonder if "Izzy" could not receive a wireless message from the Weather Bureau at Des Moines instead of Arling-ton, containing some cheerful news regarding the approach of springtime, rather than news about the high waves on the Atlantic ocean. We are more interested in the cornfields along the Des Moines Division than breakers on the Atlantic Coast.

Brakeman W. J. Dorgan has been working in Chicago since leaving the Des Moines Division in April, and has advised the trainmaster that he contemplates transferring from Des Moines Divi-sion to the Chicago Terminal Division. "Bill" is now foreman of a switch crew and is hoping to be made a conductor in the near future, and to hold one of the preferred runs between Bensonville and Franklin Park.

Brakeman P. M. Clark called at the train-master's office recently and advised that his sister, Mrs. Woolry, was very low and not expected to live. We trust that conditions are not as serious as reported and hope for Mrs. Woolry's speedy recovery.

Conductor Chas. McCutcheon bought three new hats this season and immediately after this was done he arranged to give up the first mine run, as he said it was necessary to get a little overtime in, to pay for them, and he could not do this on Des Moines Division, but "Mac" says he believes in helping out the profiteer.

C. W. Rink, traveling freight agent, has been appointed acting agent at Ottumwa, Iowa, on account of the disappearance of former agent, Jacobs.

The Iowa foreign line territory has been assigned to C. E. Hilliker, D. F. & P. A. at Des Moines, in connection with the former territory, consist-ing of Des Moines, Kansas City and Iowa. This added territory will be covered by Mr. Wm. Keefe, and Mr. C. W. Rink when the last named is relieved from Ottumwa.

It is with pleasure we announce the return of C. A. Bestor as city passenger agent at Des Moines. Mr. Bestor was formerly in this position prior to government control of roads.

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

Nora B. Sill.

Now every time Bill Connors has a meet with another train the entire crew hold up their hands and run. Mr. Connors says he wasn't afraid of those niggers, but no use in handing over all your hard earned cash that he can see; and Hudson says the training he got in the U. S. Marines stands him in good stead now for he didn't even see the hand-holds on that boxcar after he took

Electrification Solution to Fuel Problem

"Approximately 122,500,000 tons of coal or more than two-thirds the coal now being burned by the 63,000 steam locomotives of the country, would have been saved during the year 1918 and can be saved today, were the railways of the United States completely electrified along lines fully tried out and proved successful at the present time," said A. H. Armstrong, chairman of the electrification committee of the General Electric Company before a meeting of the American Institute of Electrical Engineers.

"Approximately 10,000,000 K. W. would have been sufficient to run all the railroads for the year 1918. The estimated power station capacity of the country in 1918 was 20,000,000 K. W., or twice as much as would be necessary for complete electrification.

"A quarter of all the coal mined in the United States (678,211,000 tons) is consumed on our railways every year.

"Fully one-third the coal burned under our steam engines today is absolutely wasted in standby losses (banking fires in round house, cleaning fires for starting, coasting down grade and standing on track).

"On a prominent American railroad, 42 electric locomotives have replaced 112 steam engines and are hauling a greater tonnage with reserve capacity for still more. It is an open secret that the reduction in previous steam operating expenses on the Chicago, Milwaukee and St. Paul Railway is sufficient to show an attractive return upon the \$12,500,000 expended for the 440 miles of electrification without deducting the value of the 112 steam engines released for service elsewhere.

"Electric motive power for railways can be maintained for approximately one-third the cost of that of steam engines for the same train tonnage handled.

"For the same freight tonnage handled on the Rocky Mountain Division of the C. M. & St. Paul, electric operation has affected a reduction of 22½% in the number of trains,

24.5% in the average time per train and has improved operating conditions so that nearly 30% more tonnage can be handled by electric operation in 80% of the time it formerly took to handle the lesser tonnage by steam engines. The capacity of this single track line has been increased 50% 'and probably more.' On this particular road, electrification has affected economies which sufficiently justify the capital expenditure incurred and furthermore, has postponed for an indefinite period, any necessity for constructing a second track through this mountainous country."

The last point emphasized by Mr. Armstrong's address was that if all our railways were completely electrified, they could carry one-fifth more revenue producing freight tonnage with no change in present operating expenses or track congestion.

"I am not, however, proposing the immediate electrification of all the railways in the United States," he said, "but am offering these statistics simply as a measure of the magnitude of the problem confronting us in the future."

"During the year 1920, the people of this country will pay out for automobiles, not commercial trucks or farm tractors, but pleasure vehicles, a sum of money considerably greater than the estimated requirements of our steam railways for this year. The railways, however, may find it very difficult and perhaps impossible to secure the large sum needed without government aid, notwithstanding the fact that the continued operation and expansion of our roads is of vital necessity to the welfare and prosperity of the country and all its industries. The will of the American people has always been constructive and undoubtedly, in due time, its voice will be heard and properly interpreted by its representatives in Washington with the resulting enactment of such laws as will permit our railways again to offer an attractive field for the investment of private funds."

a look into the eye of that 45, an' most folks are so careless with firearms, no use in taking any chance. About all they get out of it as far as any one can find out is a buffalo nickle and two "good for" checks.

Jim Toy has gone to California now that the cold weather is over. Some folks are so contrary, aren't they? Imagine working through 45 below weather all the winter and soon as the landslides start and there is nothing to do, starting for the sunny south. Mrs. Voiles and Stella are keeping house for James and his wife until their return some time in May.

Mrs. Bates, wife of Conductor Roy, has just returned from a two weeks' visit with friends and relatives in Seattle.

If at first you don't get a fine wheat crop, try again. Is the well known motto applied to suit Engineers Townsley and McKenna, for they are working to beat the band this year and another wheat ranch is on the map of Gallatin county.

Mr. and Mrs. A. E. Farhurst have as their guests this month Mr. and Mrs. George Upcott of Woodland, Maine. I'd like to see a town with a nice name like that, but I just imagine it would turn out like Cherry Creek (Nev.) did one time. No creek and the only cherries in fifty miles were in Maricano, on the back bars. There were plenty of them.

Mrs. McHale, wife of Conductor McHale, has just returned from a visit in Chicago with her home folks. She brought her mother home with her and the lady expects to remain some time.

George A. Bennett, passenger conductor from the Musselshell Division, made Three Forks a flying visit first of the month.

Mr. Rostwick and Charles left for a visit to Kalamazoo, Michigan, in April and Mrs. Bostwick left for the same city first of May, after a visit to Lewistown, and having fully recovered from all the parties an' everything given for her. It must be nice to be popular, like some people are.

H. A. Potter, a long time wire chief in Butte and now assistant superintendent of telegraph in Milwaukee, walked in on our office force while fifteen stopped to catch its breath after the mad dash through Sixteen-Mile Canyon, observing all slow orders, and who was with him but E. H. Patterson, and he told me confidentially the hard-boiled letter I had just finished reading was written by one of the sweet little lady clerks in his office and not by him, and I believe him.

The president's special made a trip over the division May 10th and Bill Davis arrived in Three Forks the same day, and the top of the Continental Divide fell on tunnel 12 an' Mr. Montgomery of the Engineers' Grand Lodge, or something, stopped off over night and seems like all the trouble always happens at once. Everything is back to normal again now, however.

Mrs. O'Regan, wife of, ahem, Engineer O'Regan, was a delegate or something to something or other first of the month and spent a few days in Anacosta and a lot of her poor husband's hard earned cash for a spring hat—it's the limit the way a woman acts this time of year. Now, me, the reason I have to wear my last year's hat is because my back time hasn't arrived. Only an operator will understand this last agonized statement. But when it does come, watch me in a blaze of something or other, which will be mostly a spring hat, unless it's fall by that time.

Operator Murphy from Alberton relieved Operator Evans, who has been working third at Three Forks for some time. Mr. Murphy is recently from Kansas City and expects his wife here soon.

The engineers pull out slow and carefully, knowing the track is safe and all student brakemen aboard now, before making schedule time, as brakemen are scarce and they want to keep all they have. You should see our very own little Warren Dixon who called train and engine crews on short time ever since they were called, now giving the head end a hiball and the rear end a balling out because there is some one always standing in his way when he wants to get on the caboose. He says he is a million times out on the extra list and every time a train comes in he goes down another five notches.

Al. Brentnall, son of Engineer Brentnall, and Emmett Butler, son of Engineer Butler, are calling now in place of Warren Dixon and Ray Antonsen.

Mrs. Wilttrout, wife of our assistant superintendent, has been on the sick list for some time, but is out again. Every one is glad to see her improving and all hope for her quick recovery.

Mr. Gross, Mr. Wilttrout's clerk, was suddenly called home to St. Paul, receiving the sad news of the death of his father there. He left on No. 18 May 9th and expects to return home the last of the week. He has the sympathy of the entire division in his loss.

Jack Troupe, after a long absence from our fair city, made a visit over Sunday. Truth to tell were getting sort of worried after watching those trips with a package marked Butte Floral under his arm.

Mrs. Chambers and small sons made a few days' visit with Mrs. Lefever at Three Forks. Katie says there may be enough plunge, but there isn't enough water or something is wrong at Gregson; anyway, she hasn't much use for those folks who dive right at you.

A number of bronze medals were given some of the ex-service boys who are working on the R. M. Division at resent at a dance here last Monday evening. I wasn't there, so I didn't get a medal, but they tell me there was some party. The medals were given by the Grand Lodge of B. of R. T. and those receiving them were F. A. Perle, A. K. Pinkney, H. H. Steel, George McGregor, H. W. Kilpatrick, W. E. Murphy and E. C. Burns.

The death of Mrs. Aurelia McPherson of Piedmont occurred in Butte the first of the month. She was the mother of Signal Maintainers Charles McPherson of Missoula and Ted of Piedmont, and of Mrs. Clarence Martin of Josephine and Mrs. G. M. Collins of Gold Creek. The division extends the deepest sympathy to those remaining who have lost their dear mother.

Almost everyone who didn't go over to Butte this week to cross the hot and burning sands for the first time, went over to see this same interesting "exhibition." Engineers Wirth, Thompson, Shaw, Muetz and wife and Firemen Merrill and Decco were among those present—the last two very much so.

East Wind. Mile a Minute.

And what is so rare as a day in June,
Then is ever come perfect days,
Then heaven tries earth if it be in tune,
And over it softly her warm ear lays.
Whether we look or whether we listen,
We hear life murmur or see it glisten.

—Lowell.

Where and when are you going on your vacation? Better hurry and decide. The time is almost here.

We know prices are soaring, but we had not known until now that lunches had reached \$12.00. Rumor has it that it cost a certain gentleman that amount in the Railway Exchange tea room one day recently.

Another item from the Pass Bureau: Vera Gillick accompanied a party of twelve girls to Mammoth Cave, Decoration Day. She reports having had a wonderful time.

Jessie Abrams, of Mr. Morrison's office, was forced to take a leave of absence because of sickness. We hope to have her with us again. Genevieve Beaver is relieving her temporarily. Mrs. Beaver is the wife of "Win." Beaver, formerly with Mr. Whipple.

Mr. Restow, of the Purchasing Department, has left the Company to take up duties with another concern.

Reggie Brown, formerly Mr. Bradshaw's secretary, has accepted a position at Fullerton avenue. Madison Viers, of Mr. Lollis' office, Savanna, will take the place vacated by Mr. Brown.

The Bible promised us at the time Noah built the ark that there would be no more floods. Evidently someone misspoke because there has been another "Flood" in Libertyville. We are pleased to announce that Mr. Flood, Mr. Gillick's chief clerk, has a new baby boy.

Bertha Melchior, of Mr. VanSchoyck's office, and Alice Olhaber, of Mr. Whipple's office, are enjoying a trip through the west. They expect to be gone during the month of May and will stop in Los Angeles and Seattle. Dorothy Hollwachs is taking Miss Melchior's place with Mr. Van.

SUGAR $4\frac{1}{2}$ ¢ Per Lb.

You know how hard it is to get sugar, even when you pay the big price demanded by grocers, and what it means to be able to buy it direct from us at only $4\frac{1}{2}$ cents a pound. Yet sugar is only one of a long list of groceries on which we can save you money. Just in order to prove what a big advantage you have in dealing with us, we list below a trial order which saves you \$1.20. Regular value of these articles is \$3.19—our price only \$1.99. And we guarantee that every item is absolutely pure, fresh, standard high grade—just what you have been paying about twice our wholesale price for. You wouldn't think of going back to the costly old way of buying groceries after you have proved the economy of buying from the Big 4 Grocery Bargain Catalog. Send only \$1.99 with the Trial Order Coupon below, and begin saving money right away.

Catalog Bargains

Remember that with your first order you get a free copy of our big wholesale catalog which saves you money on all your grocery purchases. Here are just a few catalog specials. Sold in wonderful money-saving combinations.

FLOUR, Per Barrel **\$7⁹⁸**

SUGAR 100 Lbs. **\$4⁵⁰**

Uneeda Biscuits 12 Packages for **35¢**

Quaker Oats Large Package **4¢**

Rush your trial order at once and get our wholesale grocery catalog in which you will find many of the most startling grocery bargains ever offered.

References We are one of the leading Wholesale Grocers in Chicago. Our bank, Foreman Bros. Banking Co., or any mercantile institution in Chicago, can tell you about us.

We Guarantee you absolute satisfaction or your money back. In every instance you get pure, fresh goods of the very highest quality. Send coupon for trial order today.

BIG 4 COMPANY

112-118 North May St. Dept. 1066, Chicago

Trial Order No. 11

Big 4 Wholesale Prices

2 pounds Granulated Sugar . . .	\$0.09
1 bar Fels Naptha Soap	.02
1 bar Ivory Soap	.04
1 package Big 4 Brand Best Tea . .	.35
¼ pound pure Cocoa	.12
1 pound pure Baking Powder	.42
1 4-oz. bottle Vanilla Flavor Extract	.49
1 box Powdered Bluing (equal to about	
1 gallon average best bluing) . . .	.29
1 bottle Machine Oil	.17
Total (You Save \$1.20)	\$1.99

Mail Coupon Now!

Our low prices merely indicate what you can now save on all your groceries, a full line of which is listed in our Wholesale Catalog—The Big Money Saver. This catalog sent to customers only. A free copy will be sent with your first order. Send coupon NOW—TODAY.

Trial Order Coupon

Big 4 Company Dept. 1066
112-118 North May St., Chicago, Ill.

Gentlemen:—Enclosed find \$1.99 for which send me at once your Trial Order No. 11, and a copy of your wholesale Grocery Catalog, free. It is understood that if I am not satisfied, I may return the goods at your expense and you will return my money at once.

Name

Address

Express Office

Marie Cedar was absent from the general manager's office a few days this month, because of the death of her aunt, who had been making her home with Miss Cedar. Our sympathy is extended.

We do not know whether the anticipation of warm weather has anything to do with it or not, but several misplaced eyebrows are conspicuous by their absence. If you haven't noticed before now, we refer you to rooms 1214 and 1233.

The Milwaukee Railroad bade farewell last month to one of its veterans. Elmer Schroeder, who has been connected with the road in some capacity for the past eight years, has gone to Seattle, Washington, to go into business there with his brother. Elmer was well-liked by everyone who knew him, and his many friends will miss him. We take this opportunity to extend to him our best wishes for the future.

George Harder has accepted the position as senior clerk, vacated by Elmer Schroeder in Mr. Bradshaw's office. Mr. Harder's place will be filled by Jos. Didesch, formerly in the chief carpenter's office, Dubuque.

Kathleen O'Neil, Clare Stewart, Emily Dougherty, of Mr. Gillick's office, and Francis O'Neil, card record office, Galewood, went to Niagara Falls over Decoration Day. They tell us the Falls are still falling.

Guess the lake-front employees will have to take lessons from Dan Cupid personally in the future if they require further instructions, as our interesting couple no longer use the Art Institute as a rendezvous. No more use for field glasses now, but they probably have served their usefulness.

Dorothy and Doris Hart, Emelia Pleis and Hazel Merrill, general manager's office; Isabel Bushnell and Miss Witt, Mr. Pooler's office; Miss Hallowed, purchasing department, and the correspondent spent Decoration Day at Mammoth Cave. There were twelve in the party, ten of us from the Milwaukee, and I am sure the trip will be long remembered by each and every one of us.

Niagara Falls and Mammoth Cave seem to have been favorite sight-seeing places Decoration Day. Do not know which place was most in favor, but here are two more votes for Niagara Falls. Mary Madigan, of Mr. Getty's office, and Gertrude Hanson, of Mr. Christoffer's office, report having had a fine time there.

Twin City Terminal Division.

"Molly O."

All the friends of Paul Grunstad sympathize with him in the recent loss of his mother.

Wm. A. Crowe, assistant engineer, will leave shortly for South Dakota to take charge of the construction work in Aberdeen and Mitchell yards. This is quite an important piece of work, and Mr. Crowe won't need to join that Chicago reducing class when he returns. He will be more in line for that corn-beef-and-cabbage diet that George Pasco affects lately.

W. J. Cooke, S. R. Alper, L. L. Davenport and L. H. Benson of Chicago are in our midst working on accounting circular No. 101. Each one of them expected to make the return trip in a Chevrolet, but the goddess of chance was looking the other way.

We are sure spring is here, as we hear the musical note of Mr. Prescott's "tin Lizzie" each day—and speaking of cars and near cars, Mr. Daniels has a new Reo.

Miss Margaret McNamara has been promoted to yardmen's timekeeper, vice Miss Georgia Perry, transferred to enginemen's timekeeper. With two attractive young ladies in these positions we can see where the boys are going to be busy "dolling up" before coming in to see about short time.

The terminal comp. operator always gets it right when she has the answer first.

Carl V. Hammer traveling accountant from Mr. Dorsey's office, is acting division accountant, vice F. L. Brackett. Mr. Brackett is acting chief clerk for Superintendent Van Dyke during F. E. Quirk's illness.

Bolsterous Doings at St. Paul.

"Birdie."

T. P. Sheehan has the privilege of headliner in the voice of "Ten Nights in a Barroom" and takes the part very well, owing to the fact that his left eye is darkened, his nose deeply cut and his face badly bruised. The "make-up" was arranged

while en route to Glencoe. He was seated in the rear of a caboose (while traveling at the speed of 50 miles an hour) when the engineer set the brakes and T. P. S. was hurled to the opposite side unassisted, the above-mentioned facts being the result.

Margie Bonn resigned her position as abstract clerk May 3. She is undecided about the future, whether to get married or live on the farm. Miss Bonn has been with us the past four years. Harold Voss is at present holding down the position vacated by Miss Bonn.

Ann Larkin is spending her vacation at North St. Paul, Mahtomedi and on the bluff.

Too bad it wasn't the right kind of a chicken, Herb. Better luck next time.

The Overall club is represented in two of our departments, namely: Local office, Allen Richmond, and yard office, Ray Sheehan. The rest of our boys seem a little afraid to join; perhaps the girls have something to do with it. In any event, Alex. McCool claims the H. C. L. prevents him from joining.

Mildred Nyberg leaves for Arizona in a few days. That's no place for you, Mille. Didn't you ever hear of Tombstone, Ariz. Why not try Deadwood, S. Dak.?

There must have been a church bazaar up at Cherokee Heights. How about it, May?

Rice Park will be the attractive camping grounds for Fred this season, judging from the comfortable position of his wee form occupying a bench at 7:30 p. m. one evening last week in sub-zero weather, when he should have been in church. It may be that he will run for governor; who knows?

What's the matter, Walsh? Did that Cloquet heartbreaker throw a switch under the wrong party? Don't forget; my files never close.

Miss Toziers of the commercial office has invested in a beautiful new pair of oxfords. Stunning, oh, boy!

Did you ever hear Neal Ryan and C. Connelly rave about their haircuts? I'll tell the world you missed something.

McCool while on vacation spent several hours at Hastings, and to show his appreciation towards the CM&StP omitted a request for transportation, arriving at destination via Cudahy Packing Company truck lines. If he gets the mumps it's his own fault, and he should bear in mind, no work, no pay.

Two new faces have made their appearance in the office, namely, Arthur Peterson and Joe Kulishek. The former is billing and Joe is on the transfer desk.

Arthur O'Callaghan of the warehouse died at his home on April 21, 1920, after a short illness, of pneumonia. Our heartfelt sympathy is extended to all his relations in their bereavement.

Flashovers from Deer Lodge Store Department.

"Betz."

Of all the forces of the west
Our office force it is the best.
Some may laugh and say "Not so,"
But really those guys don't know.

When time to work we start with vim
And in that way our time put in.
Doing the work that we should do
And helping each other when we are through.

—Earl Wilcox, Price Clerk.

Miss Ethel Olson and Bryan (Christy) Matheson were married Saturday, April 17, in Butte. Ethel was the clerk in the roundhouse and "Christy" is statistician. Our best wishes are extended to them. Christy was terribly excited and Ethel says "Never again."

Miss Evelyn Jensen will take Mrs. Matheson's place in the roundhouse office.

What is strap oil? Anyone not knowing at Deer Lodge storeroom ask Dan Bullwinkle. He knows.

April 25 a baby girl was born at William Robinson's home. Mrs. Robinson was Miss Hazel Hahn, timekeeper at the time this department was under the store department.

Master Mechanic E. Sears and family were called east on account of the sickness and death of Mr. Sears' father. We extend to him our sympathy.

Miss Helen Lintz has accepted a position in the shop accountant's office and will help with the timekeeping work.

C. A. Fox, who has charge of substations, and clerk have moved into the general foreman's office. Stock Clerk Farman is the proud possessor of a Ford. You noticed, did you? He could have looked worse.

Machine Shop Foreman Earl Walters is taking a couple of weeks off and has gone east. Could there be a special purpose?

Bryan Irvin is again with us, having returned to Deer Lodge from Minneapolis, where he stayed while Mrs. Irvin was at Mayo Brothers' hospital.

General Foreman M. R. Moody is leaving the Milwaukee employ May 15, but will not sever all connections with us, as he has accepted a responsible position with the Westinghouse people and we will still see him around.

Miss Lorraine Christiansen is wearing a beautiful diamond. Not wishing her any bad luck, but do hope she is staying with us for some time.

Death has claimed Mrs. Hugh Evans, wife of our express clerk. Our heartfelt sympathies are extended to the family. Mrs. Evans was a Deer Lodge girl and belonged to the Milwaukee family before her marriage. She was loved by all.

Fifty-five Years' Continuous Service.

R. M. Telfer, veteran agent at Beloit, has recently celebrated his fifty-fifth anniversary of continuous service with the Milwaukee. He is the oldest agent in point of service on the Racine & Southwestern Division. He began work for the Milwaukee in 1865, and in 1867 went to Beloit as operator, remaining there several months and then returning to Racine. In 1904 he again went to Beloit as local freight agent, and in speaking of his service with the Milwaukee Mr. Telfer said: "When I started in the St. Paul had this section completed from Racine through Beloit and as far as Port Byron Junction, Ill. We operated into Savanna over the C., B. & Q. tracks. I have been in continuous service for fifty-five years, which isn't a bad record, do you think? And better yet, I have never been up on the carpet." Mr. Telfer is far from being an old man, and as far as appearance is an indication bids fair to put in many more years.

C. & M. Division Notes.

R. M. C.

In last month's issue, we mentioned the fact that Conductors Dan Marlett and Bert Kress took a flying trip to Texas, but this was in error as it was to Tucumcari, New Mexico, they went. Haven't heard the results of the trip as yet.

Our chief accountant, Mr. Marquardt, is the proud father of a fine baby boy born April 13th.

Dispatcher H. C. Cone and wife spent three days in Sheboygan, Wis., recently.

Miss Florence Yager of Mr. Casey's office spent the week-end in Chicago last week.

Miss Myrtle Berclie of Green Bay paid us a nice little visit recently. Come again, Miss Berclie.

Conductor Paul Hagelun has been laid up for the last six weeks with blood poisoning in his foot due to having stepped on a nail.

Brakeman James A. Leathers, who was seriously injured at Tower A on March 28th, is well on the road to recovery.

The following "gold buttons" are now seen on the C&M Division: C. B. Craig, Thos. Shellenberger, Dan Parent, Chas. Davidson and Dave O'Rourke.

Have you heard about the fishing trip that Dispatchers Woodward and Shaft went on the other day? Well, Wood and Charley, armed with bamboo and angle worms for bait, made a trip to the government pier. Wood was descending a grade and when his drag got to rolling pretty good, he shut off and set his brakes, causing him to skid head first down the hill on his hands and knees. The results of the day were an empty hamper, a bandage on Wood's hand and knee and a badly torn suit. It is rumored that Wood almost lost his temper besides the trousers he wore.

Brakeman Anthony Bond, running extra, pulled into the office the other day with a pale lavender suit lined with red. His newest ambition is to ride the yellow cars.

Eddie was switching with Mr. Bannon one day; the next move was to shove in on track 8. Eddie asked Mr. B. where track 8 was and Mr. B. politely replied, "Between 7 and 9."

Messrs. Buckholz and Bennett spent a joyous

"Ten Acres of Almonds" and Independence

Is such a thing really possible? That is the question many railroad men are asking themselves of late since reading the announcements of the Associated Almond Growers of Paso Robles, Calif., who state in positive terms that it certainly is possible and who present a most interesting array of facts and figures in support of their assertion.

Here, then, seems to be the answer to the question which is uppermost in the minds of so many railroad men: "Where shall I go and what shall I do when I get ready to quit railroading?"

"Buy a ten-acre almond orchard in the Salinas valley of beautiful California, in the heart of which lies the picturesque little city of Paso Robles, let it yield you an income of from \$2,500 to \$3,000 a year for life and take things easy," is the advice given by Major Paul Hevener, formerly superintendent of insurance of the Rock Island system, to his railroad friends.

Major Hevener is now assistant sales manager of the Associated Almond Growers. Before assuming this position he made a trip of investigation to Paso Robles for the purpose of satisfying himself as to the money-making possibilities of almond growing in the Paso Robles district. He was so enthusiastic over what he saw that he purchased two tracts for himself and at once began telling his Rock Island friends about it. New members of the "R. I." Paso Robles family are joining in increasing numbers every week.

The Associated Almond Growers have a most interesting story to tell you in their beautifully illustrated book, "A Life Income plus California," which will be sent free on request. This book explains how the association has become the owner of the very choicest almond land in California how this land is divided up into 10-acre tracts; how each tract is planted to 700 fine pedigreed almond trees, cared for and brought into bearing for each purchaser. The orchards are sold on the deferred payment plan, making it a very easy matter for any railroad man to own one merely by setting aside each month a part of his earnings.

This proposition has many unusual and attractive features, among which is the manner of safeguarding the buyers' interests through a trust agreement with one of the largest trust companies on the Pacific coast.

Any inquiries from railroad men addressed to the Associated Almond Growers of Paso Robles, 901 Lytton Building, Chicago, Ill., will receive the personal attention of Major Hevener. He says it's the chance of a lifetime for all of you railroad boys to assure your financial independence for life and, should you later on wish to do so, make your home in the land of fruits, flowers and scenic splendor—the wonderful Sunset State—California.

week-end at Hartford not so long ago. That they had a good time is very evident by the pictures which they are displaying. Eddie can tell you all about it because the girls came from his home town.

Division Freight and Passenger Agent A. Mallum, visited us recently. He is now located in Davenport, Ia.

Coming over to the office the other day, we watched a very interesting proceeding. "Lowry Dornuff was being vamped." He has discovered by this time, but he keeps on saying, "You tell 'em oil can, I'm a little pail." Been reading the Wisconsin News again, haven't you, Lowry?

Mr. and Mrs. E. Erickson and family spent the week-end at Savanna, Ill., recently. Mrs. Erickson and little daughter remained there a week. Eric batched it—he doesn't like washing dishes, so he piled them all in the sink, expecting to turn the hose on them some day, but Mrs. E. came home unexpectedly the following Sunday and the result was, Eric had to spend the evening washing dishes.

Hope someone out on the line will send us in a little news next month.

I. & D. Division.

Embryo.

R. E. Holbrook, formerly fourth operator, Dispatcher's office, Mason City, has been appointed agent at Kimball, S. D.

O. A. Beerman, chief dispatcher, made two trips to Minneapolis recently on business.

Third operators, Giard and Fort Atkinson, have been taken off and those offices closed part of the day.

E. J. Hackett of Monona is working second trick at Calmar. T. C. Ovington is the new agent at Ionia, relieving B. F. Finnegan, who is taking a leave of absence.

Several new side tracks and spurs have been put in to accommodate construction companies who have paying contracts. Spurs are being constructed near Floyd Crossing, Rudd, Portland and Garner and Ventura.

Wayne Beyers of Kimball has been appointed agent at Hutchins, relieving P. A. Donahue, who takes the agency at Chancellor, S. D., relieving J. J. Curtis, who goes to Lennox as agent.

P. G. Bowers is now located at Ruthven as agent.

Operator H. Bennett of Sanborn has been on the sick list for a few days, relieved by W. L. Whitney.

W. C. Beach, formerly operator in dispatcher's office at Mason City and who since his return from oversea service has been third dispatcher at Mitchell, passed away recently at Mitchell. He was taken sick with a cold Sunday, April 25th, which later turned into scarlet fever and he passed away about 10 a. m., Friday, April 30th. His body was taken to his home in Binghamton, N. Y., accompanied by Miss Ruby Potter and Miss Lillian Onga of Division Master Mechanic Hodge's office. Everyone who knew Wallace, was his friend and great sadness was felt over the entire division. A subscription was taken up and many beautiful flowers accompanied the remains from Mason City.

G. P. Hodges, division master mechanic, recently returned from a trip to Waukesha, Wis.

Assistant General Superintendent Sawyer and Division Superintendent Thurber recently made an inspection trip over the division.

Trainmaster R. H. Janes is still in Chicago assisting in straightening out the tangle ensuing from the Switchmen's strike. Conductor E. G. Larson and Brakemen A. V. Shore and H. Stull are also working there.

R. W. Shore is working as relief operator in the dispatcher's office, Mason City.

We are glad to note Engineer Wm. Beach is again able to be out. Mr. Beach suffered a severe injury to his leg when the reverse lever unlatched and pinned it against the boiler head.

It is reported a severe rainstorm amounting almost to a cloudburst swept the West Division yesterday. The fields for miles west of Marion Junction, on either side of the track, are under water.

Miss Nina Trevat, Roundhouse Foreman Casey's clerk, has been assisting in Mr. Hodge's office the past few days.

Geo. B. Freeman, A. Mottershead and Chas. Fields went to North McGregor (or Marquette, I understand it is now to be called) on business

for the B. of L. E. Some nine new members were secured. Congratulations, gentlemen.

A Safety First meeting is to be held in Mason City Tuesday, May 18th, at the Soda Grill. A large attendance is expected, and if Mr. Cody is there, 'nuf sed. His large and jovial countenance is a welcome sight at all times and Mr. Cody can always be relied upon to entertain. I would like to see our roundhouse foreman, Mr. Casey, there so I might thank him for the assistance he has rendered in carrying out the suggestions that were made at different times which came under his jurisdiction.

Illinois Division.

Mabel Johnson.

Engineer Chas. Isgreg went to Rochester, Minn., recently for an operation, and word has been received from his wife that he is getting along as well as can be expected. His friends on the division hope for a speedy recovery.

Conductor and Mrs. Al. Kramp visited with relatives and friends in Kirkland a few days ago.

Brakeman F. L. Deering returned from Polo, Ill., where he spent the week-end with his mother, who has been in poor health for some time.

Mrs. S. Carmichael, mother of Engineer Harry Carmichael, returned to her home in Stillman Valley after a few days' visit in Savanna.

Mrs. Geo. Humphrey, wife of Dispatcher Humphrey, visited in Dubuque recently.

Conductor J. Ryan went to Galatine, Mich., for the burial service of Conductor Frank Johnson.

Miss Viney Hoover of Chicago is a guest of her mother, Mrs. Laura Hoover, and sister, Mrs. Harry Pyle, wife of Assistant Roundhouse Foreman Pyle, at Savanna.

Mrs. Grant Lawrence, wife of Engineer Lawrence of Savanna, has gone to Pasadena, Calif., for a visit with her sister and will attend the graduation exercises of her niece while there.

A valuable train consisting of 22 cars of gasoline, valued at \$75,000, passed through Savanna Sunday, May 9, en route to Chicago, being consigned to the Peoples Consumers' Co. of Chicago.

Also 70 car loads of Overland cars were in Savanna yards May 10 en route for the coast.

Friends of Engineer Edward Holden, well known Illinois Division engineer, were shocked to learn of his death, which occurred at his home in Elgin Saturday, May 8. Engineer Holden was on his regular run just one week previous to his death. He was suddenly stricken with an attack of appendicitis and was taken to a hospital, where an operation was performed, but his condition was such that he could not rally from the shock and passed away on the above date. His death causes sorrow to many friends and acquaintances on the division. Sincere sympathy is extended from the division.

Brakeman L. L. Hess and wife have returned from Tar River, Okla., and have gone to Kirkland to reside.

Dr. J. B. Schreiter of Savanna has been recently appointed as a member of the surgical staff of the CM&StP. He will be associated with Dr. McGarh, who has been on the staff for several years. Dr. G. W. Johnson, who for the past forty years has been surgeon for the company, is retained as consulting surgeon, and will continue to be a valuable member of the staff. During these forty years Dr. Johnson has given the company the most faithful service. He is held in the highest regard by the officers of the company.

Engineer Harry Carmichael and wife have gone to Rochester, Minn., where Mrs. Carmichael will undergo an operation in the Mayo Brothers' hospital. We hope that she will be benefited and her original health restored.

Savannaites are pleased with the new train No. 40 on time card No. 8, leaving Savanna 7 a. m. A day's outing, and do not have to rise with "Sun" either (No. 8 and 6).

Illinois Division Chief Timekeeper Madison B. Viers of the Savanna Superintendent's office has accepted a position with Asst. General Manager C. O. Bradshaw, and upon his departure was presented with a beautiful Hamilton watch, chain and knife as a token of remembrance and appreciation of his faithful and efficient services from the office force and employees on the division. Many friends on the Illinois Division regret to have Madison leave and wish him success and good luck in his new undertaking.

Jerry Hansen, former clerk in superintendent's

office at Savanna, has filled the vacancy made by M. G. Anjal being made night yardmaster at Savanna. Jerry is a hard worker and there is no doubt but that he will make good in his new position.

C. J. Kleeman, former 110 clerk, has filled the vacancy made by M. B. Viers and is now the chief timekeeper. M. H. Davis of Savanna is the new 110 clerk.

Hans Jess, who for many years has been clerk in Chief Carpenter Gradt's office, has accepted the position of chief clerk in Division Storekeeper Isaacson's office, and H. Secor, former chief clerk in the store department, has resigned to enter other business in Savanna. Irvin Taylor is the new clerk in Chief Carpenter Gradt's office.

L. Carter of Burlington, Wis., is the new third trick operator at Savanna. Mr. and Mrs. Carter will now make their home in Savanna.

Wonder if No. 29 out of Savanna will be as well patronized by the office force as it was before the time was changed. Hurry up, girls; it leaves an hour earlier.

Milwaukee Shops Items.

H. W. G.

The old idea of straightening the curve west of the shops is revived. It will require a little Panama canal style to do it. Nothing impossible with the "Old Milwaukee Road." What do you know about the Canadian Pacific trying to enter town this way? Our shops may be extended around the curve to Pondville ("Pigsville") before that time.

The 20-minute-lunch shop whistles, day and night, makes it almost unnecessary to carry even a wrist watch. When the first 11:40 a. m. whistle sounded many of the men thought it was noon and proceeded to check up their watches, possibly thinking that some new "daylight saving" stunt was being pulled off.

The shanty on the electric turntable at Madison burned early in the month. A new one was soon installed. The Madison roundhouse has a good lighting system, using their own dynamo, something quite different from the old torch days when we handled this plant.

The new building at 36th street south of the hump track comes right slap where the new 35th street viaduct will cross, when it does, if it ever does. Has been crossing for the last 20 years. Still, there are rumors that something is doing at this time. This will hit over the new, or east, roundhouse.

Messrs. Greer, Warnock, Gillick, Brennan, Sillcox and other officials passed through here early in the month. Mr. Warnock, it seems, is in the hospital now, and we are all in sincere hopes that they will not keep him there very long.

James McCormack, SMP chief clerk, has been out on the lines a good deal in the month chasing things up and putting them on their proper track.

Electrician W. C. Schroeder of the locomotive department has gone to Kansas with his family on a six months' leave.

While in the Railway Exchange the 5th we learned that they were taking H. E. Warnock over to the hospital that afternoon. We want them to let him out of there just as soon as possible. Later reports seem to be favorable, thank goodness.

Our terminal superintendent, B. F. Hoehn, has just been released from a two weeks' siege in the hospital.

Paul Sladky, our old-time roommate of 40 years ago, was in the hospital most of the winter for treatment of his eyes. He has been back at work nearly four months. He is in the stationary engine shop.

Al Klumb is in the hospital since the 12th. Mort. Smith came down from Portage to attend to Klumb's work.

Miss Lillian VanLaaner, from Minneapolis, is one of the newcomers in the SMP clerical force. Miss Rose Ritzinger is another late arrival. We did not learn where Rose is from.

H. E. Brownell has been on the sick list since April 1 and is improving but slowly. This beastly late, cold, damp weather is enough to keep one laid up once the rheumatism gets a start.

Ferdinand Kasten, coremaker at the foundry, a veteran, died at his home in this city April 19. Another faithful and trusted employe gone from



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OVERALLS, COVERALLS, JUMPERS and UNIFORMS

Remember, it's the cloth in your overalls that gives the wear! Stifel's Indigo Cloth is a sturdy, fast-color fabric, the

This is Mr. Chas. Broll, one of the oldest engineers of the B. & O. who runs the famous "Royal Blue." Mr. Broll wears and swears by "true blue" Stifel Indigo Cloth.

dots and stripes positively will not break in the print. Ask for overalls, coveralls and uniforms of Stifel's Indigo Cloth, and be sure of the genuine, look for this trademark on the back of the cloth inside the garment. Your dealer can supply you. We are makers of the cloth only.



J. L. STIFEL & SONS, Indigo Dyers and Printers
Wheeling, W. Va. 260 Church St., N. Y.

among us. Mr. Kasten had been with the company since 1892.

Films received to be printed show freight cars thrown over into the water from off the trestle near Holmes Lake, on the Superior Division, May 3. Also photos of the freight wreck at Ramey the 11th, showing a big spill which tied up the division a little while.

The other day we received a most interesting letter from the oldest living railroad employe in the United States, Veteran John C. Fox of Janesville, Wis. Same has been sent to the magazine, which we hope will be in an early print. Mr. Fox says he is able to sit up a little and wheel about in a wheel chair. Mr. Fox's host of friends sent up a fine bouquet of flowers, and a double male quartette from the M. E. Church gave him some good old fashioned hymns, and Mr. Fox is a "dyed-in-the-wool" Episcopalian. This man to man brotherly love is certainly the proper and coming spirit.

Veteran Theo. Koerner of the foundry retires from active duty the 15th after a service of 36 years with the Milwaukee road, a faithful employe. Mr. Koerner is a veteran in more ways than one, having served three years in the civil war.

The regular meeting of the Veteran Association Committee of the shops is now held every two months, the first Wednesday in the month. The next meeting will be held June 2. A social meeting for more of the members and their families will be arranged late in May.

E. Kelley of the SMP office, recently promoted to the other room, was laid up sick in bed for a few days the middle of the month.

D. C. Curtis, the new general storekeeper, is right on the job.

Passenger Car Supervisor L. B. Jenson has abandoned his crutches and is using his cane, and we are in hopes that he will soon not need that. His broken leg is getting along nicely.

A good get-together meeting of the veteran employes' committee had a two-hour talk with Mr. Brennan the 15th. Such meetings are helpful and the forerunner of a good get-together spirit. Among other things, the veteran pass matter was given a good send-off to the extent that Chairman

Griggs of the shops is to hereafter handle the veterans' pass business for the Supt. M. P. department for the entire lines east. This means for all 25-years' service employes, as well as those belonging to the veterans' association, but there are only a few 25-year men that are not members, and to make a more sure check on the books it is better that all come in the ranks with their dues for the first year. The shop membership is over 600, including 60 terminal and yard men. All dues go direct from here to Secretary-Treasurer Grant Williams, Chicago, as also will the pass requests, which will be taken up direct with the pass bureau across the hall.

R. W. Anderson, assistant S. M. P., started on a hurried call to Des Moines the 15th, having received the sad news of the death of his aged mother.

Kansas City Division.

Billie (with help from "Wildflower")

Ruby Eckman's mistake in saying the Kansas City Division correspondent had changed her name caused quite a commotion around here. We have our little bags of rice all ready for a June wedding in the dispatcher's office, Ottumwa Junction, but not for me.

Roadmaster Wm. Metcalf was presented with a ruby ring and a watch chain by the men of the Middle Division at the time of his transferring to the East Division.

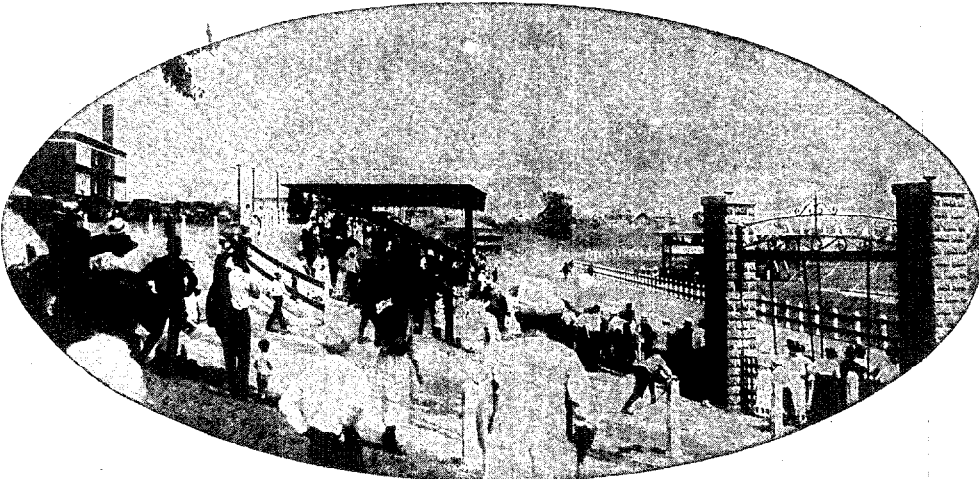
Some people think kicking electric lights is good exercise, but it is a wise idea to try kicking with only one foot at a time or have a pillow to fall on.

Dispatcher L. H. Wilson returned today from a short trip to Oklahoma, where he went to inspect his oil wells, or buy some, or something like that.

Operator J. V. Tuomey is relieving his father, T. H. Tuomey, agent at Parnell, for a few days. Mrs. Wright, on second trick west yard, is in J. V.'s place.

Chief Clerk J. W. Sowder is out combing the division for switchmen to send to Chicago.

Dispatcher R. O. Clapp is entitled to a wound stripe. He appeared at work April 29 with a small cut on his head. Says he bumped into something.



Watching the Races at Ideal Park, Endicott, N. Y.

The race track, baseball grounds, dancing pavilion, playgrounds, picnic grounds, swimming pool, and many other attractions offer amusement for both young and old. **EVERYTHING FREE—**

EVERYBODY WELCOME—EVERYWHERE

ENDICOTT-JOHNSON

Shoes for Workers and Their Boys and Girls

Endicott, N. Y.

Johnson City, N. Y.

H. P. Emerson, better known as "Fritz," alias "Doc," one of our two incomparable timekeepers working under the direction of Expert Baker, informs us of his intended journey into the west. Doc. leaves us the 20th of this month (May), and his departure is a sad one for us all. His smiling countenance, congenial disposition, dry humor and ever-readiness to argue on the pro or con of any thing from blind fish to wild women will always be remembered, and to find some one to fill the vacancy caused by his leaving who has all the above qualifications will be a difficult task indeed.

Doc. has been a good "old war horse" in his day and still has a long period of usefulness ahead of him. In this new venture he has planned nothing definite, but is merely taking the advice laid down by Horace Greeley years past and looking for new worlds to conquer and new pastures upon which to graze. We use the word "conquer" advisedly, because Fritz has conquered everything in sight in these parts.

Like most people of prominence, especially the so-called movie "stars," he has several hobbies—it seems that a person almost must cultivate a hobby these days to be anybody at all—and chief among these is his passion for cigars, the female sex and the midnight hour. About the time the clock strikes a dozen, when most people are tucked between 'em, Doc. is just beginning to get organized. It is during the wee sma' hours that he has carved for himself his name on the tablets in the Hall of Fame, and all posterity will read (and weep) when they gaze in awe and wonderment at the wondrous deeds inscribed thereon.

With Doc. will go, hand in hand, Happy Martin, the "priceless" price clerk from the store department. Two nobler or better men never trod the primrose path than these two—they are the modern version of Damon and Pythias, Haig & Haig, or Rock and Rye, and they are a pair that is hard to beat. "Hap," the popcorn fiend, is a connoisseur in the matter of wine, women and song, and we prophesy a great future for these two adventurers when they reach the west, and especially will it be a sad day for Wally Reid and Eugene O'Brien when Doc. and Hap enter Los Angeles and start vamping the Mary Pickfords and Norma Talmadges and all the other skirts—famous and otherwise.

La Crosse Division Facts.

Guy E. Sampson.

At last spring has shown up—if we can call one warm day by that name. As your correspondent has been assigned to a local run between Lax and Tomah news from the East Division will be few this month, but next month we will try and get some one from that part of the division to assist us.

All employees are more than pleased to see Engineer Chas. Luek back on the job after about nine months' absence.

Crossing Tender Julius Mittelstadt of Sparta has sure made his landscape around the crossing where he watches look beautiful. All cleaned up, flower gardens started and a large bed of black dirt with the name of the station laid out with smooth white stones. Looks very nice to all passers-by.

General Manager J. T. Gillick and Vice President Greer visited our Division one day this month and spent the night at La Crosse.

Engineer O. Blanchard was called upon to mourn the death of his life's companion this month, and the sympathy of the entire Division is extended to the bereaved family. Mr. Blanchard is one of the oldest engineers on our division and for a number of years past has held a position of engine dispatcher at Lax.

Engineer John Meyers of La Crosse also buried his aged father this month. The sympathy of all employees is extended.

The majority of our new passenger conductors already have their uniforms, and we noticed Messrs. Steinmetz, Lesley and Douglas making their student trip, and no doubt some of the others have also, although we did not see them. Mr. Lesley made a real trip on No. 47 and 40 May 2 in place of Conductor L. Shackley.

We hear that a baby girl appeared at the home of Passenger Brakeman E. P. Stolle of Watertown recently, and the youngster put up such a pitiful cry that "Dick" could not turn her away, so she is still on the job.

H. H. HEWITT
President

W. H. CROFT
First Vice-President

MAGNUS COMPANY

Incorporated

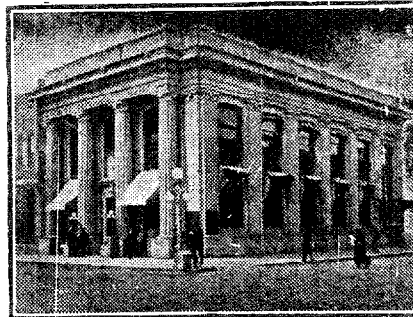
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\$3,500,000.00 Deposits

90% of which are wage-earners
and small stock men

FIRST NATIONAL BANK

MILES CITY, MONT.

Trainmaster W. G. Bowen was away for over a month doing his best to fill in the breach in our ranks at Chicago and Milwaukee caused by so many dissatisfied yard men quitting their positions and accepting work at other vocations. He tells us that he and R. D. Miller were working on the same crew. Account of the shortage of help throughout the country, officials and semi-officials have had to get in the game and help to keep things moving on the railroads.

The reclamation committee, consisting of the following gentlemen, S. J. O'Gar, T. R. Morris, Jas. Garrett, H. W. Newlin and P. H. Madden (the latter from our division), are at this time on a three weeks' trip from Chicago to the coast conducting the duties of their committee.

Engineer Ed Krause is using crutches as a result of a sprained ankle which he sustained at Kilbourn on April 19.

Painters have been busy putting a new coat on the Tomah depot. Sure looks better.

Mrs. Rossiter, wife of Supt. D. E. Rossiter of the River Division, formerly our superintendent, left Portage the first of May for their new home at Minneapolis. Friends of the Rossiter family while sorry to see them leave wish them success in their new home.

Miss Hilda Leisch, clerk in superintendent's office, spent a week at Superior with relatives and other friends.

C. E. Larson, our chief dispatcher, took a week's vacation, all of which he spent in bed at his home. Some vacation, we don't think. Mr. Blossingham acted in his absence.

Our maintenance clerk, Urban Budzein, has rented a flat in Portage, we are informed, and is busy each week end at Milwaukee making various purchases in household goods and furniture. And we all thought "Bud" such a serious little fellow, who would rather manage and direct others instead of taking unto himself a manager.

Mr. and Mrs. M. L. Tracy are rejoicing over the arrival of a son. Mr. Tracy is cashier at the Portage freight house.

A daughter also brightens the home of Division Storekeeper Jas. Hackett, also located at Portage.

Hattie Roeker, stenographer in master mechanic's office, has resigned from her office duties, effective May 8, and we are informed that within the same beautiful spring month of May she will accept another position in which the words "love, honor and obey until death do us part" will appear in the contract. Also we learn that the eight hour day does not apply to the new position Hattie will accept and that her salary will depend on her ability to save same.

P. Cull, agent at Tunnel City, has resigned his position at that point and disposed of his fine home and expects to bid in some position nearer to Milwaukee, where he has some holdings. G. D. Carney has been appointed agent in place of Mr. Cull.

Former Baggageman Fred Sondag of Sparta, who is now attending school at Madison, gave his parents and friends at home a great surprise on May 4. At 4 p. m. an airship was seen hovering over the store of Mr. Sondag at Sparta. After making a few dips, in which he barely missed the roof of the store, the plane flew to the fair grounds and made a successful landing. Within a few moments Fred walked in and notified his parents that he and a friend had flown from Minneapolis to Aberdeen, then to Albert Lea, and after making a few flights at both places had just taken a few minutes' fly to Sparta for their supper. After obtaining the meal they set out for Madison, which place they arrived at in a little over an hour. During the war Fred was a lieutenant in the air service and is conceded to be an expert with a machine. He expects to return home Saturday nights and make many flights with Sparta people as passengers on Sunday during the summer. All right, Freddie, hop to it, but the trip that we go up with you you will be the only one in the machine.

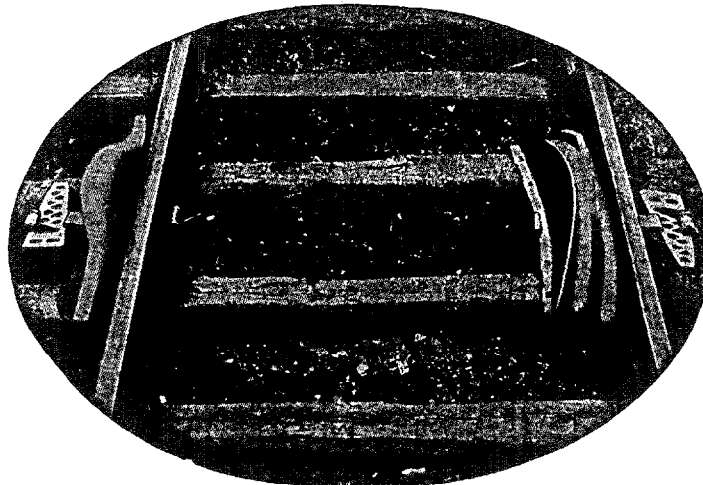
Car Accountant News.

Sis Hopkins

Uncle Sam and Aunt Polly Ticks seem to be the topic of today.

The best thing about spring is that it comes when it is most needed.

READING CAR and ENGINE REPLACERS



For all heights rail and all weights of equipment
READING SPECIALTIES COMPANY

"Dept. R-9"

Main Office and Works: READING, PA.

One of our young men was asked how to spell the word squeeze. His reply was that he couldn't spell the word, but could demonstrate.

Misses Emily Zorn and Cora Eckerly visited in Milwaukee.

Miss Clara Wood entertained the Entre Nous girls at a hard-time party.

Two of our young ladies recently attended a meeting and on arriving late were met by the usher, who told them every seat was filled with the exception of the front row, to which one replied she didn't wish to sit in the bald-head row. This almost proved fatal to sister or, I mean, the other young lady, for the usher was a bald headed man.

Miss Mary Mauey has returned from California very much improved in health.

Last month I failed to mention that a shower and spread was given for Miss Marie Wagner by the girls in "E" bureau.

Even a tombstone will say good things about a fellow when he's down.

Miss Amelia Peterson is spending a few weeks in California, the guest of her uncle.

Wilbert Jones has a baby boy at his home. Wilbert says the baby is a handsome child—he resembles his father.

It is with regret we announce the sudden death of one of our former employees, Mrs. Harold H. Rupp, wife of Harold H. Rupp, motor car inspector at Minneapolis, Friday, May 14, 1920.

Funeral services were held from residence, 1908 Hennepin avenue, Minneapolis, and the remains taken to Milwaukee for burial. Mrs. Rupp was formerly employed as stenographer to J. Kelly at Minneapolis. Mr. Rupp is a nephew to Superintendent P. L. Rupp of C. & M. and Northern Division.

Fac-Simile from the S. M. West. A. D. Moc.

The valuation department has been busy in this vicinity lately, Davis and Nickerson looking after land titles, etc., and the locomotive pilot valuation section was checked up by Geo. Cruice for the railroad and W. J. Thomas as Federal representative.

It is rumored that Carl Olman of the freight house section goes to Egan most every Sunday. How strange that Egan should have so strong a call for this popular young man.

E. M. Peterson has accepted a position in the ticket office at Minneapolis, while Faye Crabbs has been appointed to fill the vacancy. This Peterson fellow made a lot of friends during his stay at Madison.

Now and then we find the Roadmaster appointing some new section foreman. Chas. Monroe has been promoted to section foreman at Fedora and A. Erickson is the new section foreman at Matfield. Keeps me busy recording the ties the boys put in, and then it rained for two days again and they had to fix up a bad spot or two.

Peter Roberts of the roundhouse force has taken an extended vacation and together with his family is visiting relatives in Michigan and Green Bay, Wis.

When we called at the roundhouse the other day we learned that Roundhouse Foreman Felt wasn't on the job at daybreak that day because he had to visit a new baby girl that arrived at his home that night. Mr. Felt is a proud father and the girl has reason to be proud of Dad.

Firemen Carl Bonn and Elmer Granflaten are sightseeing in New York City. It's a long ways from home and we shall expect to hear that they didn't cut up any, but you can't trust too many these days.

Heard at the cashier's window about payday:

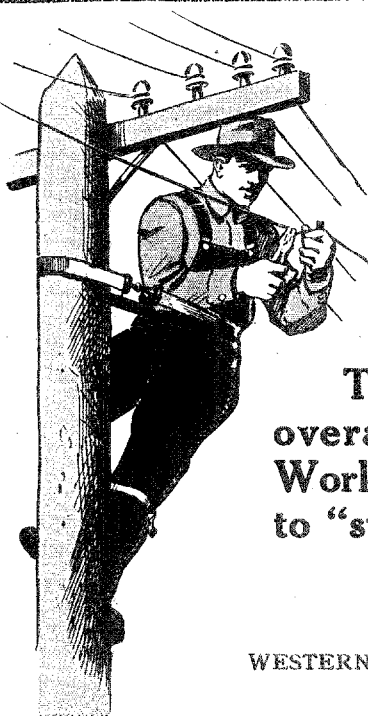
Mr. Heggem (expectantly)—"Check for Mr. Heggem, please."

Miss Powell (hesitating)—"Are you Mr. Heggem or Mr. Heggem's son?"

Mr. Heggem (impatiently)—"Both."

Check hurriedly released.

Now that the score board looms before us, the plot where the impatient batsman taps the rubber and the trained twirler defiantly shoots them across is all smoothed off; also the field as slick as a whistle. Old baseball's slaves, like Schendler, Wood, Laugen and Ashenbrucker, are making bets that the ball won't go over the fence for a clean hit all season. It's a long ways over there, but we can better say in a couple of weeks. I am



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The brass buttons on Mogul overalls are fastened securely. Workmen can depend upon them to "stay put."

All Sizes at All Dealers

WESTERN UNION MANUFACTURING COMPANY

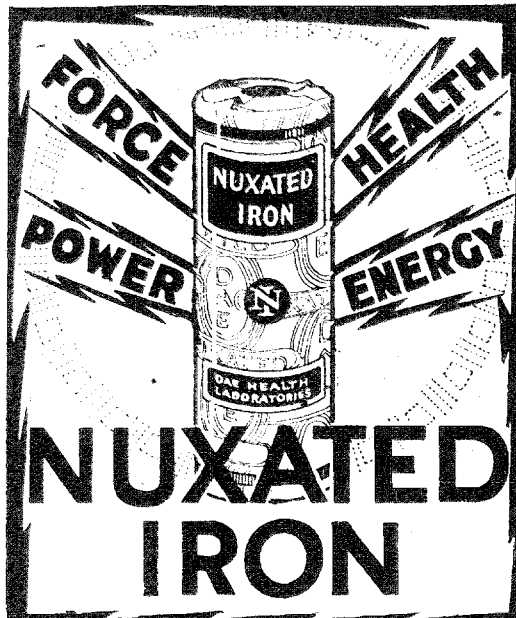
Kansas City, Mo.

Dallas

Sedalia

San Francisco

Minneapolis



Nuxated Iron by enriching the blood and creating new red blood cells, strengthens the nerves, rebuilds the weakened tissues and helps to instill renewed force and energy into the whole system. Three million people use it annually. Ask your doctor or druggist.

Knock H' Out of Your H.C.L.

Add \$50 a month to your pay

HUNDREDS of men all over the country, in the same line of work as you, are doing it, and they are giving only a small portion of their spare time to it.

We have the best known article of its kind—its name is known to every railroad man—and it is a necessity, a tool of his trade.

No selling experience necessary—just a willingness on your part to give a little of your spare time. No investment on your part is required. Write today for full particulars.

Potter Bros.

Dept. M
190 N. State St. Chicago, Ill.

going to take a chance on a pass in by waiting for a chance to locate the lost bull.

District General Car Foreman E. F. Palmer transacted business at Madison a short time ago. It is reported that the depot at Felda is being remodeled, but we didn't get down there this month to see what the plans are, and more complete information will be set forth later.

Iowa (East) Division. J. T. Raymond

Word has been received at Marion that Conductor Frank E. Johnson passed away at his home in Chicago Sunday, May 9, after a long illness. Mr. Johnson began work with the company on the old C. & C. B. Division as freight conductor on October 5, 1882, and served continuously up to August 24, 1919, when he was compelled to retire on account of ill health. There are no entries against his record except credit marks. He was a first-class conductor, faithful and loyal at all times, and had very many warm friends among the employees of the division and the citizens of Marion, who deeply regret his demise and extend their heartfelt sympathy to Mrs. Johnson and son, Warren, in their great loss.

R. C. Blakeslee of Milwaukee spent several days in Marion making a number of changes in the Marion office.

L. E. Brown has been appointed operator at Monticello in place of Mr. Storm.

W. K. Hodgson has been appointed second trick operator at Sabula.

J. M. Oxley and H. H. Ober of the committee on standard rules spent a day in Marion recently.

Agent J. B. Howe of Oneida Junction has been absent from duty on account of sickness. G. E. Madsen acted as relief agent.

Operator A. J. Campbell of Atkins yard was off duty several days owing to the illness and death of his mother, Mrs. William Thompson, who passed away Sunday, April 28, at Cedar Rapids, Iowa. Mr. Campbell and family have the sympathy of a large circle of friends in their bereavement.

Fiske Marshall of Sioux City and Walter Marshall of Tacoma spent part of their vacations early in May in Marion visiting their parents, Supt. and Mrs. C. H. Marshall.

Chief Dispatchers H. C. Van Wormer and J. J. Kindig were in Chicago a couple of days in May conferring with G. R. Morrison, Superintendent of the Employment Bureau.

On the new time table effective May 9 Conductors James Pringle, Thomas Nevins and Thomas Freeman have trains Nos. 7 and 8 between Chicago and Marion, with layover at Marion; Conductor Andy Schroder, Nos. 29 and 30, between Cedar Rapids and Savanna; Conductor J. L. Roberts, Nos. 14 and 29, between Tama and Marion; Conductors F. E. Pike and Geo. Van Tassel, Nos. 21 and 22, between Cedar Rapids and Calmar.

Night Yardmaster H. L. Shekleton, Atkins yard, spent two weeks on a vacation visiting in Los Angeles, Cal.

Train Baggage man Aaron Hern and wife are spending their vacation visiting the latter's relatives at Phoenix, Ariz.

Passenger Brakeman W. E. Webster is on an extended leave of absence looking after his interests in a sawmill near Bemidji, Minn.

Mrs. K. T. Kendall, wife of Train Baggage man Kendall, passed away April 21 after a brief illness at her home in Monticello. Besides her husband, two children survive. We extend deepest sympathy to the bereaved family.

Black Hills Notes. J. R. Quass.

Brakeman J. H. Hill is running baggage while Baggage man Winn is laying off. Dewey Hynes is brakeman. Leave it to Dewey to handle passengers.

Conductor Walter Johnston made a couple of trips on west end—the first in a year.

Conductor Paul Smack and Engineers Forest and Kirsch made a round trip, Mitchell to Rapid City via C. & N. W. to Wolsey and Pierre, with detached trains.

Engineer Bert Gardner is laying off several trips, relieved by C. C. Cline.

Engineer A. M. Saxer has taken 98 and 99, with Sunday lay-over at Chamberlain.

Superintendent Thurber made an inspection trip over the division before the gravel trains were put on.

Conductor G. E. Sullivan has bought a house in Rapid City and expects to move from Mitchell soon.

Conductor Ed Love has 98 and 99, Sunday at Murdo, since Conductor Yeunt has returned to the west end ring.

Conductor W. H. Stewart was off a couple of trips, visiting in Iowa, your correspondent taking his run, while Conductor T. B. Hughes held the switch job at Rapid City.

Conductor Bill Pfiffinger came out from Sauborn to take a crew on west end. If all the east-end men come out here the old-timers here will soon be gone.

Freight Auditor's Office.

On May 5 the little church around the corner was the scene of the wedding of Merle Schroeder and Anthony Steffen, and the interline clerks, armed with plenty of rice, were present to greet the bride and groom after the ceremony. Merle is one of our most popular girls, and she and her husband have our sincere wishes for joy and prosperity.

James Graham, who wears the smile that won't come off, is now superintendent of the building, and his frequent trips through the office show that the place is in good hands.

We heard that "Billie" was some marble player, but when questioned he claimed that such sport had not been his for three years. How some young men do grow up.

When Adelaide Weise was married some time ago Irene Shiffer went to Appleton to be her bridesmaid, and on May 15 Adeline came to Chicago to be matron of honor at the wedding of her brother and Irene. Many good wishes to Mr. and Mrs. Weise.

Wm. Ahearn, auditor, Wisconsin & Michigan railroad, formerly from this office, visited us on April 30.

The public is cordially invited to attend the noon-hour session of the revising bureau harmonists, such singers of class and renown as Le Feavour, Corcoran, Hoffelder and Murphy being members of this noted organization. "Sweet Adeline," the official song, is warbled every day. This is the only song they sing, have tried to sing, or claim to sing.

Hazel Doerr has promised notes for this issue, but we are still waiting.

(Ignatz) Mueller, the whirlwind bowler, is figuring on knocking them dead at St. Louis.

A modern mystery—how did Jerry O'Neil find his way back to Elgin a few weeks ago from Richmond street. He must carry a homer pigeon.

By the way, O'Neil has now become the head clerk of the way bill filing bureau.

We understand that little Lydia has entered that movie contest. Mary Pickford please take notice.

We wish you luck, "Fitz," and that's worth something these days.

S. M. East,
O. J. B.

Even this coolness on the part of Miss May has its optimistic side. We don't have to hear the pest that says, "Well, is it hot enough for you?"

John Mortenson, assistant accountant, has left

us. He confessed on saying good-bye to me that it nearly made him weep to speak the parting words. John is going into the big world of business, and we predict that it will not be long before the prospective buyer will have to give serious consideration to the "Mort Car," because its lines, type of construction and speed, etc., will put a crimp in the sale of the other makes.

The vacancy in the force caused by Mr. Mortenson's resignation will be filled by Robert Gallagan, a lad both brave and good, while Alfred Larson becomes timekeeper in Mr. Gallagan's place.

Speaking of good hands, Foreman Gadwa had a pair of jacks at Wessington Springs and Foreman Kriz held four jacks at Madison. We will have to mention, however, that they were smoke jacks.

Foreman Post has been on work train service for a few weeks. I asked him how business was and he said "Pickin' up."

Too bad about Foreman Shay. Looking over his work at Br. Q. 30 he remarked: "All this is false work."

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CHICAGO, ILLINOIS.

H. E. Powell has been laying off on account of a lame back. Foreman C. H. Bacon has been taking care of things during this time. Some folks call him "Shorty," but he is "long" on work, that boy.

Everybody said they had such a good time while while guests of the Lady Engineers on the night of April 26. One of our quiet and highly respected young men admitted to us in confidence that he got home at a quarter to two in the morning.

Bachman at choir rehearsal, speaking to the sopranos: "Now, girls, when you come to 'love' stop and take a good breath."

Dispatcher C. M. Aughey and Conductor Tolbertson have been looking for a suitable building to be used as a depot from which to sell produce from their farm direct to the consumer. Good night, old H. C. L.

Basil Murphy of the store department has been at Mason City for a few days helping out on account of a vacancy in the chief clerk's chair. In the meantime Miss Gladys Munger is working in his place. This gives Mr. Dexter two lady assistants.

Chris Alms has been secured as pile driver engineer, filling the vacancy caused by the resignation of Paul Mateju, who now has gone to live at La Crosse.

Dispatcher Wethe is busy going over his fishing tackle now, getting ready to go after 'em again. Charley has added to his fame in another direction, too, having proved himself an able marksman with a revolver in a little practice shoot at Mound Prairie. They say he can nail the bumble bee on the wing and the rabbit on the jump.

Signal Dept.—"Wig Wags" Lines West. "Slim."

Greetings: Are you a charter member of the Overall Club?

On May 1, when the Coast Division was extended to Othello, Supervisor Allen acquired the remainder of the electric zone in Washington, and now N. J. W. is telling Ed what a wonderful piece of territory the Columbia River Valley is.

C. K. Milns is again confined to his home by a return of "flu." F. M. Applegate is relieving him. R. E. Townsend is filling Applegate's place as helper at Cle Elum.

E. H. Taylor, helper at Marble Creek, has resigned to go into business for himself, his place being taken by James Cooksen.

R. R. Lane made a hurried trip to Marysville, Calif., on account of the illness and later death of his brother.

Vacations are starting. E. I. Bates, maintainer at Warden, is off, being relieved by Sumner Stanley as maintainer and Finley Impert, helper.

The northwest regional committee, Signal Division of A. R. A., will have a meeting in Tacoma, efficiency being the main topic. Due to a new committee being formed at Livingston, Mont., this will possibly be the last meeting attended by members east of Idaho.

The main office has been so busy trying to beat the cost of high living that they haven't any news except "We have the same stenographer."

The moving business has taken quite a lull around Loweth since the maintainer's headquarters have been moved to Lennep. Sweeney is getting all fixed up in a boxcar—that is, he will be fixed up if he can get some boards, paint, roofing paper, nails and a few other necessary things. E. V. Wells, Sweeney's regular helper, is laying off, being relieved by Frank Fisher. Wells figures he may be able to retire if he gets one good crop off his ranch.

Axel Wieberg, Montana electric zone foreman, is also trying for the retired class via the ranch route, being relieved by Jim O'Dore.

Mentioning retired just reminds me that if the maintainers keep on buying autos they will be 100 per cent motorized shortly. A. Ringhausen, maintainer at Gold Creek, has joined the speed bugs. Don't know what brand it is, but Ring knows it don't run on a track since he widened the main entrance of a Missoula garage backing out.

Shorty Sauter, helper at Butte yard, is still off recuperating from a serious attack of pneumonia, being relieved by Dick Stephens.

Kyle and Bryson staff stations were just in service long enough to get the machines going

good when they were taken out of service April 28.

Mrs. Ella McPherson, mother of Charles, Harry and Ted and mother-in-law of Glen Collins and C. S. Martin, died in Butte Thursday, April 29. The sympathies of the department are extended to the bereaved.

Received a letter from R. H. Ford, formerly signal maintainer and later crew foreman on the west end electrification. Henry was in the Isle of Pines, but run out of change, as signalmen seem to do, so he moved over to Cuba about the time the Hershey Corporation started to electrify their outfit. Being broke has quite a lot to do with getting a job, so R. H. convinced all concerned and talked himself into the position of assistant electrical engineer. The project consists of electrifying 100 miles of railroad, lighting a small city, installing complete electrical equipment in a large sugar mill, in addition to constructing a hydro power plant and necessary substations. Ford's many friends will be glad to hear the above news, but it is a shame it couldn't have been some one that would enjoy the beverages still obtainable in Cuba.

Thanks, "SAE." I appreciate a notice from the "Flats" that isn't a roast.

Wonder how many strangers visiting the signal engineer's office in Milwaukee are headed for room 5 by some wise party. Never mind, "Suds." I'll never tell a soul what happened to me, and, anyhow, I understand it is to be kept locked (until next spring, maybe).

Laboratory Foremen Wade and Dill are in the sixteenth week of making specialties for the Tacoma crossing gates. No telling how long before they will have it completed, or completely ruined.

R. F. T. and F. G. M. are trying to keep the circuit plans up to date. Latest information is to the effect that they will finish in three weeks. How does that sound, Hap?

Just received a last minute note from Montana to the effect that Mike is losing weight, all over "Flossie." However, Mike says Butte is the same old town, but he does M I S S Blackie.

CCS says we should apologize to FGM for turning in a competition report on his flower settie. We should have said "In service, but not fully completed," as a drip pan is still in course of construction.

Pebbles from the Musselshell. F. L. Thomas.

Miss Orie Jenkins, employed in the Master Mechanic's office at Miles City, has departed for her home in Missoula, Mont., for an extended visit with home folks and to recuperate from several weeks' illness.

The Miles City offices have received a coat of "Milwaukee Standard" paint; all they lack now is a set of trucks and draft rigging to make 'em look like passenger equipment.

Miss Anne Butcher, assistant cashier, Miles City, visited friends in the western part of the state over Sunday recently.

W. L. Faus, for some time past employed as chief clerk in the freight office at Miles City, is on leave of absence of three months, part of which time will be spent visiting relatives in Minnesota.

Byron Nelson, ticket clerk at Miles City, has transferred to day ticket job at Roundup.

Employees of the shops and offices at Miles City have organized a baseball nine, and meet as often as possible for practice. They will soon be prepared to take on all comers regardless of who, what and how they are. It is anticipated that they will again make the other teams around Miles sit up and take notice in competition for the Miles and Ulmer cup. Any teams wanting to try their luck should apply to "Shorty" Rodgers of the chief dispatcher's office.

H. J. Feeley has been transferred from Mar-marth to Miles City as chief car inspector.

W. C. Kelley, former night baggageman, has been assigned to car clerk position, Day Baggage-man Towlerton to the night baggage job.

Robert Hillman, brakeman, has returned from a two months' leave of absence spent with home folks in the South.

C. H. Slagle has been granted leave of absence and will spend same in Wisconsin.

Chas. J. Shong, formerly located here as claim agent, but now located at Missoula, was a recent Miles City visitor.

The sad news reached Miles City that the wife

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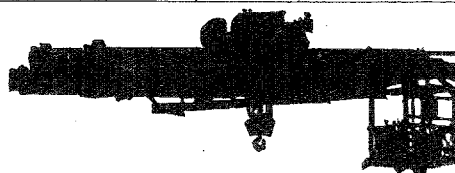
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of W. W. Lidell, former master mechanic at Miles City, but now located in Lewiston, has passed away at her home in Lewistown. Deceased had enjoyed a large acquaintance in Miles City, and it was with the keenest of regret that her many friends learned of her death. The sympathy of the many friends of the family are extended.

H. Boylan, relief agent on this division, has been assigned the position of chief clerk at Miles City, vice W. L. Faus.

J. N. Strassman, chief clerk to Superintendent Bowen, was laid up with a siege of lumbago a few days the early part of the month.

E. E. Clotier, chief carpenter of Moberge, was a recent Miles City visitor.

J. J. Hoefer, chief clerk to district engineer, recently returned from Bismark, N. D., where he attended the wedding of his sister.

The Roadmaster's office is a very busy place just now, as spring work has started, such as surfacing, and making general repairs over the division, also new work is being planned.

R. P. Donkers, engineer, while adjusting a headlight, lost his footing and fell backward, striking the rail about his shoulders, bruising himself quite seriously. He was brought to Miles City on first train and injuries examined. He will soon be out again.

G. T. Duncan of the local shops was called to Kansas City by the serious illness of his daughter.

J. E. Little, general car foreman, has been transferred from Miles City to Deer Lodge, Mont.

A. J. Booth, section foreman at Orinocco, has been granted a leave of absence and will spend the time in Wisconsin. Mr. Booth is succeeded by C. F. Smith.

Nelson Sandberg of the roundhouse force at Melstone is visiting friends and relatives in Pittsburgh, Pa. This is the first visit Mr. Sandberg has made to his parents' home in fifteen years.

Thomas Conwell was injured at Melstone by falling from the tender of an engine, death ensuing a few hours later. The body was taken to Doherty, Iowa.

Iowa Division, Middle and West.

Ruby Eckman.

James Wyckoff, one of the oldest engineers on the Iowa division, died April 19th at the Mayo Hospital in Rochester, to which place he had gone a couple weeks previous for an operation for the relief of some stomach trouble. Mr. Wyckoff entered the service on the Iowa division in 1892 and for a number of years had been an extra passenger engineer. His remains were brought to Perry by the wife and son, Harry, who is also a Milwaukee employe. Burial was made at Perry, the B. of L. E. having charge of the services.

Vere Gary, a boilermaker helper at the Perry roundhouse, had a compound fracture of his arm on April 19th. One of the bones started to knit, but the other did not and it was necessary for him to go to Chicago, later, and have an operation performed on the arm. He was accompanied there by his parents, Mr. and Mrs. Otto Pohl.

Conductor John McLane of the Middle Division celebrated May Day this year in a manner which will long be remembered by him. The afternoon of May 1st was selected as his wedding day. His bride was Maude Davis of Marion. The ceremony took place in Marion. John had resisted the charms of the ladies so long that his friends took it for granted that he was to always remain a bachelor and the news of his marriage was a surprise to them.

Conductor Gaylord Courtney and Engineer Harold Stoner left the fore part of May for a six weeks' trip through the north and west. Both boys were in France and had an opportunity of seeing the eastern part of the United States on their trips and decided that they would make the trip west this spring.

Machinist Helper Lee Varnadore's wife was in Soo City a couple of weeks in May. She returned home with Miss Mitchell, who had spent a month in Perry.

Conductor and Mrs. Fred Apple returned from Hot Springs the fore part of May, after having spent about three weeks at the famous health resort. Both of them were much improved upon their return.

E. Collings, chief carpenter on the Iowa division, has taken a six months' leave of absence on account of the condition of his health. C. G. Lindstrom has been appointed acting chief carpenter during his absence.

Mrs. Harry Hansen and daughter, family of Machinist Helper Harry Hansen of the Perry roundhouse force, expect to leave in a short time for a visit to their old home in England. Mrs. Hansen came to this country shortly after her marriage and has never been back.

Engineer Frank Cowden, who, with his wife, spent the winter in California, returned to Perry the latter part of April and resumed work on the switch engine in Perry yard.

Engineer O. V. Robinson has been backing it for some time while his wife has been visiting with relatives in Pennsylvania.

Jake Stockburger, a machinist helper, lost some time in May on account of a mashed finger.

Engineer D. Young and daughter had a fine trip through the north and west in May.

Chief Clerk Edward Fitzgerald of the Perry roundhouse force tried batching it for a while during the absence of his wife and son in Minneapolis. Ed. couldn't make the two jobs work successfully so had to resort to the restaurants.

Machinist Frank Mullen was injured while at work at the roundhouse May 6th, the injury being of such a nature that an operation was necessary and he has since been in the King's Daughters hospital at Perry.

A son was born to Carsmith Dell Cartwright and wife the latter part of April, but the little one was not strong and only lived a short time.

Lafe Kenyon of the Perry car department force has been appointed acting car foreman at Herndon for a period of sixty days while C. Doud takes that long leave of absence.

Mrs. Douglas Jones was called to Mitchell, South Dakota, the latter part of April by the serious illness of her daughter, Mrs. Ruth Haven. She remained there until Mrs. Haven was able to stand the trip and then brought her back to Perry to recuperate.

J. E. Kent, veteran oilhouse man of the Milwaukee force, accompanied Josiah Petty, another Civil war veteran, to Omaha the latter part of April to a fiddler's contest. Mr. Petty carried off several of the prizes and Mr. Kent feels that his rooting for his partner helped him win the prizes.

Boilermaker John Barth and Boilermaker Will Barth's family attended the funeral of their grandmother in Savanna May 3rd.

Fitterman George Toner, one of Perry's baseball players, will play ball this year with the Kalamazoo team.

George Fenner was appointed assistant foreman at Perry roundhouse the latter part of April.

G. T. Halley, who has been agent at Coon Rapids, bid in Huxley station when C. W. White resigned. E. O. Kinser, who worked first trick at Coon Rapids, appointed agent, Coon Rapids; F. E. Hastings, second trick operator, drew first trick. R. L. Brown, from second trick, Manning, appointed agent, Yorkshire, when O. P. Byrd bid in M. S. job in Mr. Duval's office in Omaha. F. O. Bruce worked Yorkshire station temporarily while Brown was off duty on account of sickness.

Mrs. John Arp, wife of the section foreman at Persia, died May 11th in an Omaha hospital, to which place she had been taken a couple days before on account of an attack of appendicitis. She never recovered from the operation.

Iowa division crews have been having some fine runs during the month of April and May, as there were a number of trains of lettuce which were handled by express and a number of solid trains of autos, tractors and other farm implements.

Harvey Blaisdell, blacksmith at the car shop, and Christina Bickel of Perry were married in Fairbury, Nebraska, May 10th. After a short honeymoon spent in Nebraska they returned to Perry to make their home.

May 10th and 11th were busy days socially for the railroad ladies at Perry. On May 10th one of the Grand vice presidents of the Ladies' Auxiliary to the Brotherhood of Railway Trainmen conducted a school of instruction for the members, which was followed by a social, to which the husbands were invited. On the following day the Ladies' Auxiliary to the Trainmen and the Ladies of the O. R. C. were the guests of the Auxiliary to the B. of L. E. A splendid program was rendered on this occasion with families of the three auxiliaries taking part.

The correspondent annexed a little extra work during April by being elected as the first president

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Coffee can be good or bad as you choose to make it. You can take the best grade the fields of Brazil produce, boil out all the good qualities and you will be doing likewise with its bitter, rank properties at the same time. The result is a drink that is strong and repugnant to the taste.

On the other hand, the same quality of poorer grade coffee used in an electric percolator will in fifteen minutes give you a drink fit for kings. A stream of intensely hot water filtering through it constantly draws out all the tang that it possesses and gives every drop that rich, long-remembered taste.

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The Electric Percolator is one of those most useful appliances that has these fundamental requirements built into them. Those features and the fact that they are equipped with an automatic cutout which makes impossible burning out the appliance, have given these appliances a high place in the esteem of the American housewife.

(Editor's Note—If you are interested in Electric Percolators, write our service department for literature.)

of the Woman's Auxiliary Unit of Perry Post No. 85 of the American Legion. The unit started out with a charter membership of one hundred and thirty and has already made its presence known in the social circles of Perry. The American Legion and its auxiliary have a big field of labor and will increase their work as the years go by.

Items from the H. & D.

"Me."

Conductor Al. Oswood is on 93 and 94 again, between Montevideo and Milbank. Al. says there is nothing like having a family and a daylight job. Quite so.

Conductor J. B. Harding was recently granted a lay-off for a few days and is now back on the job. During his lay-off he was matrimonially connected with a sweet little brunette. Lucky Joe, but it sure was about time.

OPR is walking around with a long drawn-out expression on his face. The reason being that the latest bulletins from Florida indicate that his land is under water and that it will be necessary for him to send divers down to keep the alligators away from his grapefruit trees. The only sympathizer he has is the first trick dispatcher, L. F. Bock.

Chief Dispatchers Andres and Buechler are being pestered with requests from operators along the line asking for lay-offs. Not a good policy to grant them too much back time.

Engineer Stanley Caton, who has been running a switch engine in Minneapolis terminals the past three or four years, is now running on 91 and 92. The first annual ball given by the Brotherhood of Railway Clerks was a wonderful success. Everyone enjoyed themselves.

Engineer Art Bonniwell is now running on 15 and 16 between Montevideo and Minneapolis. When Art is on 15 we know it's coming in on time.

Switchman G. O. Gunderson has purchased a six-cylinder, 55 horsepower, five-passenger Chandler. We are all looking for a little joy ride, Gundy.

Trainmasters Schmitz and Sizer, who have spent the past month or more in Milwaukee and Chicago, are back on the job again. We were sorry to hear that Mr. Sizer took seriously ill while at Chicago and was confined to the bed at Minneapolis for a couple weeks with inflammatory rheumatism. Although he is up and around, he looks as though he left about 30 pounds of avoirdupois some place, but Schmitz is in the prime of condition, he says.

A letter from Brakeman Oscar Rogne of the H&D, now working in Chicago terminals, informs us that he is having a wonderful time. "All you have to do is ring the bell and the porter will bring you anything," says Ike.

Engineer Ed. Sather left for a visit to an unknown part of Illinois some time ago. The results: A wife. Congratulations, Ed. We smoke La Azoras.

Operator Otto Kolb, better known as "Red," recently took the binding oath, and started on his honeymoon. Next we hear of him is at Prior Lake as agent. Kind of handy for Red, as his wife used to be chief telephone operator and sets in for her husband while he goes to lunch.

Ed Benson, who has been running as conductor on passenger for the past several years, has taken the way freight run out of Minneapolis. Says he likes the heavy work.

Assistant Division Accountant J. E. Stennes recently spent a couple days in Minneapolis on business.

Chief Baggage Smasher Williamson mysteriously disappeared on the night of May 15th. It is supposed that he will attend the first annual convention of baggage smashers, for the purpose of bettering the gentle art of juggling sea-going trunks. Stan. always has a good excuse.

Scraps—West End.

R. W.

Change in Law Department—Seattle.

Attorney F. M. Barkwill, who has been with the Puget Sound Lines since the construction period and is well known and liked by everyone in the Seattle general office, has resigned to engage in another line of business which appears very promising to him. We regret very much to see him go, and will miss his cheery smile and keen wit. He has our best wishes and we most sincerely hope his anticipations in his new venture will be fully realized. Good luck, old pal.

Mr. Barkwill will be succeeded by Albert J. Laughon, formerly with the Great Northern, a capable lawyer, widely known in the state. Like his predecessor, he is a "good fellow," and has the reputation of liking work. He has come to the right place. To preserve in the traffic department a proper degree of respect for the increasing authority of the I.C.C. and other regulative public bodies, and assist the operating and executive departments in interpreting and complying with national, state, count, city, town and other regulations, also in lawfully meeting the wishes of patrons, to say nothing of fighting excessive personal injury, freight and stock claims,—offers untold opportunities for the most insatiate worker. General Attorney Dudley is to be congratulated on securing the services of one so well qualified to render him assistance, and we welcome Mr. Laughon to our fraternity.

Mr. R. M. Calkins, vice-president, spent several days at this end of the line the latter part of April, and has gone to California, where he will attend the Foreign Trades Council to be held in San Francisco, May 12th.

Geo. B. Haynes, general business agent, of Chicago, made a trip of inspection in and around Seattle the 1st of May.

Our system will arrange to have a special train for the delegates to the Foreign Trades Council to be held in San Francisco May 12th. On this train will be representatives from eastern points, who will be entertained in Seattle by the Chamber of Commerce, who will show them the city of Seattle by auto. They will arrive here Saturday evening, May 8th.

F. J. Calkins, oriental freight agent, will leave here within a few days to attend the Foreign Trades Council at San Francisco May 12th. He will be accompanied by F. J. Alleman, agent at Tacoma, Wash.

The annual bevy of June brides this year will be well represented by the Milwaukee Railroad, as the oriental freight department and the general manager's office will each lose one of their capable helpers to Dan Cupid. From the looks of things, we believe that they will not be the only ones.

It seems like old times to wander into the AFE bureau and find Miss Zelma Tollefson at her old desk again. Glad to see you back, Miss Tollefson.

A new girl in the engineering department. The young lady is Miss Ella I. Olmquist, and succeeds Miss Bessie Bates, the latter having left the service on May 1st.

Incidentally, have you noticed the big, broad smile F. H. Oliver has been wearing lately. Congratulations are in order on the occasion of the arrival of a baby boy on April 19th.

Chas. I. Ingalls of the general manager's office is also to be congratulated on the arrival of a little daughter April 17th.

Have you heard about the cherry pie party to be pulled off in the general manager's office? Rumor has it it's to be some time soon—and you can bet if there is to be any *pie* around the General offices, it won't all be consumed in the general manager's office.

Engineering Dept.—Butte.

From the lack of any written indication of life via "The" Magazine, one would think the engineering department was dead. Let any thought there may be along this line be gone forthwith. The engineering department is sizzling all the time.

We now have with us several new faces, from the boss down: F. M. Sloane, who succeeded C. T. Jackson as district engineer, heading the list. Wm. E. Ring, the heavyweight thinker, well known in Deer Lodge, is the most notable addition to the staff to be mentioned.

Next in line we have Richard E. Deutsche, who came to us with quite a "rep." in valuation circles, who is now making estimates faster than they can be typed, or sent back from Seattle. Girls, Mr. Deutsche is married. He insists that home cooking is the thing, and is looking forward longingly and hungrily to his wife's return. I put this in to kinda boost things along for some girl who may have some guy dangling near the edge.

Lastly, we are pleased to announce the arrival of Roy W. Engstrom in our presence, also from the valuation office in Chicago. Mr. Engstrom succeeds Mr. Merry as draftsman, who will be remembered by the poetry he contributed to the Magazine, Mr. Merry having resigned to enter the service of the Northern Pacific.

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

Are YOU selling our
Accident Insurance
Tickets?

If Not, Why Not?

The Travelers Insurance Company

Ticket Department
Hartford, Connecticut

THE Massachusetts Bonding and Insurance Company

wants to contract with several
men who are acquainted with

C. M. & St. P. Employees

We will furnish you with the
best policies ever sold, will col-
lect the premiums and will pay
the claims—all you will have
to do is to sell the policies.

General Offices—Accident and Health Department
Saginaw, Michigan

Fellows, you should meet our stenographer, Madge. Stenos there are and stenos there may be, but you should see Miss Murphy.

All the girls are smiling at Felix now in earnest, Felix having annexed one of the celebrated chariots, popularly called an insect, tin Lizzie and one of the American Can Company's products. However, the only one Felix can see is the fair one who holds forth in the traffic department. It is needless to say that they are improperly called tin Lizzies.

River Division Nothings.

"Bell."

June is the month mosquitos come—they come early in the evening and stay all night. Screens are a good thing to keep mosquitos out and also to keep them in. It's a poor screen that won't work both ways. Mosquitos make music. The farther away they make it the sweeter it sounds. Kerosene is a good cure for mosquitos. It makes them strong and healthy. They like it. If a mosquito presents his bill you will probably feel bored. A mosquito in the hand is worth two on the nose. Below I will present for your amusement a little playlet in one act, entitled "The Plotters." Characters: First Mosquito—F. M. Second Mosquito—S. M. The Girl: Daisy Peachbloom. Scene: The front porch (unscreened).

Enter F. M.—"Hi, Bill! Here's a girl in a hammock!" S. M.: "Lucky we discovered her first! Gee, ain't she a peach?" F. M.—"S-h-h! Fly softly! Wot's that she's readin'? Sail around behind and take a look over her shoulder!" S. M.—"It's one of Laura Jean Libbey's works—oh, joy!" F. M.—"Wot?" S. M.—"She's got on a peek-a-boo waist!" F. M.—"Wot a cinch! Oh, glory he, Bill!" S. M.—"Wot now?" F. M.—"She's got on the other side. Good-bye!"

—here's a delicious pink patch of arm showing through her sleeve." F. M.—"No, Bill—the open-work hose for mine. Say when, old man, and we'll both bite at once." S. M.—"Are you ready?" F. M.—"Yep—is it now?" S. M.—"Wait a second. Say, Amos, it's a shame to do it." F. M.—"Aw, bosh! Come on now, give her the hook! All together!" The Girl—"Oh! Ouch!" (spat, smash, slap) "Horrid mosquitos!" (Springs from the hammock and flies into the house.) F. M.—"Where are you, Bill, old pal?" S. M.—"Here I am on the floor—she broke a leg for me, all right and twisted my back until it looks like a corkscrew. How'd you come out?" F. M.—"Never touched me—she kicked at me, but missed." S. M.—"She was a peach, all right!" F. M.—"Yes, and she tasted the part!" S. M.—"I'm a gonner, old boy. But it was worth it. Will you sing me to sleep?" F. M.—"I will, old thing. See you on the other side. Good-bye!"

A certain terminalite do like them there recruiting ossifiers down in the station, she do. No, we hain't saying nothin' about nobody, we ain't.

From the newspaper we learn that our very handsomest engineer has received an extension to his family—a brand new boy baby has arrived at his house. If you don't know who I mean by the handsomest engineer—he is Fred LaBree.

William Hilgendorf of the general superintendent's office is on the active committee for the membership drive of the Purity League. We trust

all readers will give their full support to this worthy cause when called upon.

Chester Nelson of Mr. Rossiter's staff says his heart is affected, and Helen Partridge, accountant, says her heart is affected, and we can't help wondering if there's a connection? Anyhow it's a start and we are waiting to see what the second reel will bring forth.

It took us some time to penetrate the disguise of Superintendent O. N. Harstad of the Aberdeen Division, formerly our trainmaster, is wearing. But he can't fool us any longer, so he might as well come out from behind that "brush."

Brakeman Tackaberry requests me to state that his sudden restoration to health is not all due to the banishment of his enemy, "nicotine." Conductor Gregg, in the capacity of "Little Pill Doctor," also played a prominent part. Credit to whosoever deserves credit, say we. Besides night-mares and pills, Mr. Gregg has still another hobby. It is "towel racks." Ask him.

Among the changes hereabouts of late we mention that the trainmaster's office has acquired the services of Miss Margaret McGrath, formerly in the terminal superintendent's office. Come in and get acquainted, boys! She's a humdinger.

Mr. Russell Risberg, formerly office flunkay in Superintendent Rossiter's office, has been promoted to car clerk, which position was left vacant by the resignation of Mr. Fred Germain. Mr. Germain expects soon to take up duties with the company at St. Paul. By the way, Russell takes his double jump in salary very coolly, and the girls tried to tell me he gets fussed easily.

Russell Risberg's promotion brought us the valued services of Hauther Myers. We can't understand how the grain company he formerly worked for expects to keep on doing business without him.

We are proud of our chief timekeeper. Mr. Rice of the Interstate Commerce Commission, who recently took a thorough check of the work done in the timekeeper's office, said that Mr. Wheeler has the best organized and operated timekeeper's office on the system. We must congratulate him and at the same time, ourselves, for having his services.

In reply to a dunning letter, a conductor recently wrote the following letter:

"For the following reasons I am unable to send you the check you asked for:

"I have been held up, held down, sandbagged, walked on, sat on, flattened out and squeezed.

"First by the United States government for federal tax, the excess profit tax, the Liberty Bond, thrift capital tax, merchants license and auto tax, and by every society and organization that inventive mind of a man can invent.

"From the society of St. John the Baptist, the G. A. R., the Woman's Relief, the Navy League, the Red Cross, the Purple Cross, the Black Cross, the Double Cross, the Children's Home, the Dorcas Society, Y.M.C.A., and Y.W.C.A., the Boy Scouts and Jewish Relief, the Belgian Relief, Salvation Army, Knights of Columbus, Milk for the French Babies, French War Orphans, Home War Chest, Baby's Day, Twilight League, Boys' Club, and every hospital in town.

"The government has so governed my business that I don't know who gets my salary. I am

BOSS LOCK NUTS
will make your scrap pile pay dividends.

BOSS LOCK NUTS
used on re-cut bolts will absolutely prevent bolted parts from coming loose. Order some to-day.

BOSS NUT COMPANY
CHICAGO

suspected, inspected, examined, re-examined, informed, required, inquired, and commanded, so I don't know who I am, where I am, or why I am here. All I know is that I am supposed to be inexhaustible in my supply of money for every known need, desire, or hope of the human race, and because I will not sell all I own and go out and beg, borrow or steal money to give away, I am cussed, discussed, held up, hung up, hounded, robbed, and nearly ruined, and the only reason I am clinging to life is to see what in — is coming next."

Readers may have desires to see their sentiments in print—therefore the above publicity. I thank you one and all for your kind attention. (Curtain.)

K. C. Terminal Items. C. V. Wood.

James Tigerman is now the division accountant in Superintendent Anderson's office, succeeding H. O. Wheelock, who has been transferred to Wausau, Wis. We are sorry to lose Mr. Wheelock, but glad to get so capable an accountant as Jimmie.

During the present strike, Agent McPherson has made a very capable switchman, learning all the signs very quickly—especially the "go to dinner" sign.

Since the last items went to press, learned that two of our girls, namely, Evelyn Braun and Adele Madison, have been married. Not knowing their new names or the particulars, I am unable to make a very good story of it. However, we all wish them happiness.

Former Superintendents, J. M. Oxley and W. L. Richards were visitors in the Terminal May 10th and 11th.

Orville Jasper is out in California, regaining his health and writes that he has gained eleven pounds. Good for little old Orville. Here's hoping he comes back healthy as can be.

Wm. S. Overstreet is now our chief revising clerk, while Midge Reeder is the chief bill clerk. Everything seems to be coming your way now, Midge.

Last, but not least, you will have a new correspondent next month—Miss Louise Emmons, and I hope all of you will be more considerate of her than you have been of me, and send in a few magazine items. I am sorry to leave the old Milwaukee and some very good friends, but the position offered me was too good to resist. I hope I won't be entirely forgotten by my old friends, and that they will come to see me. The latch string is always on the outside. W. E. Johnson, please notice.

(But "C. V. Wood" was a pretty good news gatherer after all.—Ed.)

Gossip from the Spokane Local Freight Office.

At last we have enough courage to put a few items in the magazine. We hope to become well acquainted with you all.

We hear our chief clerk, W. A. Snure, has new shoes. We thought he would give you some notes for the magazine, but he wished the news writing on the young ladies. A little excitement around here would be appreciated. We have lots of room for a dance, all we lack is a Victrola and a partner. Who can tell, perhaps when Leap Year is over we will stand more chance.

A very pleasant evening was spent with Miss Jean Hempfling, who entertained the young ladies of the local freight office in honor of Miss Ethel Thompson, who, we are sorry to say, is leaving us to make her home on the coast. Needless to say, we all enjoyed ourselves, and Jean is some cake baker. Good-bye and good luck, Ethel. We will all miss you.

We are glad to extend a welcome to our charming new clerk, Miss Hazel Ade.

Owing to the high cost of sugar, our agent, Mr. Cutler, has discontinued its use. Even candy will not tempt him.

Glenn E. Cole, formerly of Deer Lodge, Mont., is now our demurrage clerk. We are always glad to welcome an old railroader.

It's This Way.

In the days when we were getting our start,
'Twas different then than now,

All a young man needed

Was a team, a barrow, and plow.

He worked from early morning,

Till the sun sank in the west:

He plowed and sowed and harrowed,

Then nature did the rest.

In autumn he reaped a good harvest,

His farm was the best of the soil.

And God's own earth yields riches

To one who is willing to toil.

His wife was always happy,

Though they started with hardly a cent,

But under her home-made bonnet

There were no rooms to rent.

But nowadays, things are different,

A young man must have the cash;

He starts at the top of the ladder,

Sometimes he comes down with a crash.

But, he must have such experience

Before he really can see

That he is not so much wiser

Than his father used to be.

He thinks he must go into business,

But before he can make a good deal,

He must mortgage all he possesses,

And buy an automobile.

His wife wears the finest of clothing,

'Tis true, she does not wear much,

But they are very expensive,

Silk hose, toe slippers, and such.

They live in hotels in winter,

In summer she goes to the beach;

It keeps his brain a-working

To make his salary reach.

They blame the high cost of living,

It is not that at all,

But surely the cost of high living

Will drive anyone to the wall.

Written and contributed by our Postman, Geo. Dewey.

Zelda Case was out the other night and showed up in the morning, with a spot on her neck, but won't tell where she got it.

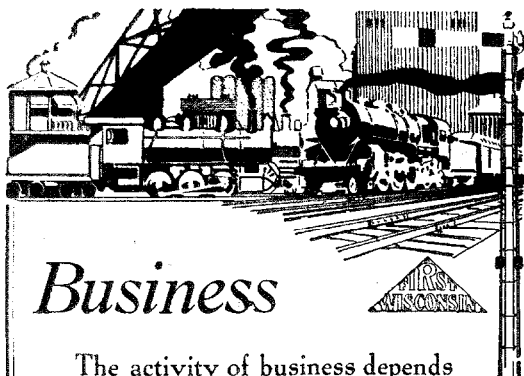
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MILWAUKEE, WIS.



Business

The activity of business depends largely upon the production and distribution of commodities which the world needs.

The railroads provide the means by which commodities produced are distributed.

The banks play an important part in the business world by assisting in financing both production and distribution.

First Wisconsin National Bank Milwaukee

Total Resources \$130,000,000

Saint Paulograms

No. 7

In the past year more than 29,000,000 cigars and 76,000 pounds of tobacco were manufactured in Saint Paul.

The retail value of these Saint Paul made cigars was approximately \$3,331,000, and a government revenue tax of \$216,291.22 was paid on cigars and tobacco manufactured here.

Saint Paul *leads* in the Northwest in cigar manufacture.

Thruout nearly half a century of continuous progress Saint Paul and its industries have felt the helpful influence of—



THE MERCHANTS NATIONAL BANK

"For Saint Paul and
The Great Northwest"

Ray Mitchell is sojourning with all the movie stars and less illustrious in California. If some oil king does not pay too much for his services we will have him back in a few days.

*Frank Taylor has a girl now.

J. L. Ogilvy spent several days in the hospital with what he claims was a bum foot. He says it was blood poison, but we think it was the gout caused by high living.

J. R. Knight, former material clerk was in the office telling us all good-bye. Jim is going to Canada to show the "Canucks" how to railroad.

After forming a habit of bringing us a cigar every month, W. W. Cutler got a lapse of memory and we haven't smoked for a long time. P. S.—He only did it once, but we are still waiting.

*Alice Mudgett has a feller.

George Louiselle is taking Harry Ingram's place and our telephone operators like him very much. "George has a car."

AMFT Note—Marriage license in the state of Washington \$5.00, in the state of Idaho \$1.50.

Herb. Moody sent his brown suit to the cleaners and was all dolled up in his "Sunday-go-to-meet-in" suit this week.

M. C. B. Jottings.

"Tzetta"

It had been some time since R. L. Whitney, statistician, H. R. Warnock's office, Chicago, visited our office, but we were pleased to see his smiling face during the early part of May.

Miss Louise Le Sage, pass clerk, was a Sunday visitor at Kenosha and reported having a dandy time. She also attended a house party given at Waukesha and looked rather tired the morning after.

L. K. Silcox, master car builder, left the early part of the week for lines west.

C. R. Gilman, car lighting engineer, made several trips to Dubuque, Minneapolis, Farmington, Sioux City, Freeport, etc.

Harry Belond, MCBII, returned from Lines West, after about a four weeks' absence. I guess Harry believes in the little saying, "Smile and somebody else will smile and soon there will be miles and miles of smiles."

Walter Foesch, secretary to the M. C. B., changes his line of work on Sunday. At the present time he and some other club members are getting their cottage at Nemahlin ready for occupancy, and last Sunday saw Walter on his hands and knees scrubbing the floor. You never can learn that too young, Walter, and it may come in handy some day.

Mr. and Mrs. Al. Barndt made a trip to Beaver Dam the latter part of April. So that's why you were so dressed up in your brown suit? You thought I wouldn't find out where you went to, but I did.

Josephine Sweeney, our milliner, was in Chicago looking over the styles, etc.

Bob Shand, our enterprising file clerk, made trips to Chicago on two consecutive Sundays. From all indications his next trip or trips will be to Waukesha.

Charles Milbrath, who formerly worked in the M. C. B. billing department, has left the employ of the railroad and has gone to Madison, S. Dak., at which place he will help his father sell automobiles. The M. C. B. billing department presented Charles with an eversharp pencil, and we all wish him success in his new undertaking.

Geraldne Nelson, our report clerk, makes flying trips. Last Sunday she made a round trip from here to Oshkosh, Green Bay and back again. O, but that Monday morning.

Esther Sovig, clerk in the M. C. B. office, is away on a leave of absence. At the present time Miss Sovig is attending an Eastern Star meeting at Detroit.

Jack McCarty and Catherine Butler were calling on friends and relatives in Chicago during the month.

Other Chicago visitors during the month: Bernice Kruse, Gertrude Haas, Steve Filut, Jerome Rosar and our chief clerk, George Voth.

R. & S. W.

M. J. Carey.

Conductor Cummings resumed his run the middle of April after spending several weeks in Florida.

Dr. Wm. Mastin passed away at his home in Denver, Colo., April 10. The pioneer employes of

this division no doubt can remember when he ran trains on the R. & S. W. about 37 years ago; also edited a newspaper at his former home, Shannon, Ill. Dr. Mastin practiced medicine in Denver for about 25 years.

Owing to the shortage of brakemen Price Dixon is making a few trips on the way freight.

We would like to know what attraction there is around the mill at Union Grove for Conductor Brink. "No use, Brink."

A rare sight at Rockton recently. The "old-timer," McCarty, was seen on top of a boxcar. With the aid of the operator and Conductor Packard he was taken down without injury, but much frightened from the danger.

Glenn C. Downing and Miss Ilo Christianson were married April 15 and we wish them long life and prosperity, but we cannot but note how soon the ups and downs of married life begin. The following from the Chicago American: "While Glenn C. Downing and Miss Ilo Christiansen were getting a marriage license yesterday afternoon the taxicab that had carried them to the city hall was speeding to some other place carrying away claimed as loss to her everything else in the case." money they reported the loss to the police. The bridegroom lost a suit of pajamas. The bride claimed as lost to her everything else in the case."

B. W. Dolan, chief timekeeper at Beloit, is raising a misplaced eyebrow. We would suggest that in order to make it more prominent he pay a visit to some beauty parlor and have a little henna applied.

While on the way to his home from Beloit the other night Dispatcher Geo. Lane discovered a bundle lying in the road which looked like enough tires to last a lifetime. The emergency was quickly applied. Liz stopped suddenly and George made for the prize, but, to his astonishment, the bundle had disappeared. Our never-tiring hero made a thorough search, and after some delay a couple of little rascals chirped from a near-by hiding place: "Move on, you ding fool; we want to get the next guy."

The May Day special secured by the management of the Bradley Knitting Company for their employees was in charge of Conductor Tilton, a

"vet" of 70 winters who has the movement of a youth of 16 summers. The way the Bradleys appreciated the service rendered can be easier told by a few lines taken from their magazine, The Bradley Hummer: "When the Bradley Knitting Company does anything for their employees they 'do it up brown,' and we had this demonstrated to us in the special train provided to take us to Milwaukee. We left on the arrival of No. 9 on the finest special that ever pulled out of Delavan. It was a vestibule train of six coaches, steam-heated and electric-lighted and was comfortably full of a very jolly company evidently out for a good time."

Dispatcher A. C. Morrissey and family departed May 4 for a trip to California.

Operator L. A. Carter left Burlington tower to take a side wire position at Savanna May 7. Alf regret to have him leave the east end and wish him success in his work.

Superintendent Morrison and Trainmaster Connors are kept extremely busy these days moving cars from congested sidings caused by labor troubles.

On account of a slight let-up in business at Racine Junction the third engine at that point has been discontinued. "Jocko" McGrann, who was in charge of the job, couldn't stand the idea of being demoted to a switchman again, and he accordingly "pulled the pin" and has left for parts unknown, much to the regret of his fellow-workers.

Peter Herman, acting G. Y. M. at Racine Junction, left the city May 1 on a leave of absence, going to Arbor Vitae, Wis. Pete intends to spend the summer months hunting and fishing in the northern woods while the rest of the gang battle and worry through the summer's (?) heat here. Pete took an old dog along for a pal which is said to know as much as a switchman.

Engineer Heinie Raasch and Yard Conductor Jack Gorten were off duty May 4 and 5 attending a stockholders' meeting of the Vim Tractor Company at Schleisingerville, Wis.

Engineer Chas. Burkett and Fireman "Red" Wadron figured in a close shave Wednesday morning at 1:10 o'clock, when engine 1142 left the



The New Ball Bearing Fairmont The Everlasting Motor

- 1—Wear-proof, compression-tight ball bearings on crankshaft keep power like new for years without attention.
- 2—No grease or oil cups to forget. All oil mixed in gasoline, hence fed in proportion to work done.
- 3—Perfect flexibility—throttles from full speed to a walk without missing explosions.
- 4—Long life, aluminum, one-adjustment carburetor.
- 5—Every feature is a time-tried success.

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Fairmont Gas Engine & Railway Motor Car Co.

Fairmont, Minnesota

DUFF GENUINE JACKS

Made by the largest manufacturers of Lifting Jacks in the world. All types, from 1 to 75 tons capacity, including—

Car Jacks Telescope Screw Jacks
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Ratchet Jacks Trench Braces
Journal Box Jacks Locomotive Jacks

High-Speed Ball-Bearing Jacks

THE DUFF MANUFACTURING CO.
 Pittsburgh, Pa.

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10c or 25c **A-K** TABLETS FOR **All Pain** Headaches Neuralgias Colds and La Grippe

Women's Aches and Ills—
 Rheumatic and Sciatic Pains—
 Ask your
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Pile Surgery Unnecessary

**Post Card Brings
 FULL \$2.00
 TREATMENT**



Free From Piles

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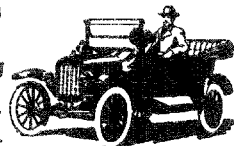
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rails about 100 feet west of Asylum avenue and skidded around at nearly right angles to the track, burying her front end and left cylinder in the ground at the south side of the track and likewise shoving the "belt" track about 10 feet to one side. Fortunately no one received a scratch.

A new spur of 100 feet in length has been laid in the downtown yard to serve the Western Printing and Lithographing Company.

The "Katy Flyer," otherwise known as the "Dinky," is a sorry looking passenger train these days. The palatial combination baggage car and smoker which was the big feature of the train, is in Milwaukee for repairs and one of the old-time non-vestibule coaches is being used temporarily as a substitute.

Seattle Comment.

"Jayay."

Not Tacoma.

We had a Kingston picnic

Which was a great success;

So we had a picture taken

And we sent it to the press.

But he who makes the magazine

(In his exuberation)

Put Tacoma underneath the thing,

(Which caused exasperation).

Now, we're not prone to argue.

If a traveler, you'll admit

Tacoma's not Seattle

Nor a darned long ways from it.

Paul Wilson, who was assistant agent at Tacoma, Wash., has recently been appointed agent at Seattle, A. J. Hillman, former agent, having been appointed general agent.

S. R. Bryan, assistant agent, took off his hat when he came to work one day last week and has been sneezing ever since. We like the hat, Sy, but what is there against a skull cap??

Scott Oldham McGalliard has a beautiful shock of red hair of which he is justly vain. However, it is our own personal opinion that if certain persons of his acquaintance should peer into room 9 at the psychological moment (there are plenty) he would be left gasping and baldheaded.

At a recent case in court Tom Willemis, our tariff expert, had an awful time convincing the MEN that he was 21 years old, and if it hadn't been for that mustache, which is really insignificant in itself, he probably wouldn't have—Aw, cut it out, now.

Pier 6 is becoming a popular place for our anglers—no doubt because of the many fish markets in that vicinity.

This is too nice a day to work. Don't you think so?

There was a young lady named Kate

Who wished to learn how to skate;

Saved each nickle and dime

Till at last came the time

That she went out and fell to her fate.

There was a young lady Maguire

Who wanted to sing in the choir,

But her voice was so loud

That the preacher allowed

She'd best hire out as a crier.

There was a young lady named Myrtle

Who in speed just compared to a turtle.

They examined her brain,

So from talk we'll refrain,

But we don't think they found it quite fertile.

Miss Beatrice Flynn, from the high grass division (Montana), is stopping at the local freight office on her journey to fame and fortune.

When Miss Nona Winingham came down to the office Saturday morning we all thought she was trying to outdo the ice man in carrying so much ice on her left hand. Rocky devotion, Nona.

The old yard office was fixed up so nice that the bunch hardly knew it when we arrived on the scene March 1, 1920.

Beatrice Fitzpatrick, widely known as order clerk, pier 1, left April 21st for the place they call heaven—Ireland. We all know now why they call them Irish roses.

You should hear Hazel Baugh sing "When the Moon Shines Over the Chicken Houses at Alderwood."

Cecilia Britz said she had to see her uncle at

Tacoma, but when she came back she was Mrs. Weber.

Shorty Hurd looks so lonesome these days. I wonder why?

Shorty Coburn still sails for Kirkland each day, and he says he never gets seasick.

Our order clerk, R. D. Johnson, is still making eyes at the interchange clerk at the N. P. yard.

Jack McMahon is the worst baseball fan—he knows that Seattle can win.

Since the stunt night at Lodge 1402 our interchange clerk has been thinking strongly about the interchange clerk of the OWR&N.

Mrs. D. E. Ware and daughter, wife of D. E. Ware, wharfinger ocean dock 5, left Sunday evening on Olympian for a visit to Athens, Mich., and other eastern points. They expect to be gone some two months.

Ed Cuff, night watchman at ocean dock, returned today from an extended visit to California and other foreign points of interest. Who is running the hotel in Frisco, Ed?

Mrs. P. A. Whaley, wife of Bill Clerk P. A. Whaley, ocean dock 5, left last evening for an extended visit to her home in San Francisco. How about that little song, P. A. W., "My Wife's Gone to the Country?"

Letter received from W. C. Dolle, former cashier at ocean dock 5, from Aberdeen, S. Dak. Bill advises overalls \$30 per pair and still going up. Note Bill is tilling the soil.

H. Love of Tacoma was a pleasant caller at ocean dock one day last week on official business. He is the "big smoke" of the B. B. C., you know.

Larry Barrett, yard clerk, writes P. A. Whaley from Aberdeen, S. Dak., that he left on the 15th of the month and expects to arrive at Seattle New Year's Day if the cars are on time. What's the attraction, Larry?

Operator L. R. Whaley of Deer Lodge, Mont., cousin of P. A. Whaley, ocean dock, was visiting Seattle one day last week. Why not look up your poor relation, L. A.?

Tommy Leonard, timekeeper ocean dock, is moving for his twelfth time since the first of the year. At last Tommy has gotten into a place where rent must be paid in advance. How about it, Tommy?

Madeline Feldtman, clerk ocean dock, left for Yakima, Wash., last evening on a long vacation. Note the vacation covers Saturday and Sunday. Understand a tall, dark gentleman with green suit paid her carfare to the depot.

F. E. Berk, chief clerk ocean dock, has been contemplating buying an auto. By the way, he has been buying this same thing for the past five years the writer knows of. Trust the smooth tongued salesman lands him, as that will add greatly to the transportation facilities for the writer to and from work. How about it, Frank?

Tacoma Local Freight Office.

Mrs. F. C. Clover.

F. J. Alleman and family are quarantined at present on account of his daughter Melba having diphtheria. We are glad to know that she is improving nicely, and we hope that the quarantine will soon be lifted.

Mrs. Clara Carrotte has left the local freight office and gone to work in the superintendent's office. Miss Fannie Conway, who recently returned from a trip south, has taken up Mrs. Carrotte's place.

A daughter was born to Mr. and Mrs. W. B. Alleman on April 11 and its death occurred on April 14. We extend to them our sympathy.

Paul Wilson, agent at Seattle, was a visitor at this office on Saturday, April 24.

On the evening of April 5 occurred an event of much interest to the Milwaukee railroad men of Tacoma. Mr. Lathrop, one of the Milwaukee employees, received his third degree in Destiny Lodge, F. & A. M., the work being put on by a team composed entirely of Milwaukee men. The following were officers in the first section: A. D. Sibley, W. M.; H. B. Hatch, S. W.; F. J. Alleman, J. W.; R. V. Bement, S. D.; H. P. Love, J. D.; F. F. Clover, S. S.; C. B. Davis, J. S. In addition to these the following assisted in the second section: W. S. Smith, Geo. Peyette, E. Mero, N. B. Footitt, C. D. McLennon, F. E. Wilson, S. Harris, M. Wilcox, J. A. Eppler, L. W. Smith, Harvey Snyder, B. W. Zille, W. H. Wingate, J. S. Eccles, J. A. McKay, Edw. Rogers, W. B. Alleman, Frank Thomas, F. C. Clover, H. Gustafson, W. S. Bur-

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roughs and W. Seeburger. The lecture was delivered by H. E. Hatch.

Roy Kidd, chief bill clerk, is on the sick list at present.

Dock No. 2.

Dock 2 welcomes as an addition to its force U. N. Hoffman, formerly of the SP&S at Astoria, Ore. Mr. Hoffman has assumed command of the timekeeper's office.

Our deepest sympathies have been with B. S. Burgess during his late bereavement in the loss of his wife.

We are informed that our loquacious assistant chief clerk, O. R. Powels, has been chosen as a delegate to the state democratic convention at Spokane May 17, 1920.

We have heard of one particular person in the office falling down in front of florists, etc., and showing up with a bouquet of flowers or something similar shortly afterward, but why should Coral decide on 11th and A streets.

Mr. Mathews says it's hard to return to the routine of office work after checking in the warehouse, but finds a white collar and shirt very satisfactory.

Can anybody explain the reason for our car clerk's cranky Saturdays?

Mr. Ebbesen has been spending a good deal of time at home lately, and he says he has been moving his well. Perhaps that accounts for his asking if Mrs. Wells might not accompany him on an expedition searching for coal.

Miss Rohrs, our revising clerk, has been on the sick list, having had a terrible cold. They say the early morning air is very apt to cause colds, even if one is in a coupe, and after getting one it is advisable to get in early, so be careful, Minnie.

Notes from Dock No. 1.

What's the use of sending notes from the dock? The bunch absolutely refuses to give me any news, and when I do get a few paragraphs together—after several hours of deep thinking—I notice the editor finds only two or three items printable. It's a cruel world.

Margaret Bolander is the first to go vacationing from here this year. She leaves May 11 for St. Paul, Chicago and Jamestown, N. Y. Some trip! Good luck to you, Margaret.

Mr. Folsom is treading air these days—and no wonder. A fine baby girl arrived at his home not so very long ago. He says it is the prettiest baby in town. When she was two days old she said "mama." She no doubt has a complete vocabulary by this time. The candies were delicious, Mr. Folsom, and the men seemed perfectly content with the cigars.

The month of April was a busy one at dock 1, with three large cargoes to care for.

Miss Helen Griffin is stenographer for Mr. Thiele in the claim department.

Miss Margaret Olson is assistant bill clerk during Margaret Bolander's absence.

Frank Evers is assistant cargo clerk.

Our electric "perc." keeps us guessing all the time. We never know when we are going to go minus a hot cup of coffee. We have the perc. about one month and the electrical shop has it two months. But Fay Clover has come to our rescue with a substitute, and now we have a perc for every occasion. We also have the nicest set of cups and saucers and a creamer and sugar bowl, too. The Pacific Importing Company representatives took pity on our miscellaneous collection and sent us a set of eight cups and saucers. We are all very proud of those dishes.

Minneapolis Store Department Cackles.

"Chuck."

Speed is the title which applies to this department only, although many of them jumped when they heard a bugle. Now every one jumps when they hear the soft notes of the "buzzer." Is it said that Mr. Kelly told Miss Bradley that "music" should be sung at home, where the voice is appreciated more than in an office. Therefore the "buzzer system."

When you forget what requisition number you want ask the "oulja board." I have a hunch this is where "Flo" gets all her information about us. In fact, some are greatly alarmed. Miss Anderson says "it simply can't tell all that happens around my house on Wednesday nights."

Leap year is a failure with Zinn and Murphy, so they wish us to believe. They have incorporated and now go fifty-fifty on the eats, etc. I think it is about time the secret was explained to the bunch. Don't you think you had better tell us all about it, Biddy? Congratulations, Biddy. I'll say he's a lucky guy. This does not mean our new bill clerk, "Bob" Murphy.

Miss Newwirth admits her "punching" has no effect on Milwaukee shops of late, but "that's all right, Maggie; just think of what effect the 'punch' will have after you say 'yes,' but we are still short the typewriter. Miss Alman is still natural and still hopes—too many wheels to handle. Say, Miss Alman, who is the assistant and is he helpful?

Katherine Gleason must believe in "home rule," as she simply can't get over "past practices," etc. All right, too, Katherine; they all fall sooner or later.

Our chief clerk, George Sheridan, has a fine time endeavoring to locate "Speed," our office boy, with baseball season opening 'n every thing.

Alice Colter has been entertaining us during the noon hour with "bewitching" music on her dollar and a half "uke."

I should think Bill Hughes would move his hat—no, not off his head, but off that hook; or was it on the floor?

Tim O'Connor is getting to be such a speed merchant that Mr. Kelly is keeping him working overtime.

"Judge" Roy Mather has again been promoted, but just you fellows wait until he bangs out the "shingle." He's learn'n to keep other fellows out of jail. How about yourself, Judge?

"Comrade" Johnson is fast becoming an expert on "chickens." He has five or six hundred of 'em laying for him now.

Line-Up of the MPLS Shops Accounting Dept.

With the baseball season of 1920 well started, much has been said (though little done) of organizing a team composed of the inmates of Mr. Nickey's office. There is no doubt that we will have a large number of very promising candidates for positions on this team. Even the women are taking to the game with as much vigor and enthusiasm as the youngsters on the sand lots.

Our first practice was held last week, and the whole force was out, totalling 23. During the course of practice each clerk was given a fair opportunity to prove his worth at the various positions, and the probable line-up will be as follows:

For backstop, Mrs. Veseswyk; surely nothing could possibly get by her. We might have Miss Loffert as second string catcher. I am sure she would be well placed there. For the important position of the "mound artist" we have much promising material. Joe Cook and Clara Kolstad are the best bets. We have decided on Miss Kolstad to "breeze" 'em over the first game on account of her graceful delivery and her ability to grasp the signals of our "backstop." Miss Conroy is a fixture at the "initial" sack, which position she cinched through her extraordinary ability of grabbing everything coming her way. George ("Buck") Irwin will perform at short. Irwin wears size 11 shoes. Extravagance in feet should make him cover lots of ground. For second base it is a toss-up between Miss Zinn and Lucy Callahan. Both are so proficient that no fear is felt for the "keystone" position. Mike Pokers should prove a sensation on third base on account of his "pep" and ability to see. We have decided to force Mike to wear his glasses while in the game, as four eyes will be better than two while working around the "hot corner." The center field post will be well taken care of by Elmer Peterson. We place him there in order that he may chase "flies;" he's always chasing something, anyway. We are obliged to place Mrs. Jane Williams in right field, as it has been impossible to secure anyone who would wear the "smoked glasses." Jane's a pretty good fielder, but here's hoping that the opposition don't hit many to the "sun field." At left field you will find Mrs. Osterwind. She fills in here "great." We all feel secure here, for if ever an outfielder covered an acre she does. Mrs. Thorne will be the official scorer, and it is hoped she will not forget her "add'n" machine.

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L. K. Hills, Cashier

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Dorothy Olsen will be retained for the purpose of cutting up on the coaching lines. We are sure that the umpires will be consoled by her chatter. Inasmuch as Allen Templeton is young and strong he will have the job of water boy, and Ray Holloran will be the substitute, as the drinking proposition will be very important. Ray also has full charge of the bats, you know. Pa Nickey will be our manager, and we know that he will look after us. Henry Gilbert says that he will fill in any place providing his wife will let him. He's a good man, too (out of the game).

Emil would just as soon play, but his time is occupied. We have wished upon him the exciting and adventurous task of accompanying Henry Gray across the tracks. Of course we must not forget Katherine Duffy, for it is she who will convey us around in her "six." I don't know what else a person would call it.

Should the car department or the store department office force wish for battle just communicate with me and it will be so arranged.

Notes From Milwaukee.

"O'Malley."

"A Hard Word."

"Perseverance! Can you spell it?
And its meaning, can you tell it?
If you stick to what you're doing,
Study, work or play pursuing,
Every failure bravely meeting,
Bravely each attempt repeating;
Trying twice and thrice and four times--
Yea, a hundred, even more, times,
You can spell it, you can spell it,
And its meaning, you can tell it!!

And its meaning, you can tell it! Gee whiz, fellows! Don't things look lonesome around Muskego yard office since the girls went away? Of course, we are glad to know that the dear girls are in much better quarters now, and during the lunch hour can do a little window shopping. We certainly sympathize with Daddy Strong. He walks around the place like someone lost. And Ben Schwartz says he misses his noon coffee. Still, every cloud has its silver lining. We can now get phone connection with the west yard at noon.

are pleased to note that some of our boys are beginning to realize the foolishness of their move on April 10 and are now reporting for work every day. At this writing we have better than 72 per cent of our normal force at work and more are reporting daily. We predict that in less than one week the normal force will be at work. Practically all of the engines working are manned by the "old timers" here, and these men are loyal tralumen who realized the responsibility they assumed when they became members of the B. of R. T., and when the members through their representatives made a contract with a railroad company the loyal brotherhood men realized that they were honor bound to keep that contract.

Yardman T. J. Heaton is laid up at his home with a severe cold. Tom is trying very hard to keep well. Be careful, boy; don't get down.

The sympathies of our readers are extended to Yardsman J. W. Casat and wife in their recent bereavement in the death of Mrs. Casat's brother, Henry Platz, of Springfield, Minn.

And now comes that old-time conversation among the boys "about the back pay."

Say, "Renay," what's the matter? Have you been laying off or been away, too?

We don't hear from the freight office any more. Guess they are too busy picking locations to spend their vacations, or perhaps they have been away, too.

Well, folks of the M. N. G. club, I suppose that you will all be at Libertyville this meeting. Will we be there? Yes, indeed. We would not miss that meeting for anything. Besides, we have never been to Libertyville and we want to see that town. Let us all get together and make this meeting the best yet. For you know that a fellow must either advance or back up, as there is no such thing as stand still.

We see that W. F. (Smiling Billy) Murray is again on the job. Good boy, Billy. It has not rained for a week.

O. V. Anspach, who has been acting in the place of Local Chairman J. W. Casat during his illness, is a very busy man these days.

Say, folks, what do you say to making our next meeting of the club a hard-times party? If we don't we think the writer will have to attend

dressed up in a nice barrel. Some picture, ain't it?

We are glad to see C. A. Bush around again and hope to be able to say the same thing for B. F. Hoehn in our next letter.

All of our officials here are working hard now to get things going in the same old way, and we are happy to say that they have the co-operation of the men in the service in every way.

Now we must stop for the time being, as we want to be sure and get this to the all-powerful editor before it is too late, or when we meet our dear editor in the sanctorum sanctorum we might be told that it is not better late than never.

Northern Montana Division.

A. B. C.

Frank Wright, warehouse foreman, made a quick trip to Harlowton, returning the same day. C. M. Brown and wife visited over Sunday with friends in Garneil.

Mrs. W. J. Retallick and daughter spent a few days visiting friends in Harlowton.

A. M. Maxeiner, agent, went to Denton on a quick business trip, returning the same day.

Traveling Auditor E. P. Bennett was in town for a few days.

Engineer Fred Burgoyne is back from the coast and is on the job once more. His wife and children returned a few days ago and Mrs. Burgoyne is greatly improved in health.

Mrs. C. B. Brown has resigned her position as stenographer in the store department and is relieved by Miss Susie Jackson, formerly of Melstone, Montana. Good luck to you, Josie.

John Wandell, from the store department of Miles City, was in Lewistown on business.

C. G. Brown, dispatcher, Aberdeen, S. Dak., and wife visited their son, C. M. Brown, cashier, CM&StP freight office at Lewistown, on their way to Winnipeg, Canada, and Marion, Iowa.

T. W. Humphrey, agent at Hilger, was in Lewistown Saturday and purchased a lot of second-hand church furniture. Guess Tom is going to quit railroading and go preaching. Tom, you have waited pretty long to have realized that you had missed your calling.

Miss Retta Patterson (better known as "Pat") is the new steno. in the freight office now.

Mrs. A. M. Maxeiner made a hurry-up trip to Butte on account of the illness of her father.

Mrs. E. G. Bostwick, wife of Engineer Bostwick on the Rocky Mountain Division, came to Lewistown to visit several of her old friends on her way to Michigan, where she expects to join her husband and son, Charley.

Lloyd Soper is running between Great Falls and Harlowton now. We miss him when No. 115, his old run, pulls in.

Frank Barnes, our baggageman, has just returned from a month's visit with his mother in Springfield, Ill.

R. A. Loveland has left the bouncing boxcars on the branch, polished up his old cap and buttons and is running specials all over the system.

P. M. Quinn has relieved Ralph Dupay in the baggage room.

Mark Allen says the new boy can say "Daddy" all right, but not in English.

Howard Sherman has given up juggling trunks for the joy of homesteading.

Brakeman York has taken a vacation from giving highballs (the kind you make with a lantern, not a spoon) and is planting spuds on his ranch near Winnett, Mont.

Conductor J. E. Allen attended the Spanish War Veterans' encampment in Great Falls last week.

The many friends of Walter W. Liddell, D. M., Lewistown, were shocked and grieved to learn of the death of his wife on May 4. Mr. Liddell's cousins, Mr. and Mrs. T. McFarlane, D. M., Mobridge and a number of friends from Miles City attended the funeral, which was held on May 7. A great number of beautiful floral pieces were received from friends and relatives in various parts of the country. Mrs. Liddell was a beautiful character and all who were privileged to know her will greatly miss the sweetness of her life. Our heartfelt sympathy is extended to the bereaved husband.

Miss Pearl Royce, accomplished stenographer in the superintendent's office, is off on her vacation. We are all waiting patiently to see her smiling face again.

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E. R. PAGE, 307 Page Bldg., Marshall, Mich.

John Kuzura, assistant payroll clerk, is quite enamored with Great Falls. A trip was taken to that city recently, and last words received are that a return visit is wished for.

"Oh, joy, it's a boy!" saith Mark G. Allen, assistant division accountant, as he entered the office heavily laden with candy and cigars announcing the arrival of a nine-pound baby April 16. Suggestions as to names were rife, but all the bunch could offer were congratulations and that success follow through life.

F. E. Wharton, chief clerk, says "sprig has cub." He's sprung a brand new haircut.

Perry's motorcycle is still giving him (and us) the usual amount of excitement. No casualties have been reported this month as yet, probably due to the fact that it is "in shop for classified repairs." After waiting two weeks for a magneto he accomplished the destruction of same in two minutes and says next time he'll buy 'em in strings, like beads.

Bulletin to Enginemen and Trainmen: "We, the office bunch, are sorry we've seemed to monopolize this space, but Ann demands notes, so we have to write 'em. Please remember your promise to write up your department next month. We await it with interest."

Signal Department Bubbles—Lines East. "Suds."

Steve Warren, signal laboratory foreman, has taken a six months' leave of absence and will put in the most of that time on his father's farm at Hartland. We will all miss Steve, but hope he puts enough potatoes in to lower the present price of \$4.80 per bushel.

John Bishop has been temporarily appointed in Steve's place, and George Fleishner has accepted the position as assistant to John.

A. O. Swift, supervisor of the Chicago terminal district, has been appointed supervisor of the southern district, relieving Bob Bentley, who has been acting supervisor since A. T. Breecher resigned.

Mr. and Mrs. L. B. Porter lost their little ten-months-old boy recently. The department extends their sympathies to the sorrowing family.

Geo. Phannerstiel, formerly with the accounting department, has accepted a position in the signal valuation department.

We are wondering who Molly O is, who had all the notes in about Archie Alexander last month. We were asking him about it, also about the reported rumor of his engagement, but he said there was nothing doing.

William Seemuth has a brand new (no, not automobile) baby girl. Bill now has three queens. To date mother and child are doing nicely.

Glenn C. Downing, mainliner at Corliss, and Miss Ilo Christiansen, were recently married. They had quite an experience just before the happy event in Chicago.

It looks as though H. G. Wood intended to start something soon, as he is continually asking his friends if they know of a house that might be vacant in June.

Louis Gerhart, assistant supervisor of the middle district, has been appointed supervisor of the Chicago terminal district, left vacant by the transfer of A. O. Swift.

Elmer Muckerheide and Frank Hallada, along with ten other boys who were members of the CM&StP bowling league, journeyed to St. Louis to bowl in the railway tournament held there. While they didn't bring back very much prize money, they report having a good time.

Chas. Mattes sent in thirteen bunches of arbutus from Kilbourn to the bunch in the office. Chas. sure made a hit with the inside force.

Philip Lindereth has a Buick of the 1917 vintage. He burned up ten gallons Saturday and Sunday. We'll have to talk Philip into taking us fishing some of these days.

I. & M. Division. Parson Schultz.

Conductor M. Gilmartin and wife have returned from California. Evidently the climate suited Mike. He looks fine and hops around like one of Mack Sennett's bathing beauties.

We are glad to report that M. T. Olson of the I. & D. is walking around with a cane, and no doubt will soon be on the job again.

It is a sad tale that I am called upon to write. A few years ago Operator Bill Siemers was a

bright, model young man with a wonderful future before him. Why the cruel hand of fate should deal him such a blow is beyond the powers of us bachelors to grasp. Perhaps others who have met the same fate do not agree with us. A dozen or more girls will dry their tears with a powder puff and then join us in wishing Bill and Mrs. Siemers all the joy the world can give.

Tillie has left us and now works for the business men's association. Miss Evelyn Wigness, a nice piece of furniture from Adams, has taken her place.

Marie likes flowers, hence a new box of flowers at the office. The policeman also likes them, and they both claim that flowers grow more by moonlight than at any other time. Can't state as to that myself, but no doubt the force of redheaded girls at Austin can give us some information.

For some time I have been on the lookout for nice looking girls with the view of forming a bunch of bathing beauties to rival those of Mack Sennett. They all seem to be afraid of the water, but at last I have found four that will stand the test—Gussie, Marie, Evelyn and Francis. Walt Damm, Clem and Harry Beckel and Daddy Anderson can vouch for the fact that they take to the water like a duck. It seems that these four blushing young couples went to a dance at Rose Creek. On the return home they were caught in the rain minus raincoats, umbrellas, and with no top to the rig. In several places the girls were forced to wade through the creek and get their feet wet (yep, they had their shoes off). I understand that Fatty Beckel is now singing, "May, old pal of mine; she got slopping wet coming home from the dance. Oh, Mary, old pal of mine."

Russell Risberg, the dashing young mail clerk in Superintendent Rossiter's office, also renowned exponent of the light fantastic glide, has taken up the strenuous duties of car clerk in Chief Dispatcher Skewes' office.

C. R. Parker, I. & M. operator in Chief Dispatcher Skewes' office, has departed on a month's leave of absence in order to do a little sight-seeing. He is being relieved by Fred Germain.

Mechanical Valuation Office.

F. F. W.

Be careful, hold your breath and don't mention it out loud, but we really and truly think that spring has come to stay, although for a while we thought we'd surely have a snowstorm on the Fourth of July. Get out your fishin' tackle, bathin' suit and the rest will follow.

The little office around the corner is in mourning. Mrs. Florence Agne done gone an' left us; we could just cry. Of course, we all realize the importance of being a "Mrs.," but don't forget us entirely, will you, Flossie? Miss Dorothy Meiers of the accounting department has the vacant chair.

The I. C. C. men and the MVO pilots have been on the road for some time now, but manage to take a run in to see us once in a while. Mr. Smyth was in Milwaukee for a week or so. I wonder who the little square envelope was from. Was it perfumed, too?

Beg pardon, but who's that rawther distressing looking person with the egg-shaped head? Oh—please, that's Carl. He was just jealous of Jim's honors of long standing. Kinda chilly around the top, huh?

Mr. Krumrich was ill for a little spell, but back on the job bright as ever.

Messrs. P. G. Winter and W. P. Lyons took a business trip to Omaha, Neb. Of course, while they say never mix business with pleasure, surely a trip west is somewhat of a vacation—what?

Oscar Ronge is a new member of our force, but seems as though he is pretty much at home, having been so well acquainted before he became one of us.

Br-r-r-r, br-r-r-r, bang! Where is my check? I want my voucher...!!! Have a heart, Barney; we didn't eat it. Of course, we'd like to send them to you "special," but will have to get permission from Mr. C., M. & St. P. first. Maybe some of the members would like to get up a petition for aero mail service.

Ros. Hanna and E. Klug spent a day in Chicago looking up data. Is that all you spent? Eddie said one day wasn't long enough. S'matter, Ed? Couldn't you see to the top of the high ones in one day?

H. J. Carney "dropped in" on us one bright day

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in April (rained all day). What's the trouble, Harold? Don't they treat you 100 per cent up State, or just a bit lonely?

Minneapolis Shop Happenings.

James Nellins.

May 10, rainy, dark and chilly. Minnesota forever.

General Boiler Inspector Edw. H. Young made a call at these shops on April 12, stopping off here between trains on his way to the coast. He was looking well, as usual, and did his business in the usual way, but not forgetting a handshake for all. He left same evening for Seattle.

Traveling Engineer Lee has resumed work at his old stand after a brief siege in Chicago.

One of the best pieces of news that has been heard of in many a day among the many friends of Joseph Bodenberger in this district was that of his appointment to the position of division master mechanic of the Des Moines and Iowa Divisions, with headquarters at Bensonville, as shown in the recent issue of this magazine, Iowa Division news. Mr. Bodenberger was formerly located in this district and made hosts of friends while here, and all wish him success in his new position.

Headlight Inspector Mr. Schwartz made a brief business call here on April 16. Appeared to be pleased with the lay-out in this district.

We were much interested in an election recently held in Dubuque. Formerly we were fed up on the idea that things were done right in the wonderful Dubuque, and it begins to look as though there might be something to that boast.

The older employes and scores of others will be pained to read in the magazine of April issue, in the Milwaukee shop items, of the painful accident that happened to our veteran John C. Fox, and trust that Brother Griggs will keep his friends posted regarding him. Mr. Fox was a great friend of that grand old man of the locomotive department, the late John Taylor, and on different occasions called to see him here, and this correspondent made his acquaintance in that way. However, a man who has been in the harness as a roundhouse foreman as long as has been Mr. Fox, blamed and praised, taunted and taffed, blessed, deviled and damned, as falls to a roundhouse foreman, he is not going to mind a little thing like a broken hip or two.

One of the old veterans at these shops passed away April 27. John Henderson of the car department died at noon of that date. He was employed by this company for over forty years, and nearly all the time in the neighborhood of these shops, being section foreman for years and later in the car repair shops, and his familiar old figure will be missed. He was the father of Assistant Roundhouse Foreman Wm. Henderson and grandfather of Machinist Wayne M. Henderson.

Death also entered our blacksmith shop and claimed young Blacksmith Frank Hjulberg, the young man dying on April 25 of pneumonia. A sad feature of this death is the fact that the entire Hjulberg family is now wiped out. The father, Julius Hjulberg, a blacksmith of years' standing in this shop, died a few years ago, and later a brother, Walter, who was a machinist apprentice, succumbed, and the mother passing away a number of years ago, left Frank alone of the family, and now he is gone. Regret is expressed by all his friends in the blacksmith shop, where he was well known, and among his friends elsewhere, and sympathy is extended to members of his immediate family.

In the April issue we made mention of the daylight saving bugaboo being effective in those shops, but it was short lived. Such men as preferred the lawful hours of labor won over the starting work at 8 o'clock a. m. instead of at 7 a. m., and now with the shops closing Saturdays at noon everybody seems happy and appreciates the consideration extended them.

John T. Kaisersatt of the Southern Minnesota Division was in town a few days recently getting the weed burners ready for the summer campaign.

A pretty good sign of spring when you see the weed burners being prepared for business.

Wm. H. Gardiner of the Milwaukee shops dropped in on us May 8 and did business that day. He appeared well and contented with his lot.

Our Miss Edith Larson, stenographer to the assistant superintendent motive power, surely slipped it over on us by getting married, to the

surprise of us all, the event occurring a short time ago, and she is Mrs. Dewey Simning now. Lively age, this.

Now that there is a correspondent in the time and payroll department and also one in the store department, in addition to the venerable sage of the locomotive department, why can't we have one for the car department, and they surely have the talent there to furnish interesting reading matter and put the place on the earth. Wava better get back in the game, as her former work in this line was interesting.

The boilermakers have started the annual horse-shoe tournament, and as soon as they become weathered to it there will be some crack throwing of the shoes. The teams making progress are Axel Anderson and Geo. Bevan, Alex MacCallum and Dave Bevin, Frank Turnbull and Tony Schindeluf, and as soon as some of these make a reputation then Michael Hesick and his partner will get in the game, but it is a trifle too tame for Michael for the time being.

Gang Foreman R. R. Eldridge has returned from California, where he has been for a number of weeks owing to ill health of his wife. He has resumed work in the machine shop, having left his family in California.

It seems good and instructive to read carefully the articles contributed by President H. E. Byram. All should carefully read them and trust he will find it agreeable to keep on giving us such information. It is interesting.

Miss Alma Hein has taken a brief relax from work and is now speeding toward Philadelphia.

Wisconsin Valley Division Notes.

Lily Ann.

Wm. Elert has returned to his old position as fireman on Nos. 5 and 6 after an all winter's vacation on his farm at Tomah.

Ralph Minton and wife visited at Merrill over Sunday.

Wiper Oscar Perkins entertained at a fish supper April 21, Engineer L. E. Wilcox and A. Griffith being the guests. It is reported that 26 perch were devoured during the meal besides other good things.

Conductor C. B. Carman has departed for a visit to his sheep ranch in Dakota and his oil wells in Oklahoma.

Second Trick Operator Francis O'Malley has given his Ford a complete overhauling, with the result that the flivver presents a very neat appearance.

Station Agent Rantz of Minocqua suffered a fractured rib while building a chicken coop at his residence on the lake front.

Mrs. E. J. Reinhold mourns the death of her mother, which occurred during April. The departed had always made her home with the Reinhold family and has a host of friends who mourn her demise.

Engineer Frank Bunker is enjoying a vacation.

Pearl Gorman had the misfortune to lose her fur somewhere between 7th and Scott streets. Liberal reward for same being returned to the office of the superintendent.

"Bing," our popular machinist, made a flying visit to the bright lights of Chicago. He was accompanied by his own wife.

We understand that Engineer Millard is attending school at Eau Claire learning the fine points about the new shift gear in connection with autos.

While writing this we were interrupted by a party of fishermen returning home. The party consisted of Paul Staff, Frank Bame, August Krueger and another man (who is he?). Besides catching a lot of fish they met with an accident near Cassian. They were all more or less shaken up, and from all appearances some of them needed medical attention. Paul had a bad cut on his nose, probably broken; Frank complained of a broken collar bone, while August and the "mystery man" did not have much to say. We hope their aches and pains will soon disappear so they can have another fishing party.

Some of the new men working are Geo. Surdick, coal shed man; Matt La Sage, third shift engine hostler helper; H. L. Conant, third shift stationary Fireman.

Wm. Streeter, engineer, is making a reputation for himself around the roundhouse. For further particulars ask Oliver Whittington or Phil Thompson.

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