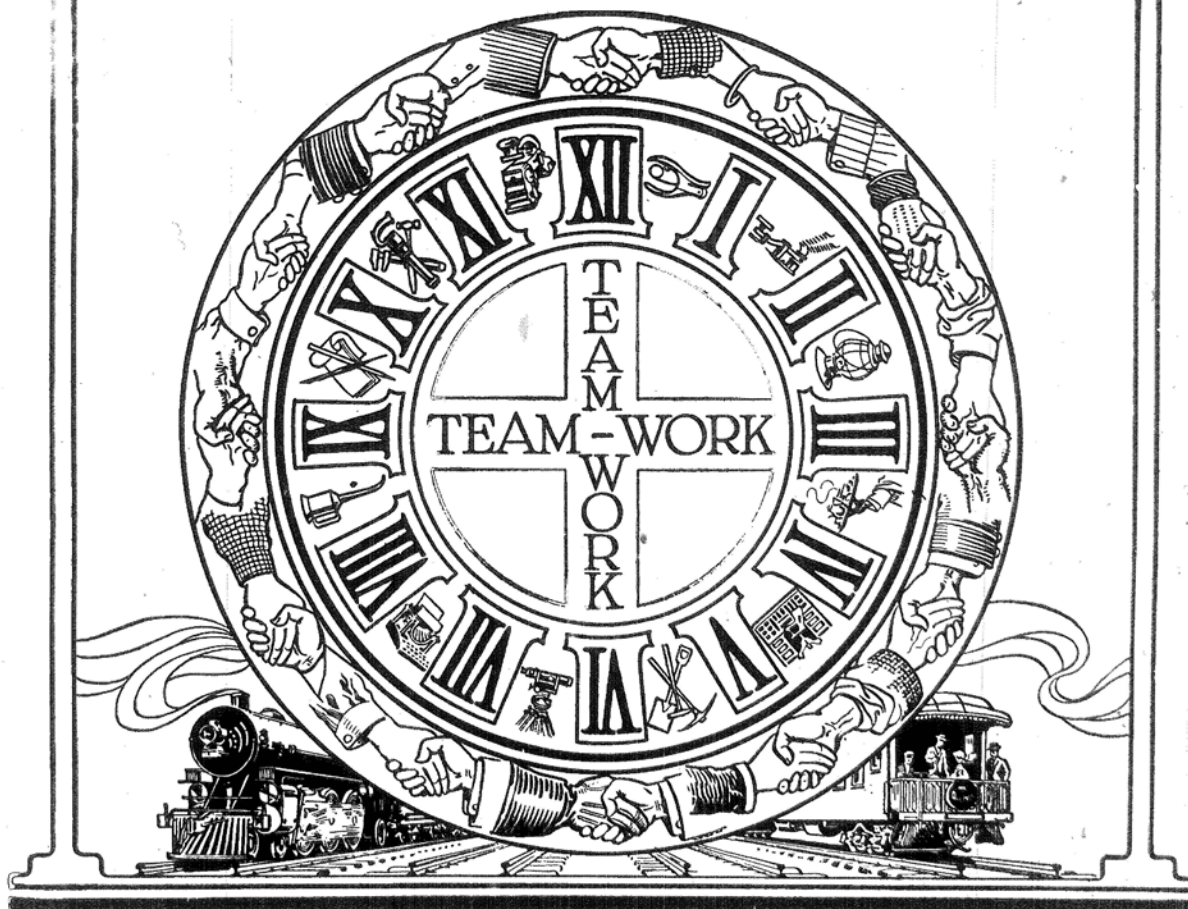


THE MILWAUKEE EMPLOYEES MAGAZINE



March

1920



VOLUME 7

No. 12.

A Fob for You

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

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

The Milwaukee System

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

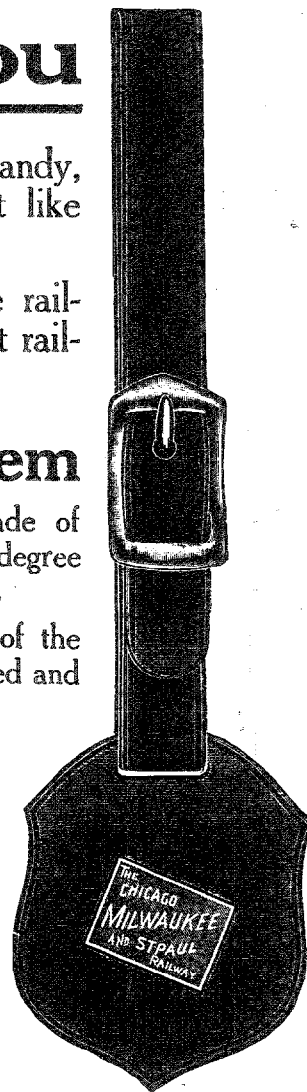
In the center of the fob there is an emblem of the Milwaukee System. The emblem is double plated and polished, thereby eliminating the possibility of tarnishing.

Wear a Milwaukee Emblem

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



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



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

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

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

Mark Articles Desired

Leather Fob with Emblem . . 75c
 Plated Button, Screw Back . . 50c
 Rolled Gold Button, Screw Back 1.00
 Solid Gold Button, Screw Back 1.50

CONTENTS

	Authors—	Page
President Byram's Letter.....		5
Private Control	Carpenter Kendall.....	6
The C. M. & St. P. Railway Lineup.....		7
The Operator's Ghost.....	Old Employee.....	8
Limericks	E. W. D.....	9
Mr. Hines Bids Railroad Men Good-Bye.....		9
The Shadowy Old St. Joe.....	W. E. Hanson.....	10
The Eyes of Opportunity.....	Guy E. Sampson.....	12
Short Cuts in Station Work.....	W. H. Millard.....	13
Proposed Plan for a System Organization of Get-Together Clubs.....	C. L. V. Craft.....	15
The Cry for Railroads in Rumania.....		16
The LaCrosse Get-Together Club Birthday Celebration		17
Ye Fable in Slang.....		21
Is Labor Doing Its Part?.....	By a Worker.....	21
The Futile Strife.....	O. J. B.....	22
Advanced Machinery.....	Chas. A. Wright.....	22
Safety First	A. W. Smullen, Chairman.....	23
At Home	Hazel M. Merrill, Editor.....	27
Claim Prevention Bureau.....	C. H. Dietrich, Chairman.....	32
Special Commendation		34
On the Steel Trail.....		36

INDEX TO OUR ADVERTISERS

American Vulcanized Fibre Co.....	57	Massachusetts Bonding & Insurance Company	56
Arrow Chemical Co	45	Meade Cycle Company.....	58
Associated Almond Growers	3	Merchants National Bank, St. Paul.....	56
Baldwin Locomotive Works	53	Miles City National Bank.....	60
Bickett Coal & Coke Co.....	62	Mills, F. B.....	49
Big 4 Grocery Co.....	64	Murine Eye Remedy Co.....	54
Bird Archer Co.....	63	Murphy Varnish Co.....	63
Bogle & Co., Inc., W. S.....	60	National City Bank of Seattle.....	57
Boss Nut Co.....	48	Newell Pharmacal Co.....	43
Brooks' Rupture Appliance Co.....	46	Niles-Bemont-Pond Company	51
Buckeye Steel Castings Co.....	63	North American Institute...Back Cover	
Meyer Burstein	55	Nuxated Iron	41
Clark & Bro., W. A.....	61	Pacific Creosoting Co.....	59
Clinton Coal Co	59	Pyle National Company.....	61
Coleman, Watson E.....	61	Reading Specialties Company.....	37
Commercial State Bank, Miles City.....	62	Reeves Coal & Dock Company.....	58
Continental Bolt & Iron Company..	55	Roslyn Fuel Company.....	60
Continental Casualty Co.....	53	Ross Gould List & Letter Company.....	61
Dearborn Chemical Company.....	62	Santa Fe Watch Company.....	4
Endicott-Johnson Company.....	35	Seitz, M. O.....	47
Everyday Life	47	Simple Gas Engine Company.....	31
Fairmont Gas Engine & Ry. Motor Car Co.....	39	Sloan's Liniment Company.....	47
Farrington & Co., Irving K.....	58	South Bend Watch Company.....	29
First National Bank, Minneapolis, Minn.....	50	Spokane & Eastern Trust Company..	50
Franklin Tandy Coal Co.....	57	Standard Accident Insurance Com- pany	52
Hartman Furniture Company.....		State National Bank, Miles City.....	60
.....Inside Back Cover		Stifel & Sons, J. L.....	33
Herculex Company.....	55	Tower Company, A. J.....	50
Jackson, Mark	51	Travelers Insurance Company.....	52
Larable Bros., Bankers, Inc.....	57	Western Iron Stores Company.....	45
Leonard-Morton & Company.....		Western Newspaper Association....	4
.....Inside Front Cover		Wood, Guilford S.....	63
Life, E. D.....	47	World's Medical Press.....	58

Bi
Al
Pr
YO

When
Robles
When
And v

You w
projec
plante

The

Ma
surar
necte
of P
has r
he r
propo
throu
ploye
acre
follow
C.
Ass't
Trans
Haw
Super
inals
Ed.
Trent
Mgr.
Okla.
J. B.
Chief
raphe
I. N
Johns
T. B.
R. F
to As
Minn.
Beatr
Ins.
mas
Nehr.
ments
W. C
R. R.
ter.
Mend
mer.
Pring
SEN
sonal

Asso
901-9



Big Almond Profits for YOU at Paso Robles, California

When you know all the facts about the big profits from almond growing at Paso Robles, California—

When you realize how easy it is for you to own one of these 10-acre almond orchards—

And when you understand how fully your investment is safeguarded at every point—

You will be just as eager to invest a part of your surplus earnings in this almond development project as were the hundreds of investors who bought last year, whose orchards are now being planted and who have thereby made the first step toward financial independence for life!

A Net Income for Life of \$2500 to \$3000 a Year

The "R-I" Family at Paso Robles

Maj. Paul Hevener, formerly Supt. of Insurance of the Rock Island, is now connected with the Associated Almond Growers of Paso Robles as Ass't Sales Manager. He has recently returned from Paso Robles, where he made a thorough investigation of this proposition. He is enthusiastic about it and through his recommendation many R. I. employees have bought one or more of the 10-acre almond tracts, among whom are the following:

C. A. Morse, Chief Engr.; E. A. Fleming, Ass't. to Fed. Mgr.; J. R. Pickering, Sup't. Trans.; F. J. Shubert, Gen'l. Frt. Agt.; A. T. Hawk, Bldg. Engr.; A. W. Rowsley, Gen'l. Supervisor Trans.; C. T. Ames, Sup't. Terminals; J. G. Bloom, Sup't. H. E. Remington, Ed. R. I. Mgr.; F. M. McKinney, Dis. Trenton, Mo.; W. C. Maier, Off. Ass't. Gen. Mgr., El Reno; A. B. Gilbert, El Reno, Okla.; J. E. Turner, Chief Clk., Sup't. Term.; J. B. Mackie, Off. Sup't. Trans.; A. E. Owen, Chief Clk., Fed. Mgr.; H. A. Ford, Telegrapher, Chgo.; C. E. Murray, Cust., Chgo.; I. Nelson, Off. Gen. Mgr., Chgo.; W. L. Johnson, Silvis, Ill.; E. J. Hanson, Silvis, Ill.; T. B. Willard, Sec'y to Gen. Mgr., Chgo.; H. R. Fertig, Trans. Ins.; C. W. Brott, Sec'y. to Ass't. Fed. Mgr.; J. T. McKennan, Agt., Minn.; R. C. Sattley, Val. Engr.; J. M. Beattie, Off. Sup't. Trans.; J. A. Victor, Chief Ins. Clk., Chgo.; E. G. Bordan, Stationmaster, Chgo.; R. L. Showers, Dis. Fairbury, Nebr.; Frank H. Frey, Supv. Wage Agreements, Chgo.; E. R. Orr, Off. Fed. Mgr.; W. W. Cameron, Trmtr., Fairbury, Nebr.; O. H. Rea, Trav. Frt. Cl. Adj.; O. P. McWhorter, Off. Gen. Supt., Frt. Claims; E. S. Mendenhall, Tel. Liberal, Kans.; R. E. Palmer, Agt., Oklahoma City, Okla.; Ernest Pringle, Herrington, Kans.

SEND the coupon. It will receive the personal attention of Maj. Hevener.

When we tell you that comparatively young trees produce 20 to 25 pounds of almonds, that you have 700 trees on your 10-acre orchard, that the cost of care and harvesting is not over 3c per pound, and that the selling price last season was from 30¢ to 32¢ per pound, you can see what you may expect in returns from your crops. A net income of from \$2,500 to \$3,000 a year is the least you can reasonably expect. In 35 years there has not been an almond crop failure in Paso Robles.

Your Interests Absolutely Safeguarded

Your investment is safeguarded, not only by the high character and financial responsibility of the men who are at the head of our association, but also your funds are safeguarded by being deposited with one of the largest trust companies in the U. S. Your completion of your contract and deed and title to your orchard will be delivered to you by this trust company.

Crops Pay Half

You pay \$25 a month only until half the price of the orchard is paid. Then you stop making cash payments. By that time the trees are in bearing and we accept the crops, taking our pay from their sale for the balance due.

Money Back Guarantee

If you visit our property or select someone to represent you and you do not find this investment to be exactly as presented we agree to refund your initial payment, together with your railroad and Pullman fares.

700 Trees Planted and Brought Into Bearing

We plant 700 of the finest pedigreed trees to each 10-acre tract, cultivate and care for your orchard for four years—at not a penny's cost to you.

This work is under the direction of Mr. C. A. Nehrhood, California's leading almond authority.

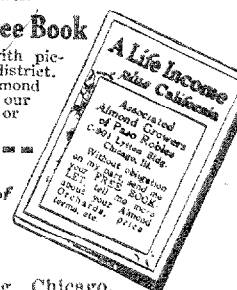
Mail Coupon for Free Book

Handsomely illustrated with pictures of the Paso Robles district. Complete information of almond culture as carried on by our Association. Mail coupon or write today.

PERSONAL ATTENTION OF PAUL HEVENER

Associated Almond Growers of Paso Robles
901-906 Lytton Bldg., Chicago.

Name
Address
City State



Associated Almond Growers of Paso Robles
901-906 Lytton Building
Chicago, Illinois



Send

\$ ONE \$

for 20 Vols.

The World's GREATEST BOOKS

ALL the books worth reading—560 classics—the cream of all literature—condensed to 20 brilliant volumes. The substance—*meat*—of all standard works, without a dull line! All 20 volumes sent on receipt of \$1.00.

Neither time nor money now stands in the way of knowledge. The *drudgery* of a well-rounded education eliminated by two famous editors—Lord Northcliffe of England and S. S. McClure of America. They have condensed the vital, living parts of 560 great volumes which mirror the desires, struggles, motives, history of all peoples.

560 Classics Boiled Down 20 Sparkling Volumes

ONE thousand dollars' worth of books represented in this compressed library. It would be a five years' task to read them in original form! But as condensed, you will fairly race through them. Their reading means a broad education in the world of letters that would take years of digging and delving in ordinary study. **CARNEGIE** said of this set: "They're nuggets of gold in small compass."

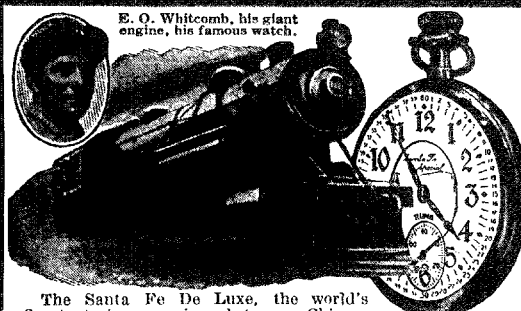
Life's Pleasures are intensified by knowledge of life gained through wise reading. Balzac's writings—spicy with life's realities—leave the mind keen edged. Victor Hugo reveals humanity in its nakedness. Shakespeare's word-pictures are life itself. Samuel Pepys' Diary speaks a universal language. Read sparkling memoirs of Madame DeStael. Clean history, art, drama, science—all in fascinating language sketched by master hands. Their reading will give you poise and conversational ability—socially, or in business. You risk nothing. Use coupon below. Your \$1.00 back if not satisfied.

50 YEAR OUT, SIGN AND MAIL TODAY

Western Newspaper Association
140 S. Dearborn St., Chicago

For \$1 enclosed send me on approval The World's Greatest Books in 20 volumes, in style of binding indicated by (X). If I keep them, I will remit \$2 within 10 days, and \$2 monthly until purchase price is paid as offered readers of Milwaukee Employees Magazine.

Name
St. and No.
P. O. State



E. O. Whitcomb, his giant engine, his famous watch.

The Santa Fe De Luxe, the world's finest train, running between Chicago and Los Angeles, makes a "mile a minute" clip with a Famous "Santa Fe Special" Watch in the Cab. Whitcomb says: "BEST WATCH I EVER CARRIED."

The TEST

In the intense heat of engine service, with the shock and vibration of the train, with varying climatic conditions encountered around the world, the Famous "Santa Fe Special" watch has proved absolutely dependable to the last degree.

STANDARD RAILROAD ACCURACY
MARVELOUS BEAUTY UNSURPASSED
LIFE-LONG DEPENDABILITY

All are combined in the highest possible degree in the Famous Santa Fe Special Watch.

The **ILLINOIS** Famous \$
Santa Fe Special
And **BUNN Special**
Adjusted to Six Positions
21 JEWEL RAILROAD
WATCHES **2.50**
A MONTH

The Standard Railroad Watch that is **GUARANTEED TO LAST A LIFE-TIME AND GIVE SATISFACTORY SERVICE. SAVE ONE-THIRD TO ONE-HALF OF YOUR MONEY** by purchasing one of these famous "Santa Fe Special" Watches at our Rock Bottom price. **MOST LIBERAL OFFER EVER MADE.**

Our "Direct-to-You" low wholesale terms and Extra Special Distribution Plan is fully explained in the new Santa Fe Special Watch Book in full colors which shows the newest case designs and tells facts you should know before buying a Watch. The "Santa Fe Special Plan" means a big saving of money to you and you get the BEST watch value on the market today. **WATCH SENT FOR YOU TO SEE WITHOUT ONE PENNY DOWN.**

The extraordinary sale prices we are now making means a tremendous sacrifice on our part, owing to the advancing cost of materials and skilled labor. All we ask is that every man who takes advantage of these low prices will tell his friends about the "Santa Fe Special" and the **BUNN SPECIAL** Watches.

The Santa Fe Watch Co.

320 Thomas Building Topeka, Kansas
Home of the Great Santa Fe Railway



A letter, postal or this coupon will bring My Free Watch Book **SANTA FE WATCH CO.** 320 Thomas Bldg., Topeka, Kans. Please send me your New Watch Book with the understanding that this request does not obligate me in any way.

Name
Address
State

THE MILWAUKEE EMPLOYEES MAGAZINE

Railway Exchange Building, Chicago

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

CARPENTER KENDALL
Editor, Libertyville, Illinois

Single Copies 10 Cents Each

Outside Circulation \$1.00 Per Year

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

VOLUME VII

MARCH, 1920

NUMBER 12

ALL OFFICERS AND EMPLOYES:

The President of the United States has announced that Federal operation of railroads will cease on February 29th, 1920, and the Chicago, Milwaukee & St. Paul Railway Company welcomes the return to its service of all its officers and employes who, during the past two years, have been in the employ of the United States Railroad Administration.

In the struggle that is before us the railroad that moves its traffic most promptly, whose employes are most courteous to its patrons, and whose business is most economically conducted will be the most successful. The united efforts of the vast army of employes of this Company will bring success, and I earnestly request your co-operation.

The attitude of supervising officers toward employes should be helpful, instructive and just, and suggestions from employes for improved and economical methods of doing their work should be invited at all times.

Employes should avoid waste of their time or of material, and the desire to render effective and efficient service should prevail in all departments.

Fortunately no important changes will be necessary in our methods of operation in the transition from Federal to private control and the resumption of our former relations with the public and with each other should be accomplished without difficulty.

H. E. BYRAM,
President.

Private Control.

Home again. That is, naturally, the first thought to occur anent March 1, 1920, in the railroad world. Back to private control, with all eyes on what the railroads are going to do, now that individual emblems, as family ensigns, are hoisted, to signify the owners are in occupation.

The public has undoubtedly by this time gone about its business, expecting a speedy return to the old status; and few, if any, will pause to wonder how it's to be accomplished, to consider the enormity of the job of unscrambling the eggs, to reflect upon the huge sums of money imperatively required to rehabilitate the transportation systems. Home again, true enough, but it's likely to be found that the old home isn't what it used to be.

That railroad executives have colossal tasks ahead, and that railroad officials in all capacities, and railroad employees in every branch of the service, have much hard planning, hard thinking and, what's to the point, hard work before them, is a certainty. This, therefore, is the time, as never before, when co-operation must be the living issue. Co-operation, not only among the men in their various duties, but co-operation between official and employee in the broadest minded and most human interpretation of the term. Hands across the table, without equivocation and with absolute sincerity.

The interests of railroad employees are bound up in the success of the several railroad properties on which they are working, and in the volume of traffic each handles, at a minimum of expense. In this particular issue lies the greatest opportunity for teamwork. The handling of big business on the principles of economic science is the keynote of its structure, and an employee, in whatever capacity, who studies the phases of his own special duties as related to the economic science of the whole, will find that to such a student the doors of opportunity are open. The best railway executives of the present time have come in through those doors, and the doors are about to open wider and wider for railroad men of the future.

But here again, the old home is different. If railroad work—the railroad profession, if you like—is to be an efficient and honored one, it must keep pace with the progress of business thought and business methods. In this respect, every railroad employee may consider himself a business man, fitting himself through economic science to be successful in his business, and further his own interests. The student phase of this question, on the other hand, may not be confined to the rank and file of the organizations—the boss, if he is efficient and qualified for his position, may be supposed to be a graduate in the theories of economic science, and be fitted to teach his student body. His path of research lies along the line of the science of humanity—the human equation being his great problem. As a teacher, he must be helpful to his students in economics and their practical application, while he, in turn, must draw his help from the human beings of whom he is the leader. Always, the boss must stand firmly for justice, and his scales must balance exactly between those who employ him and those whom he employs. No easy job for the boss? No, but vastly helped, if the same stand for justice, for impartial justice, is a tenet of his working organization, his student body as well as of his own. A prominent railway president once said he used to think that when he got to the top, if he ever did, he would be his own boss; but that when he did reach the top, he found he was less his own master than ever, because ahead of him were the owners of the property and behind him was the organization to whose support he owed his advancement and all the success that had come to him.

This railroad has always enjoyed the reputation of having an organization that for loyalty and oneness of purpose was not surpassed, or equalled, on any other line in the world. Its family feeling has ever been one of its strongest qualities and its proudest boast; the intelligence and capabilities of its personnel are of the highest order; and these, being the very basic qualities of strong teamwork, the matter of again individualizing the old Milwaukee spirit should be a matter of no concern or anxiety.

President Byram's greeting, on the foregoing page, as again the leader of the Milwaukee forces, should and will meet with instant response—every man putting forth his utmost effort toward helping the executive and his assistants to solve the grave and unprecedented problems they have now to face.

The Traffic Organization:

Following is the official list, as of March 1st, of the freight and passenger representatives of this company:

H. E. Pierpont, traffic manager, Chicago.
J. R. Veitch, assistant traffic manager, Seattle.
George B. Haynes, general passenger agent, Chicago.
W. B. Dixon, assistant general passenger agent, Chicago.
W. J. Cannon, assistant general passenger agent, Chicago.
Jos. Caldwell, assistant general passenger agent, Chicago.
A. P. Chapman, Jr., assistant general passenger agent, Seattle.
F. W. Getty, superintendent sleeping and dining cars, Chicago.
H. F. Hunter, supervisor of agriculture, Chicago.
W. D. Carrick, general baggage agent, Milwaukee.
F. D. Burrough, general freight agent, Seattle.
C. A. Lahey, general freight agent, Chicago.
T. W. Proctor, assistant general freight agent, Chicago.
E. B. Finegan, assistant general freight agent, Chicago.
A. A. Wilson, assistant general freight agent, Chicago.
J. M. Davis, assistant general freight agent, Milwaukee.
E. W. Soergel, assistant general freight agent, Minneapolis.
C. I. Kennedy, assistant general freight agent, Minneapolis.
R. J. Saunders, chief of tariff bureau, Chicago.
Geo. E. Stolp, oriental freight agent, Chicago.
F. J. Calkins, export and import agent, Seattle.
C. H. Dietrich, freight claim agent, Chicago.

On Line Representatives.

O. F. Waller, D. F. & P. A., Aberdeen, S. D.
H. G. Selby, D. F. & P. A., Bellingham, Wash.
A. L. Eldemiller, general agent, Boston, Mass.
R. J. Peckens, D. F. & P. A., Butte, Mont.
J. H. Skillen, general agent, Chicago.
F. N. Hicks, general agent, passenger department, Chicago.
B. O. Searls, general agent, Cincinnati, O.
F. E. Clark, general agent, Cleveland, O.
M. F. Smith, general agent, Dallas, Texas.
A. Mallum, general agent, Davenport, Iowa.
M. H. McEwen, general agent, Denver, Colo.
C. E. Hilliker, D. F. & P. A., Des Moines, Iowa.
H. W. Warren, district passenger agent, Des Moines, Iowa.
H. W. Steinhof, general agent, Detroit, Mich.
O. T. Cull, D. F. & P. A., Dubuque, Iowa.
G. M. Bowman, general agent, Duluth, Minn.
R. L. Ford, general and local agent, Everett, Wash.
H. R. Wahoske, D. F. & P. A., Great Falls, Mont.
H. E. Stewart, D. F. & P. A., Green Bay, Wis.
J. S. Adsit, general agent, Kansas City, Minn.
J. S. Adsit, general agent, Kansas City, Mo.
E. G. Woodward, general agent, passenger department, Kansas City, Mo.
H. W. Porter, general agent, Los Angeles, Cal.
W. W. Winton, district passenger agent, Madison, Wis.
W. F. Cody, D. F. & P. A., Mason City, Iowa.
J. J. Foley, D. F. & P. A., Miles City, Mont.
J. G. Love, general agent, Milwaukee, Wis.
E. G. Hayden, general agent, passenger department, Milwaukee, Wis.
W. J. Cavanaugh, commercial agent, Milwaukee, Wis.
A. S. Willoughby, D. F. & P. A., Minneapolis, Minn.

J. W. Stevenson, commercial agent, Minneapolis, Minn.
E. Duval, general agent, Omaha, Neb.
W. E. Bock, general agent, passenger department, Omaha, Neb.
Geo. J. Lincoln, general agent, Philadelphia, Pa.
T. P. Casey, general agent, Pittsburgh, Pa.
C. J. Peterson, general agent, St. Louis, Mo.
C. S. Williams, general agent, Salt Lake City, Utah.
R. F. Weeks, district freight agent, Seattle, Wash.
C. N. Curtis, D. F. & P. A., Sioux City, Iowa.
W. P. Warner, D. F. & P. A., Spokane, Wash.
E. K. Garrison, general agent, San Francisco, Cal.
C. H. Miles, general agent, passenger department, San Francisco, Cal.
L. M. Jones, general agent, passenger department, St. Paul, Minn.
D. M. McGeen, commercial agent, St. Paul, Minn.
E. A. Lalk, D. F. & P. A., Tacoma, Wash.
G. W. Hibbard, general agent, Vancouver, B. C.
F. O. Finn, general agent, Victoria, B. C.

Executive Department.

H. E. Byram, president, Chicago.
B. B. Greer, vice-president, in charge of operation, Chicago.
E. D. Sewall, vice-president, Chicago.
R. M. Calkins, vice-president, Chicago.
H. B. Earling, vice-president, Seattle.
C. B. Ferry, vice-president and assistant secretary, New York.
E. W. Adams, secretary, Milwaukee.
Burton Hanson, general counsel, Chicago.
H. M. Sloan, assistant to president, Chicago.
H. H. Field, general solicitor, Chicago.
A. G. Loomis, treasurer, Chicago.
John Dickie, assistant treasurer, Chicago.
J. McNab, assistant treasurer, Chicago.
J. W. Taylor, assistant to president, Chicago.
D. L. Bush, assistant to vice-president, Chicago.
C. F. Loweth, chief engineer, Chicago.
W. K. Spanow, assistant chief engineer, Chicago.

Operating Department.

J. L. Gillick, general manager, lines east, Chicago.
M. Nicholson, general manager, lines west, Seattle.
C. O. Bradshaw, assistant general manager, lines east, Chicago.
J. H. Foster, general superintendent, Northern District, Minneapolis.
W. J. Thiele, general superintendent, Middle District, Milwaukee.
W. M. Weidenhamer, general superintendent, Southern District, Savanna, Ill.
Mott Sawyer, assistant general superintendent, Northern District, Minneapolis.
E. H. Barrett, assistant to general manager, lines west, Butte, Mont.

Division Superintendents.

C. S. Cristoffer, Chicago Terminals.
E. W. Lollis, Illinois Division.
C. H. Marshall, Iowa Division.
B. F. VanVliet, Des Moines Division.
C. H. Buford, S. C. & D. Division.
N. P. Thurber, Kansas City Division.
J. F. Anderson, Kansas City Terminals.
A. J. Hasenbalg, Dubuque Division.
E. W. Morrison, R. & S. W. Division.
P. L. Rupp, C. & M. and Northern Division.
D. F. Kelly, LaCrosse Division.
P. H. Nee, Wisconsin Valley Division.
L. T. Johnston, Superior Division.
B. F. Hoehn, Milwaukee Terminals.
J. A. Macdonald, P. du C. and Min. Pt. Division.
G. A. VanDyke, Twin City Terminals.
D. E. Rossiter, River and I. & M. Division.
E. A. Meyer, Southern Minnesota Division.
W. M. Thurber, I. & D. Division.
O. J. Flanagan, H. & D. Division.
O. N. Harstad, Aberdeen Division.
C. L. Whiting, Trans-Missouri Division.
A. C. Bowen, Musselshell Division.
J. P. Phelan, Rocky Mountain and Missoula Division.
H. M. Gillick, Northern Montana Division.
F. G. Hill, Idaho and Columbia Divisions.
F. C. Dow, Coast Division.
H. G. Selby, Bellingham Division.
W. H. Molsholtz, Olympic Division.

SMOKING ROOM STORIES

The Operator's Story.

Old Employee.

"At the time I was operator, you understand, there were no Brotherhoods or unions among the operators; and while I do not say that the absence of these organizations resulted in the amount of labor imposed upon the boys, it is a fact that the work we boys had to do in those days would paralyze the average Brotherhood man of today. All the stations were equipped with semaphore or distant signals located about half a mile in each direction from the station, which were operated by a lever and chain from the station platform and used for the protection of the main line within the station limits. The "signals" consisted of painted arms for daylight and lamps with colored glasses for night. Among the various duties of the night operator—it was his job to take care of these lamps as well as the switch lamps, station signal lamps, hand lamps, etc., probably ten or twelve in all. 'Taking care of these lamps' meant cleaning them, filling them with oil, taking them out and putting them in place in the evening and gathering them up in the morning for another cleaning and filling. Among the places to which I was sent to relieve the regular man was a little town called F—, of about 300 inhabitants; the passing track at this station was very long, so that the switch at the end of the track was quite a distance from the station. (I might mention here that the night operator was also obliged to do the switching, that is, when two trains met at the station he was obliged to go down to this switch and let the train in on the side track to wait for the other train and when the other train had arrived, he had to chase down to the other end of the side track and let the first train out again). At this particular station the village church yard was located just at the switch at the west end of the side track, and I want to tell you that the job of going down to that switch at midnight was one I didn't hanker after a little bit. I have often thought I'd like to have a pic-

ture of myself on one of those trips—my lantern in one hand and one of those old-fashioned six-shooter pistols in the other, not daring to turn my head to the right or left a fraction of an inch and feel the air blow between my head and my hat, caused by my hair standing on end. By Jove, you know the sight of those gleaming white tombstones scared me nearly to death every time I made that trip.

"I remember one dark, rainy night, just the kind of a night for ghosts to roam about graveyards and scare poor night operators to death, I had a meeting order for No. 17 and No. 18. The east-bound train, being of inferior class, had to take the side track. I waited at the station as long as I dared before starting for the switch, so that I wouldn't have to stand there any longer than necessary. I soon saw the headlight of No. 17 loom up apparently pretty close, so I grabbed my lantern and pistol and started for the switch on the dead run. I must have made better time than I thought or else I misjudged the distance of No. 17 from the station, for I reached the switch quite a while before the train did. I stood there waiting, with my back turned toward the graveyard of course, the rain gently falling and making all kinds of ghostly noises, when all at once there was the most awful, blood-curdling, unearthly noise I ever heard. My God! what's that?" I thought. Of course, there could be but one answer to that question—a ghost certainly. Something (God knows I did not do it from choice) forced me to turn around and look in the direction from which the awful sounds came, and there I saw a great big white thing stalking about the graveyard. Although it was midsummer, I believe I froze to that spot—for a minute—not more. I just took one short little look, but that was enough for me. I dropped my gun, made one jump and started for the station, stubbed my toe, fell down in the mud and slush, lost my lantern and nearly fainted from fright. I regained my feet just in time to hear again that awful sound. I ran as fast as I could, but in my excitement again

fell in the mud and finally reached the station more dead than alive. No. 17 slowly pulled in on the siding and the conductor, noticing no one at the switch, got off the caboose and closed it. He then walked up to the station and found me crouched in one corner of the office, the very picture of terror.

"For heaven's sake, boy, what's the matter?" he hollered.

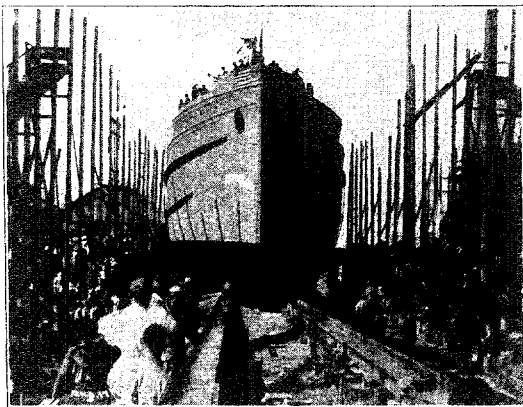
"D-d-did you s-s-s-see it?"

"See what, you crazy kid?"

"Fo-fo-fo-for G-G-G-God's sake, wha-what-what was it?"

"What was what, kid, what in the world is the matter with you?"

"By this time I had become somewhat calmer and told him I had seen a ghost and by diligent inquiry he secured from me the whole story. He took me by the hand and led me back to the dreaded spot where I had seen it. We soon discovered the cause of the fearful scare to be nothing more or less than a great big white cow."



At One of the Big Shipyards, Bellingham, Wash.

Limericks.

E. W.

A brakeman going thru on a "drag,"
Saw a brakebeam with dangerous sag;
So he sent a report
Like a gun on a fort,
And thus got his name in the mag.

A leverman out in Ipswich
Once piled up a train in a ditch;
When called on the mat
He said, "I can't help that,
I couldn't tell which switch from which."

A boy on a train had the nerve,
As he looked out the door to observe,
That's a smart engineer,
The way he can steer,
As he goes round curve after curve."

Mr. Hines Bids Railroad Men Good-Bye.

Walker D. Hines, Director General of Railroads, has addressed the following message to officers and employees of railroads:

"I wish to express to officers and employees alike my gratification in having been associated with them for the entire period of Federal control, and I want to express my sincere appreciation of the service they have performed during that time.

"I do not believe there was ever a period beset with more different sorts of difficulties and I think the greatest credit attaches to those who have done the railroad work for the general steadiness they have shown in spite of the world-wide conditions of uncertainty and unrest.

"When I became Director General I announced that my policies were fidelity to the public interest, a square deal to labor, with not only an ungrudging but a sincere and cordial recognition of its partnership in the railroad enterprise, and fair treatment for the owners of railroad property and for those with whom the railroads have business dealings. I approach the end of my work with the belief that we have made distinct progress in the promotion of these great principles, in spite of the uncertainty and unrest which have made my task, as well as yours, extraordinarily difficult, and in spite of the physical impossibility of settling with finality the myriads of problems that have arisen.

"Let me say, particularly, that my experience has given me increasing belief in the justice and necessity for fair and open dealing between the railroad managements and their employees and for adequate provision to insure participation of both elements in matters in which they are jointly concerned.

"I venture the one specific suggestion and hope that both railroad managements and railroad employees will continue in increasing degree to remove causes for misunderstandings and to find additional methods, through closer association and discussion of matters of common interest, for increasing understanding. Many of the difficulties in this world come from a failure to understand what the other fellow really means and what his troubles are, and what he is really entitled to. I believe the greater the development of methods for common understanding in the railroad business, the greater will be the benefits both to the managements and the employees, and the better will be the service rendered the public."

A stuttering man made such a mess
In asking for a t-t-ticket to T-t-tess,
That the train couldn't wait,
Phoned 'I'll be down on a freight,
Myself I cannot express!"

The Shadowy Old St. Joe

W. E. Hanson.

There's a glory and a beauty
 In the everlasting hills,
 With their wealth of sun and shadow,
 And the music of the rills,
 As they ramble, tumble downward,
 Making music as they flow;
 Till at last they reach the valley
 Of the Shadowy Old St. Joe.

There's a sense of greatness, grandeur,
 'Round about you everywhere;
 Where the monarchs of the forest
 Stand with trunks and branches bare.

There's a lullaby, a crooning,
 That all Nature lovers know,
 In the soft and rhythmic music
 Of the Shadowy Old St. Joe.

Here it flows in deepest shadows
 And its wavelets lap the shore;
 There it gleams amid the sunlight,
 Babbling on forevermore.
 And it has a thousand voices,
 Loud and happy, soft and low.
 Oh, the glory and the beauty
 Of the Shadowy Old St. Joe.



On the Shadowy St. Joe River, Idaho.

There are peaks so bare and barren,
 Kissed with gold at sunset's glow,
 Adding glory and rare beauty
 To the Shadowy Old St. Joe.

There's a deep and holy stillness,
 In the shadow of the pines,
 In the coulees and the marshes,
 In the wild and tangled vines,
 And a sense sublime and awful,
 In the mountains capped with snow,
 That stand like giant watchers
 For the Shadowy Old St. Joe.

And the stream goes singing onward
 O'er its shady, rocky bed,
 Like a requiem for some loved one,
 From whose eyes the light has fled.

And to me it tells a story,
 And it whispers soft and low,
 Of the scenes of rarer beauty
 And where cooler breezes blow;
 Where at noon the bright sun glitters,
 Warms the crusted, glistening snow,
 Then I know the white-capped mountains,
 Tribute bring to Old St. Joe.

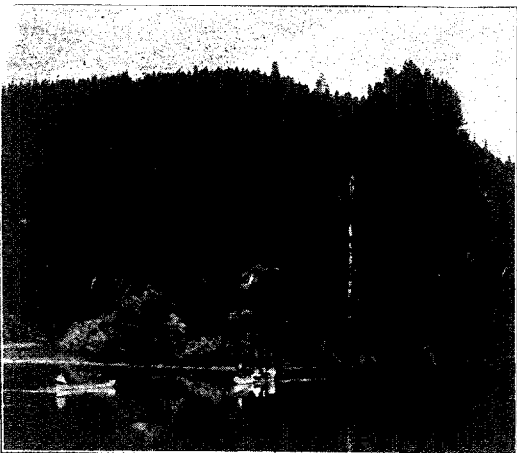
Long ago—'tis Indian legend—
 On the banks of old St. Joe,
 Roamed an Indian brave and maiden
 In the sunset's golden glow;
 Where he told the old, old story,
 That all maidens love to know,
 To the music of the waters
 Of the Shadowy Old St. Joe.



There's a Deep and Holy Stillness.

From the Sauks in Oklahoma,
Of whose hist'ry naught is known,
Came Tahlequah to the Northland,
When to manhood he had grown;
Strange to him were snow-capped moun-
tains,
Stranger still the council fires,
Where the chiefs in solemn circles
Told their tales of long-dead sires.

Tales of bravery, privation,
Tales of wars in stranger lands,
Fabled stories of the valley,
Where old, quaint St. Regis stands;
Where the streams with fish were teeming,
Forests filled with antlered game,
Ere the Moloch on that summer
Licked them with his tongues of flame.



Here It Flows in Deepest Shadows.

West and southward from St. Regis
There a narrow valley lies,
There the hills with pines were covered
And appeared to touch the skies.
Nature, lavish with her treasures,
Gave a double portion there,
And it was a scene Edenic
Ere the fires had laid it bare.

Here Tahlequah roamed one summer.
Here he saw the dusky maid,
As she waded in the river
In the blooming alder's shade.
Through his heart went love's barbed
arrow,
For love goes where'er it wills,
And it made Tahlequah captive
In the shadow of the hills.

Many hours they spent together,
'Til at last there came the day,
When Tahlequah told the maiden,
He must homeward wend his way;
Back to sunny Oklahoma,
He, the last of all his race,
True to every Sauk tradition,
Must, as chieftain, take his place.

Spake the maiden to Tahlequah:
"You would go and I remain?
Oh, Man-i-to, take me with you,
Or we never meet again;"
Gazed he on the Indian maiden,
Love her face had glorified,
Arm in arm they wandered onward,
Till they reached the Great Divide.

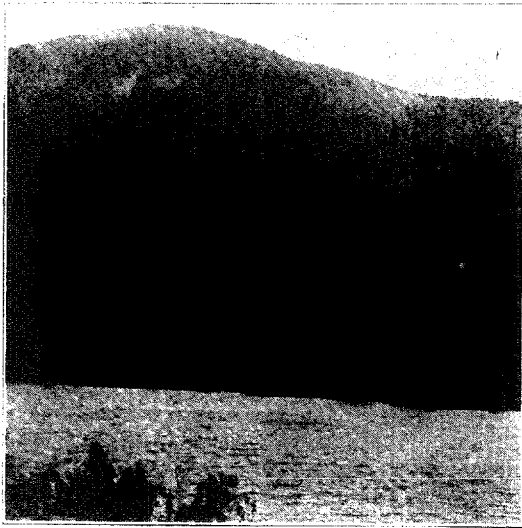
This they crossed and down the mountain,
To the valley far below,
Where the mountain springs and stream-
lets,
Join to make the Old St. Joe:
Day by day they wandered onward,
Slept beneath the starry sky,
Listening to the singing river,
And the aspen's quivering sigh.

In the shade he told the story
Of the Sauks—a vanished race—
And that he, the last among them,
Could his claim to kingship trace;
"You shall be a queen, or, wild flower,
Of domain more fair than this,
Live and love and dream forever,
And your dreams, be dreams of bliss.

None can tell—and man but guesses,
None may know who was to blame,
But the hills in all their beauty,
Went to feed the greedy flame;
Like the fires of Hell it smoldered,
Taking toll on every hand,
What was virgin field and forest—
Now is bare and barren land.

Like the billows on the ocean,
When a storm is raging high,
Rolled the sheets of lurid fire,
While the smoke obscured the sky:
Like the roll of distant thunder,
Or as Winter blizzards blow,
Thus the fire onward traveled
On the hills 'round Old St. Joe.

And Tahlequah and the maiden
Were like prisoners at bay,
In the coulee near the river,
When the fires swept that way:
Walls of flame and crash of timber,
Fiery ashes fell like snow,



There It Gleams Amid the Sunlight.

Thus the lovers were to perish
On the banks of Old St. Joe.

Hand in hand they stand together,
Sing the song—the chant of Death;
Nearer, nearer, ever nearer,
Comes their doom with flaming breath;
Then like avalanches roaring,
Waves of flame and hiss of Hell,
Where they stood—white bones and ashes—
That is left the tale to tell.

Would you hear Tahlequah's death song?
Listen—when the mists hang low;
You can hear the maiden singing
In the waters as they flow;
And in fancy I am roaming,
As they did, long, long ago,
To the music of the waters
Of the Shadowy Old St. Joe.

When my days on earth are over,
I should like to lie and sleep
In the shadow of the mountains,
That eternal vigils keep.
I believe I'd hear the music
Of the waters as they flow,
For I love the shifting shadows
Of the Shadowy Old St. Joe.



To Me It Tells a Story.

The Eyes of Opportunity.

Guy E. Sampson.

(Paper read at LaCrosse Get-Together Club, January 20th.)

When notified by Mr. Craft that I would be expected to give a short talk at this meeting on some subject of my choice, I told him that co-operation was my pet subject; but a few days later while lying in one of our hospitals after undergoing a serious operation I read these words: "Let us, all of us, at all times conduct ourselves and do our work as if the eyes of opportunity were upon us." It struck me so forcibly that this was just the subject for this occasion that I lay thinking on it for days and I could not begin to give you in the time allotted me, half the good that I obtained from those hours of thought and study.

Back in the year 1902 I began my career on the La Crosse Division under Trainmaster Cooper. Mr. Cooper was one of the most observing men I ever had the pleasure of serving under. I mention this as it no doubt caused me to form a habit which has followed me all my railroad life and no doubt will follow me through life no matter what vocation I should follow—that of working at all times as though the eyes of a superior officer were upon me.

I remember well one day after No. 5 had passed us the other brakeman on my crew said after they had passed: "I wonder if Mr. Cooper was on No. 5." My reply was "I cannot say, but I always figure that he is on our train at all times."

Working as though the eyes of others were ever watching us helps us in more ways than one. Every man who takes an interest in his work is always anxious to make a good impression on all who watch his work, and through the habit of working as though the bigger job was watching us in order to get the best material when "Opportunity" presented itself, increased efficiency is bound to show itself in our work.

It is true that David Belasco discovered David Warfield in an obscure Bowery theater. A story which proves that others have the same ideas as we have just set forth goes as follows:

O
bers
gath
ever
said
you
didn
repl
hav
Eve
best
And
mor
mis
V
gin
Ind
five
effo
by
to a
Mr.
iste
bec
a sr
T
wa
to
the
the
of
wh
the
the
of
offi
roa
yea
tra
the
wh
wh
ser
I
cier
a r
oth
of
our
dar
tha
clos
hav
of
goi
Tha
don
hav

One day after a matinee, some members of the burlesque company were gathered in a restaurant for their evening meal. One of the comedians said to another "Say, Sam, why did you work so hard this afternoon, we didn't have much of a crowd." "Yes," replied Sam, "but Dave Belasco might have been in the crowd we did have." Even this colored man was working his best though the audience was small. And what was the incentive? Nothing more nor less than that idea of not missing a chance to make good.

Where did Henry Ward Beecher begin his career? In a little church in Indiana with a membership of twenty-five. But because he put forth his best efforts even there, a letter was written by one of those twenty-five members to a relative in Brooklyn setting forth Mr. Beecher's great powers as a minister. The results we all know and all because he put forth his best, even in a small church with but a few listeners.

The eyes of Opportunity are ever watching us, so it behooves every man to put forth the best he has to offer in the way of service. You can look down the line of successful railway officials of today and you find a class of men who were not backward in delivering the best they had in their make-up in the way of service at all times. Some of them who have climbed high on the official ladder of our Milwaukee railroad were known to some of you here years ago. And without fear of contradiction I say that you who knew them at that time prophesied for them what has since proved a reality. And why? Because they were delivering service that pointed to success.

If each of us delivers the most efficient service, we can come in off from a run, or go home from the office, in other words, leave the job at the end of the day feeling that we have done our best and given service that none dare question. What it means to have that satisfied, contented feeling at the close of a day's work only those who have done their best know. How many of us know? How many of us are going to know at the close of 1920? That all depends on the work we have done throughout this coming year. I have no fears for the La Crosse Ter-

minal employees for the reason that this club, we all take so much interest in, is a helping hand to every one of us. While I realize that we have done things here the last year that have brought favorable comments from those who are watching the service rendered by all employees on our road, I also realize that we will do still better work this coming year if we follow this and do our work at all times as though the Eyes of Opportunity were upon us.

**A dispatcher, both childlike and bland,
Sent a con with a crew to Durand.
When he passed Wabasha
And filled on the draw
He purchased a Ford with a band!**

Short Cuts in Station Work.

W. H. Millard.

(Agent for the Northern Pacific Railroad at Hazen, N. D.)

It is my purpose in writing this article to bring before railway station agents certain methods by which they can handle their business with rapidity, with fewer errors and with much greater satisfaction to themselves. These suggestions are more particularly intended for the so-called "country station agent." However there are certain things referred to which can be applied to the larger stations with an equal degree of assurance that they will prove satisfactory.

First we will take up the handling of tickets and passengers. It is of vital importance that this class of business be done rapidly and with accuracy, because once an error is made it is hard to correct. To prevent this I made a typewritten list of all the principal points in the United States to which I would have any calls for tickets and arranged the names alphabetically in a small indexed memorandum book, which I sub-indexed according to states. For those places to which I have frequent calls for tickets I have arranged them in alphabetical order, tabulated and typewritten, and this sheet I keep underneath a piece of plate glass on the ticket window shelf.

The freight end of the business is, by far, the most important part of railroading, and I believe every station agent will agree with me that the sore spot is the over, short and damaged stuff. Overs can almost always be attributed to an error in the billing agent, or that the regular revenue waybill has gone astray from the freight. Shorts to a large extent can be eliminated by a systematic checking of the freight before delivery. In the majority of the states the larger part of the L. C. L. freight is delivered direct from car to the drayman of the consignee on the day of arrival. The rules of the freight claim department stipulate that all freight must be checked from the original waybill.

Where freight is delivered to a drayman direct from the car this cannot be done without delaying the expensing and abstracting of such bills, and this one practice is the cause of much overtime being worked, or the bills not being ready for collection the following day, as required by accounting rules.

To get around this I immediately, on receipt of the waybills, make out what I have termed a "drayman's list," by taking a sheet of paper, heading it up with the name of the dray line, the car number and initials, date of receipt and checker, which shows the name of each consignee, each article and weight thereof, as appearing on the waybills. The freight delivered to the drayman is checked from this list, and all notations are made thereon; also I require the drayman to sign this check list, as having received the freight as checked. This check list is then filed with the receipted expense bills when he takes them up the next day.

In the case of finding "over" freight for another station, I immediately make notation on the checking list, and as soon as the check list has been returned to the office I immediately make an astray waybill to the proper destination. In case the "over" is for my station I immediately make a note of it on the check list. On return of the checking list to the office I transcribe the above "over" to a sheet of common memorandum paper and place the same in suspense. After waiting two or three days I take up with the forwarding agent for regular revenue billing, giving him all the information I have. If, after the expiration of ten days I still have received no reply, I close my file by making a station-to-station waybill, assessing proper charges. Of course, should the original revenue billing subsequently show up, it would be necessary also to take to account and file a claim for relief, or else, as is done on some lines, issue a supplementary overcharge against the station-to-station waybill.

We will next take up the express business. Careful checking of express when received, and the correction of the name of the consignee as appearing on the waybill to agree with the address on the package, will eliminate much trouble and will assuredly result in keeping down the "on hand."

At all joint railway and express offices where the business is conducted by one agent, it is necessary to take the consignee's receipt for express delivered in what is known as an "intrip book." At ninety-nine out of every hundred such agencies one will find that, on inquiring for express matter, it is necessary for the agent to start at the first of any month's business and go over each entry on that book before he is able to inform the one inquiring whether or not his express has arrived. The agent doesn't remember whether or not the express is there. There are two things that can be done to ascertain if it is on hand. He must either go over every entry in the intrip book or he must go to the express room and look over the express matter on hand, and in either case he is liable to overlook the item.

To meet this contingency, at the beginning of the month I take my intrip book and number the lines at the right-hand margin. Then I set the waybills up each day, as they are to be set up at the end of the month. I give each of these waybills a number which agrees with the line number on which it will appear in the intrip book. Then I make out the consignee's receipt or express bill, and to this is given a number which agrees with the waybill "pro" number, also the side line number as appearing on the intrip book. These consignee's receipts are then arranged in a small indexed book. With this system it is possible to tell any person in considerably less than a quarter of a minute whether or not he has any express, and if he has it takes less than another quarter of a minute for one to locate the proper line in the intrip book on which to take his receipt. Locate the side line number from the consignee's receipt, insert the date of delivery, pass the book to consignee and say: "Mr. Doe, sign on line 153." This also eliminates the nuisance of having illiterate persons signing on the wrong line.

Let us now take up the forwarding end of the express business. This, at all country stations is very similar to tickets, inasmuch as it usually shows up at the last minute. With the present arrangement of tariff binders, it is impossible to handle express matter with any degree of rapidity. To overcome the awkwardness of these binders and subsequent loss of time I take my express scale to the more frequent points on which I do billing and make a typewritten tariff showing the revenue from one to one hundred pounds. The weight I show in red and the revenue I show for both first and second class express matter; also on these sheets is shown the various special commodity rates, such as for ice cream, butterfat, milk and cream. To protect the points to which I have infrequent billing I take my express tariff book and, by the use of gummed paper index tabs, index it according to states, territories, Cuba, Hawaiian Islands and the Canadian provinces. I also index the freight and money classifications, also the "block" sheet. Now if I happen not to have the rate on the typewritten scale which is placed under glass on the express billing desk, it is only a fraction of a minute before I can find it in the regular tariff book. This arrangement also saves much time in the revision of waybills received.

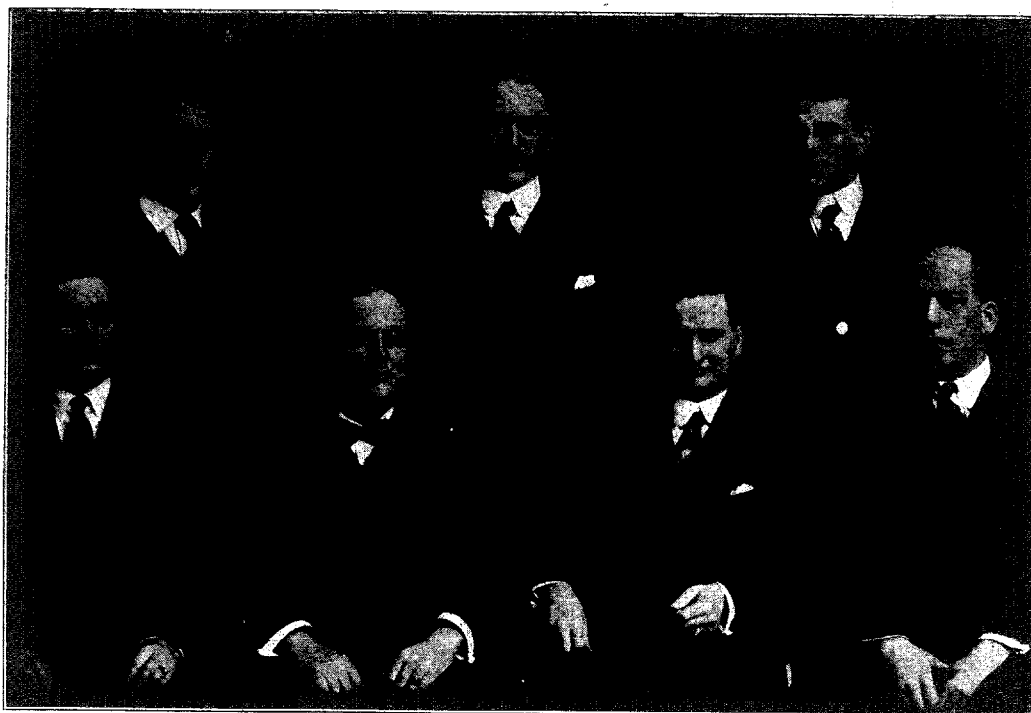
In working out these systems I have saved myself much time, and, although I was compelled to purchase certain filing devices, glass desk-tops, etc., from my own personal funds, yet I figure that such expenditures have paid a good dividend in assisting me to get through a strenuous day's work and keep on an even keel.

Personally, I believe, and my convictions are based on observations for the past fifteen years, that many country station agents who are apparently slipshod in their methods would adopt an entirely different "front" were they properly encouraged.

Gen

For
Mr. of the
club
played
and
business
its m
was
bers
such
the c
maga
comb
some
year
nome
plish
ing t
of he
the c
The
the g
shoul
played
ducti
is ho
and to

To
gether
basis.
To
local
operat



General Superintendent (Now Assistant General Manager) C. O. Bradshaw and the Superintendents of the Middle District. Left to Right, Standing—P. H. Nee, J. C. MacDonald, B. F. Hoehn. Sitting—D. E. Rossiter, P. Y. Rupp, C. O. Bradshaw, L. T. Johnston.

Proposed Plan for a System Organization of Get-Together Clubs.

C. L. V. Craft.

Following is the tentative suggestion of Mr. C. L. V. Craft, the organizer and leader of the La Crosse Get-Together Club. This club was formed by La Crosse Terminal employees for the purpose of developing efficient and economical methods of transacting the business of the railroad at that point. At its meetings, the freest and fullest discussion was encouraged, and committees of its members were named to attend to certain details, such as are named in the annual report of the club, appearing on another page of this magazine. The La Crosse Get-Together has combined its earnest business efforts with some social and pleasure features and in the year of its existence, it has achieved phenomenal success, both in the way of accomplishing what it went after, but in developing the get-together spirit and a true spirit of helpfulness among its members and toward the company.

There can be no doubt about the value of the get-together ideal, and if pursued as it should be—that is, participated in by employer and employee alike—it can be productive of nothing but good. The Magazine is hopeful of seeing a fine, big System Club, and is ready to boost for all it's worth.

The Purpose.

To establish and perpetuate the Get-Together idea on a firm, lasting and efficient basis.

To increase the efficiency of the various local clubs through standardized methods of operation and a centralized system of dis-

tribution of information relative to latest and best methods of operation as gleaned from local, division and district reports.

The Plan.

This contemplates:

1. The local clubs—officers—chairman and secretary.
2. The division clubs — officers — division chairman and secretary.
3. The district clubs—officers—district chairman and secretary.
4. The system club—officers—system chairman and secretary.

Method of Operation.

Local clubs will send copy of minutes to division clubs.

Division clubs will review minutes of local clubs and send report to district clubs.

District clubs will review reports of division clubs and make report to system club.

System club will review reports of district clubs and make report at annual banquet following annual meeting.

Membership.

Local Clubs—All resident employees and those at nearby stations.

Division Clubs—Chairmen and secretaries of local clubs and all division officers.

District Clubs—Division chairman and secretaries and all district officers.

System Club—District chairmen and secretaries and system officers.

Comment.

Take the best engine on the system, bring it out of the roundhouse in prime condition.

give it full tanks of the best coal and water, man it with your best engineer and fireman, hitch it to a train and start it off under a full head of steam and how far will it run and keep the train moving at schedule speed if the fireman neglects to feed it more fuel?

That is the condition that now confronts our Get-Together Clubs. They made a good start, but they need fresh fuel, new ideas, new methods, better methods, new and fresh material of various kinds and, this much needed assistance can, in my judgment, be best supplied through a system organization.

At present they are in a greater or less degree groping in the dark. There are no uniform methods of procedure and I venture the assertion with all due respect that few if any of them have a clearly defined idea of what they are actually trying to accomplish and that the most efficient ones have, at best, only a faint idea of the real purpose and the vast possibilities of these organizations in so far as they effect individual or company interests.

These clubs properly and systematically conducted and backed by official recognition and encouragement should furnish the best possible medium for the development and demonstration of talent.

If a man in any department of the service from a roustabout to the president has any talent these clubs offer him an unusual and exceptional opportunity to display it, and that, too, under the most favorable circumstances, whatever he has to offer goes into the minutes of the local club and under the system plan is passed along up the line, first coming to the attention of the division officials, then the district officers and finally the system or general officers at the annual meeting and banquet.

Under this system what possible excuse could any man have for saying "I've never had a fair show, I've never had an opportunity to demonstrate what I could do. I've got it in me if they would only give me a show." And what excuse would the officials have for saying, "We want a good man, but we don't know where to find him among our forces," and then draw on some other road. We have the men and we have the talent, but we have no systematic methods of developing it or any sort of an organization to find it and to get it into action.

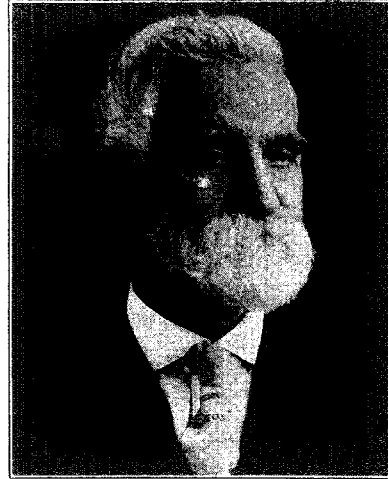
What good is a powerful locomotive until it is put into action?

It would appear that what we need most to meet the new conditions that confront us and to keep pace with modern progress are:

- 1st—Standardized methods of co-operation.
- 2nd—Standard methods of developing talent.
- 3rd—Standardized methods of getting available talent into action.

With these few remarks and without going into details of operation, I beg to respectfully submit to the management this skeleton outline of a system organization which in my opinion would prove highly beneficial to all concerned and which would place and keep the old Milwaukee at the head of the list

of efficiently operated railroads and push our trade mark around the world.



A. M. Everhart.

The above pictures an "old-timer" on this railroad. Mr. Everhart commenced his railroad service in Ohio in 1853, coming to the Davenport line of the D. & N. W. in 1872, having charge of bridges and buildings. That road was then built to Monticello, and in 1873 and 1874 completed to Fayette and Calmer. That line was bought by the C., M. & St. P. Ry. Co. in 1879, Mr. Everhart being transferred with it, remaining in the service of the B. & B. department until 1913, when he took an indefinite leave of absence, to travel and recuperate.

During Mr. Everhart's term of service, the railroad saw many changes and much expansion—the Iowa Division was extended from Savanna to Council Bluffs, and the main line to the Twin Cities stretched to Seattle and Tacoma. Mr. Everhart recently made a trip over the Lines West and came back much impressed with the scenic beauties, the wonders of electrification and the substantial character of all construction work on "P. S. Lines."

The Cry for Railroads.

Railway passengers in Rumania, many of them, today ride on the roofs. Returning Red Cross workers say that every train has its burden of hundreds en route to their destination by this chilly mode of transportation. And they are glad to get places on the roof even, for traffic in that country is congested beyond belief.

A few months ago Rumania had only eighty-four locomotives. She has since obtained others, but needs hundreds more. The present inefficiency of the Rumanian State railways is due to the lack of locomotives, passenger and freight cars and to insufficient trackage.

The most important state lines are single tracked, and long before the war the government considered installing a double-track system between the principal cities. The government also is considering the electrification of the Bucarest-Predeal railway line, one of the most important in the country. The power will be supplied from waterfalls nearby.

Red Cross men in the Commission to Rumania declare that unparalleled opportunities exist in that country for American railroad men who desire to enter the great foreign field.

On J.
Club a
was cu
meeting
city.
20, 191
of La
enviab
ings h
and so
pose t
every
things
be acc
opport
any c
opport
more
greate
age, o
and e
among
but e
ideas
with
essenc
been i

Mr.
club
meetin
from
withs
again
intenc
though
little

"W
doubl
—the
pleas
deave
of we
have
remer
enter
best
remer
social
outer
great
here
purpo
on bo

Mr.
the c
Freig
At
hour.
son,
man
by hi
cause
dinner
in the
ence
as bi

The La Crosse Get Together Club Birthday Celebration

On January 20th, the La Crosse Get Together Club attained its first birthday and the event was celebrated with a dinner and an open meeting held at the Masonic Temple in that city. Ever since its organization on January 20, 1919, this most efficient and energetic club of La Crosse Terminal employes has made an enviable, yes a wonderful, record. Its meetings have been held with absolute regularity, and so well in hand was the spirit and purpose that every meeting was well attended, every committee brought in a report of things accomplished and discussed things to be accomplished. There was free and full opportunity to talk things over, and wherever any club member thought he could see an opportunity for betterment of service, for more economical methods of operation, for greater safety, for reduction of loss and damage, or any other detail making for efficiency and economy and for greater good feeling among all members, he was not only invited, but expected to state his views and air his ideas in the fullest measure. Such a spirit, with an able and fearless leader is the very essence of the Get Together Ideal which has been so splendidly upheld by this club.

Mr. C. L. V. Craft, the president of the club and its resourceful leader, opened the meeting although he is but now convalescing from a serious illness. He said that notwithstanding his physician had advised against his attendance, he had come and he intended to remain through the evening, although not physically able to preside. In a little preliminary foreword, Mr. Craft said:

"We are assembled here tonight for a double purpose—that of pleasure and profit—the one immediately confronting us, is pleasure—eats and sociability. Let us endeavor to divert our minds from the channels of work and worry, to those of pleasure, and have one big, grand, good time—one to be remembered. Let us especially try to be entertaining during the dinner hour—tell our best stories and laugh and grow fat. And remember, all class distinctions, state, church, social, color—everything—were left at the outer door. We are all employes of the greatest railroad on earth, and we are met here on a common level and for a common purpose—pleasure and profit. Let's cash in on both. I thank you."

Mr. Craft then presented some souvenirs of the occasion, which had been donated by Freight Claim Agent Dietrich.

At the close of the dinner and the social hour, Mr. Craft presented Mr. Guy E. Sampson, the toastmaster, referring to him as "a man especially fitted for the duties, and who, by his untiring energy, zeal and fidelity to the cause, has, perhaps, done more to make this dinner party a success than any other man in the terminals, a man of commanding presence and polished manners, and with a heart as big as a buffalo's; a man who has done

wonders in spreading the gospel of efficient co-operation on the La Crosse Division."

Mr. Sampson acknowledged the corn gracefully and then read Mr. Craft's salutatory, which he had written when he had not expected to be present:

I am very much pleased to see so many wives here tonight and I just want to say a word to you about co-operation.

"This club was organized for the purpose of promoting harmony and good fellowship among the 500 employes in this terminal and I want to impress on you the fact (and I'm going to hammer it home to you later) that you have within you the power to do more towards promoting harmony and good fellowship among the employes in this terminal than the employes themselves.

A man's domestic environment has much to do with his work and his relationship with his fellow-workers. If he leaves his home in the morning after a row with his wife over some usually trivial matter he is in no frame of mind to greet his fellows in a cheerful manner. He's grouchy and that grouch gets into his work and into his relations with his fellow-workers and it has the same effect all around as what we call throwing a monkey wrench into the machinery.

On the contrary, if there has been no foolish petty quarrel and the breakfast period has been cheerful and you wave him off with a cheery "Goodbye, Tommy, good luck to you and hurry home," he meets his fellows with a cheerful smile and "How's everything, old man?" and he jumps into his work with a relish and the result is efficient work and friendly co-operation with those about him and instead of the monkey wrench it's oil he puts into the machine and that makes it run smooth. And you can encourage efficient co-operation in him by making his home-coming at night pleasant. Meet him at the door with a clean apron, a cheerful smile and a "Hello, Tommy, gee, but I'm glad to see you. The biscuits are just done and, believe me, I've got some hot brown gravy that will make you feel like a new man."

Be a good fellow yourself and by your acts and words you can make a good fellow out of your husband and good fellows are usually in harmony with their fellows and harmonious co-operation is what lands us in the preferred class.

Now, don't misunderstand me, please. Don't conclude that I think this is a one-sided matter and that the wife should pull all the "Cheer 'em UP" stuff. I don't, and I'm going to set aside some night soon to tell your husbands why I don't, but I would not think of doing it now because the language I expect to use wouldn't pass muster here.

I repeat, we are glad you came. We want your co-operation and I hope more of the ladies will come out a year from tonight.

One of the tenets of the La Crosse Get Together Club is getting into the right frame of mind before proceeding to business, and the regular program at all meetings has always been preceded by a few moments of storytelling, and this feature was not omitted at the annual banquet. There being an unusually large number present, both members and guests, very many amusing yarns were spun, some of the best being told by Chairman Sampson and Messrs. Mahoney, Gillis, Shepard, Greenwood, Chamberlain, Argall and Craft; these being followed by the reading of a number of letters and telegrams of regret. The first was from General Manager Gillick, who said:

I have your very kind invitation to attend the dinner of the La Crosse Get Together Club on January 20th, and I had hoped that I was going to be able to attend, and may yet be in a position to do so.

Personally, I believe that the La Crosse Club has accomplished so much in the handling of the affairs of the railroad and the business of the patrons at La Crosse that it would be educational to me or any other officer of the railroad to sit around the table with the assembly of officers and employees making up that club. It is hoped the enthusiasm and the interest displayed during your year of operation will continue during the new year.

The next was from Mr. H. E. Pierpont, Chicago:

I wish to express my interest in the good results that will surely follow the plan as indicated by the title of your club. No more expressive term for present day needs could be selected than "get together." That is all that is necessary to secure the best possible results in any organization. We certainly need such effort at this time in the railway service, and the "get together" spirit as between individuals and as between departments, with a desire to be fair to ourselves, fair to the public, and fair to the railroad interests, will quickly bring to all railroad interests the support of public opinion, which has been rather critical in the recent past.

Another was from Mr. R. M. Calkins:

Your letter of January 9th. Am sorry but do not believe I can be with you account of important meetings calling me to New York and Washington.

I feel that meetings of this character cannot help but be beneficial. We have pulled in too many different directions in the last two years, which has resulted in creating different factions. What I want to see is a little of the good, old "Chicago, Milwaukee and St. Paul spirit" that once pervaded the system and if you can succeed to bringing about an organization based on broad, liberal and comprehensive plans, I think you will be accomplishing a great deal, and I am sure it would be a decided success.

We are big enough to stand alone. We have no other interests than those of our company and our employees. In other words, our interests are mutual and of a semi-partnership character. I am with you and will do anything I can. If I get back from the East in time I will endeavor to be present. If not, I wish you—and those associated with you—success in this undertaking.

Others were from Messrs. H. H. Field, J. M. Davis, C. E. Bradshaw, G. E. Simpson, Wm. A. Hinsey, O. M. Stevens, who took the occasion to compliment the club on their excellent work and finished by saying: "I think I have been missing something in not having accepted before this, the invitation I received some time ago, to attend your meetings. I am going to make a special effort to get up to La Crosse on your next meeting date and hope that at that time, a number of members will come loaded with matters pertaining to the protection of perishable freight." Telegrams were received from D. E. Rossiter, who was detained on account of illness; W. J. Thiele, A. C. Adams, George B. Haynes and F. W. Getty.

This was followed by short talks beginning with Mr. Paul W. Mahoney, who spoke briefly on Loyalty, saying:

It is needless to remind you the Milwaukee has the proud distinction of belonging to the biggest family that exists, as it is credited with being the biggest system in the world. We are proud of it. It's a transcontinental line. Our road is so big that sometimes the freight claim department loses a whole carload of freight and it takes them sometimes a month to find it.

I thought I might say a word or two about loyalty. We have the greatest country in the

world. That is acknowledged even by Germany. We live in one of the best states in the union, with all due respect to Minnesota and Illinois. We love Wisconsin—especially fellows live me that were born in Wisconsin. We love its rocks and hills. We are loyal to the state of Wisconsin. We stand up and fight its battles. We pay the taxes (we have to) and try to enjoy the privileges of this great free state, its churches, its schools, its lodges and fraternities. If a man isn't loyal he hasn't any chance to live in this state.

Now to come down to the railroad company, as I started out to say, the Milwaukee system is the largest and I believe it is the best and gives the best service. I took a trip last fall and I had my son with me and we wanted to enjoy the trip. We took the Milwaukee road as far as Chicago. The cars were clean, they were comfortable and it was a pleasant trip. As soon as we switched off to another line things changed—everything was so wholly different from this system that anybody could see it. Coming back it was the same thing. What makes the difference? It is good service. Good service rendered to the public, good service rendered to the corporation which owns the road from the section man up to the president.

When you come down to the spirit of loyalty it doesn't make any difference what position you occupy. The railroad is like a small government and we who are employed are like the citizens of it and no matter in what capacity we may labor, no matter what service we give, we should do justice, we should be loyal to it and give our best service and our best efforts. I don't want to insinuate that there are any in this audience that do not do it. I think you all do. You are doing as well as you can and that is as well as one can ask. We are not all here. We couldn't all be here at once—if we were the operations would cease. There are other men who are just as loyal as we are.

What surprises me is that the idea that an organization of this kind had not started long ago and taken hold of these employees. I believe this organization, this Get Together Club is one of the best things that could possibly be started to create co-operation, efficiency and loyalty and when we are loyal to our government, to our state, to our city, and loyal to our employers from whom we get our bread and butter we are good citizens.

Acting Chairman Sampson followed with a very able paper on "Opportunity," full of good thought and suggestion to every earnest and ambitious worker in whatever line of endeavor. It is given space on another page of this issue, under the caption "The Eyes of Opportunity."

A summary of the year's work of the club was read by the secretary, Mr. Chamberlain, the following being some of the suggestions acted upon:

- Delay to cars on repair track reduced.
- Closing of cinder car doors remedied.
- Cutting of trees around Black River wye to allow better view.
- Blocking of streets by passenger trains eliminated.
- Help for baggage room furnished by freight office, eliminating expense.
- Slip billing of cars remedied.
- Saving waste paper—an important item.
- Painting and cleaning up of North La Crosse freight office.
- Proper marking of packages. Improved shipping tickets.
- Saving of grain boards and doors.
- Rejection of improperly crated shipments.
- Green marker near end of passenger wye installed.
- Relaying of steel, leveling of tracks.
- New shanties many places.
- Ground switches installed.
- Proper clearance at many industries.
- Electric wiring in station improved to avoid fires.
- Snow fence on roof of warehouse to keep snow from falling on teams.

Cleaning
rubbish, c
Sending
Improve
Exit fro
Improve
house car
Method
lamps.
Method
Method
overloadi
System
ment.
Delay t
Improv
Delay t
of handli
Last, b
ter to w
eliminate
things w
tion and
mind.
We ha
come acc
it much
ter work
selves an
to ascer
in so d
selves an
Suppl
spoke b
during
Exactl
first me
born, so
were w
There
bad, mo
reluctan
large m
and a le
officers
last thre
minded
through
strong
idea an
of the I
ute did
down a
Superin
that dor
He w
confiden
that we
an idea
knew w
The v
our har
wood, a
tooting
as usual
Plans
—and s
indicate
of work
product
and at
Our e
eliminat
particul
results.
ously b
the resu
left und
ous or
The f
work w
adequat
The g
wonders
and sug
in the r
looking
tained
without

Cleaning up of yards—removing paper, timbers, rubbish, etc.

Sending of flowers to sick members.

Improved truck racks.

Exit from roundhouse improved.

Improved methods of stowing freight.

Improved loading methods to avoid switching house cars.

Methods adopted to avoid loss electric light lamps.

Methods adopted to avoid waste of water.

Methods adopted to avoid waste of coal by overloading engines.

Systemized methods for care of tools and equipment.

Delay to interchange cars eliminated.

Improvement in telephone service effected.

Delay to trains eliminated by improved methods of handling mail, baggage and express.

Last, but not least, we learned it is much better to work in harmony and by so doing we eliminated a great many of the little irritating things which have much to do with efficient operation and especially to our individual peace of mind.

We have been brought together and have become acquainted with each other and this makes it much easier to work together and means better work and service for the C., M. & St. P., ourselves and patrons. Our sole purpose has been to ascertain how we could help one another, for in so doing we felt we could best serve ourselves and the C., M. & St. P. Railroad.

Supplementing Mr. Chamberlain, Mr. Craft spoke briefly on the work done by the club during the past year:

Exactly one year ago tonight this club held its first meeting, and the Get Together idea was born, so we are just a baby one year old, but we're walking some.

There followed much comment. Some good, some bad, most every one conceded, some freely, some reluctantly, that it was a good move, but a very large majority were quite sure it wouldn't last and a lot of them, including some of the general officers were offering substantial bets it wouldn't last three months, some six and some more liberal minded ones gave us as much as a year. But through it all there was one man who stood out strong and firm in his belief in the get together idea and in his confidence in the 500 employees of the La Crosse Terminals. Never for one minute did he waiver or relax his support, or turn down a bet and today, ladies and gentleman, Superintendent Rossiter is riding in a new auto that don't stand him one red cent.

He won. We won. Why? Because we had confidence in each other and because we knew that we had discovered and were championing an ideal the underlying principles of which we knew were right.

The very first thing we did was to throw away our hammers and buy some horns, a la Greenwood, and the last thing we are now doing is tooting them so we may as well do it up brown, as usual.

Plans have been made for the taking of records—and some have already been taken—which will indicate the cost of performing the various kinds of work and enable us to establish standards of production by which we expect to lower the cost and at the same time increase the efficiency.

Our efforts have been directed especially to the elimination of waste on both time and material, particularly fuel, and, we believe, with good results. Safety First matters have been vigorously handled by the various committees, with the result that very little, if anything, has been left undone to eliminate all hazards and dangerous or negligent practices.

The fire protection committees have done their work well and the result is clean premises and adequate fire apparatus at all danger points.

The general inspection committee have worked wonders and as a result of their observations and suggestions the terminals have been operated in the most economical and efficient manner, kept looking neat, clean and tidy, and tracks maintained in better shape than ever before and all without additional costs, all of which has been

made possible by first developing friendly and efficient co-operation among employees of all departments.

One of the principal things that has contributed very materially to our success has been the many letters of encouragement and praise from officials in all departments.

Through the adoption of an employment record card we ascertained we had in our employ plumbers, carpenters, painters, brick layers and various others and by utilizing these men many minor repairs have been made without the usual cost and delay made necessary by requisitions and official approval, thus relieving both the local and division offices of much detail work of a minor nature.

I desire to call your special attention to at least two reports of the public service committee, one of which Mr. Cole was chairman, and the other Mr. Greenwood, the latter report having been written jointly by Mr. Greenwood and Mr. Harry Aiken, ticket clerk, but both masterpieces, and if you haven't read them I urge you to do so now. I thank you.

At this point, the matter of setting on foot a movement toward the organization of a grand system organization of Get Together Clubs, was taken up and a proposed plan outlined by Mr. Craft. This is a subject of such wide and far-reaching possibilities, that it is also given separate space in this issue, with the hope that it will receive the earnest and thoughtful consideration of every official and employee.

Mr. Martin Larson, special representative of the general manager's office, spoke on "Co-Operation," and he was followed by Mr. C. H. Dietrich, freight claim agent. Mr. Larson said:

Mr. Chairman, Fellow Workers—Ladies: Your letter of invitation to attend this meeting did not reach me until Saturday last and not knowing whether I could be present I made no acknowledgment, except in person. I am wholly unprepared with any set speech and could offer a number of other alibis. One might feel naturally embarrassed by meeting an audience of this kind and especially so when the ladies have favored us with their presence, as it was a surprise on my part to see anybody but the workers.

The subject before you the past year has been "co-operation," and based on the report of your secretary I should say that you have gone the limit. Your worthy Mr. Craft has offered apologies for not doing more. I think the report speaks for itself. There isn't a department, scarce, that you have not made it your business to look into and correct such matters that came before you. That is the idea of your getting together. The co-operative spirit, as existing between members, will spell efficiency and economy.

We read and hear a great deal of co-operation. Do you ever stop and analyze just what it means? Do we get into the frame of mind—"Oh, well, we will take care of our business and let George take care of his," or are we going to be neighborly and help each other? Our individual existence will not get us very far. We have to depend on the other fellow. Do you think we can get along by ourselves, shut our doors to our co-workers? That is not efficiency, neither is it co-operation. Every department of this railroad depends to a very large extent upon the other departments. We can't stand alone. We might have a 100 per cent track, but if we had no trains running over it our tracks would be of no avail. We have got to have men in every phase of the railroad industry, and the nearer we get to 100 per cent men the more we can accomplish.

Your day has been shortened. The working day of every craft in the country has been shortened. There is a great need for production in transportation. If through the medium of these Get Together Clubs, and the efficiency and economy meetings that are being held over the

railroad we can deliver the goods in eight hours that formerly we delivered in ten, that ought to be worthy of some consideration. It perhaps may be possible to speed up the work to an extent that will accomplish the same thing in eight hours that we formerly did in ten. I believe you will agree with me that we can perhaps speed up our work through the medium of co-operation.

It is part of my business to attend efficiency and economy meetings or Get Together Clubs and I make them as frequently as I can and I have no hesitancy in stating that this is the largest and most representative gathering that I have ever come in contact with in my travels. Individuals and the committee who made this arrangement deserve a lot of credit for bringing you together and the occasion ought to be remembered. I hope that you will pull one off next year and if I am in this section of the country I hope to attend.

There are other speakers and I am not going into detail or a review of what has or can be accomplished and as I look on that slogan there I can think of no other one that is as appropriate and I would recommend that you all throw away your hammers, buy a horn and watch your step. I thank you.

Mr. Sampson:

I want to say that the slogan "Throw away your hammer and buy a horn," really means to the Get Together Club of La Crosse not "let George do it, but let's help George do it."

We have another speaker who is going to tell us a lot of things and he will tell us what he can in fifteen minutes. The place is only rented to midnight and a certain number have been promised a dance. He has presented you tonight with a little souvenir which he has carried all the way from Chicago. I hope you will all pay attention to what this speaker is going to say to you—Mr. Charles H. Dietrich.

Mr. Dietrich:

Mr. Chairman—Ladies and Gentlemen: When my friend Larson tells you it is the biggest crowd he ever saw it makes me think of the time we were out on a picnic and after he got his hide full of cats he told them the same thing. I am not going to tell you that—I am not going to use up the fifteen minutes. In fact, I overlooked the last paragraph of the invitation until my secretary told me of it. He advised me to give them a two-minute talk and give it to them in printing, which I did.

However, we have in our office a message for every man that is working for this railroad company and it is a message that I would like to be able to stand up and give to every employe, for it means a great deal to us inasmuch as I take it every member of this club is interested in this company. I think Mr. Calkins, in his letter of regret expressed a thought that we might all take home to us with a great deal of profit—that we all get a little of the Old Milwaukee Spirit into us. That thought has been running in my mind for the last three or four months.

I thought that I would give you just a half-minute talk on statistics. They are not usually very interesting but these are so vital that I think we can appreciate them. During the year we received 177,551 loss and damage claims, the face value of which were \$6,770,000, as compared with 211,000, with a face value of \$6,991,000, during the year just ended—a net value of \$3,352,000, which means an average per month of \$279,000, which, on a basis of 305 days, means we paid out \$9,185 a day for loss and damage freight. I think that we can't be very proud of it and we are going to improve on it.

It seems now that we are going to be back home and have a little reunion. I think this meeting here tonight is typical of our getting back to our own family again.

If we get this loss and damage proposition down to a reasonable basis and if the organization as a whole was put up to a club of this sort at every terminal and we could get the Get Together feeling, we would accomplish great results. I thank you.

Superintendent A. S. Hasenbalg, of the Dubuque Division, who, as trainmaster of the

La Crosse Division, was a regular and interested member of the club during the most of its first year, made a stirring appeal to the old-time railroad spirit:

Today marks the first anniversary of the La Crosse Get Together Club and it is fitting that the event should be celebrated by a meeting such as we are having tonight.

As I was connected with the La Crosse Division at that time, it was my good fortune to be able to assist in the organization of the club and inasmuch as I was in position to watch the work in this terminal prior to and since the advent of the club, I can speak authoritatively regarding what it has accomplished and I want to say that the officers and men in this organization are to be highly complimented on their attainment.

The motto of this club is "Co-operation" and co-operation is what the railroad company is getting in this terminal. I sincerely trust that the spirit which has been inculcated in the men employed at La Crosse will spread over the system, for never in the history of our railroad has co-operation, loyalty and earnest application to duty been more essential than at the present time. The spirit of unrest which pervades the world today has spread among us to a certain extent with the result that some of us are "slowing down." This is wrong, and it is the duty of those of us who can see clearly and who appreciate the necessity of getting back to the old spirit of co-operation to lead our erring fellow-workers into the right path, and in this work the La Crosse Get Together Club has done wonders. Not only has this club to its credit an enviable accomplishment in fostering the spirit of co-operation, but it has broadened its scope until it has become a "Safety First Committee" and a "Proper Handling of Freight Committee" and features have been added to the meetings which make them not only instructive, but entertaining also.

Volumes have been written on the subject of co-operation and loyalty and at every gathering of railroad employes, earnest and true-hearted men have talked on these subjects and have pointed to the handwriting on the wall and yet, many are so blind that they cannot see the absolute necessity of getting back to the old time spirit of giving every day the very best that is in us, of doing our work in such a manner that we can point to it with pride, of not only being loyal in our work, but being loyal in our thoughts and, under all circumstances, to be loyal when talking with the general public.

Remember that it is Our Company and that when Our Company is prosperous, we are prosperous, and that when Our Company is struggling with adverse conditions, we, too, will get our share of adversity.

Let us, therefore, all pull together. Let us do our work in such a manner that our officers will be proud of us and we will put the Good Old Milwaukee Railroad in a position where it will be known as the best railroad in the best country in the world.

Other speakers were Superintendent Meyer of the Southern Minnesota Division, Mr. Ollie Berg and Mr. W. W. Winton. Resolutions of regret and sympathy were offered to General Superintendent Bradshaw and Trainmaster Bowen.

Followed then the election of a chairman for 1920, the choice being unanimously, Mr. John T. Greenwood. Mr. Harry Moran was elected secretary. The club was then favored with some beautiful songs by Mrs. Rossbach, which were enthusiastically received and encored, after which dancing was enjoyed to a late hour.

There were present ninety club members, thirty-seven ladies, and thirteen out-of-town guests, making one hundred and forty in all.

ONE
ANT
CAV
CHE
SUM
PRO
THE
WHE
THE
per
TO
the
GRA
AND
THE
BUT
OR
AND
HAL
THO
WAS
AND
HIS
HIS
AND
MIG
AND
THE
CAV
AND
MRS
AND
AN
AND
TO
AND
AND
HE
WH
GOO
RAB
BUT
HE
BEA
DIN
AND
TOO
BUT
OR
AND
ANY
AND
TO
AND
AND
AND
HAV
AT
THE
ALL
STIC
THE
OF
OF
FOR
THE

Ye Fable in Slang.

ONE WINTER evening in the days of our
 ANTEDILUVIAN ANCESTORS, a
 CAVE MERCHANT overheard a
 CHEAP GRASSHOPPER who had spent the
 SUMMER JAZZING, beseeching a
 PROSPEROUS ANT to grubstake him until
 THE ROSES bloomed again;
 WHEREUPON the ant agreed to do this upon
 THE CONSIDERATION that the grasshop-
 per was
 TO FIDDLE for the ant during the rest of
 the
 GRASSHOPPER'S DAYS.
 AND THE grasshopper said
 THE PRICE was too high:
 BUT HE would have to pay it
 OR STARVE.
 AND THE cave merchant, who
 HAD BEEN rubbering all the while,
 THOUGHT THE ant's method
 WAS A peach;
 AND HE resolved to employ it in
 HIS BUSINESS, and to teach it to
 HIS SONS, that their sons
 AND GRANDSONS, forever after him
 MIGHT PROFIT THEREBY.
 AND SO the next day
 THE SAWBONES came to the
 CAVE MERCHANT'S STORE
 AND SAID that a
 MRS. THIN CLOTHES had a tummy ache
 AND SHE needed
 AN OPERATION right away
 AND HE would have
 TO BUY a pair of scissors
 AND SEPARATE her from her appendix.
 AND THE CAVE MERCHANT said
 HE HAD some mail order shears
 WHICH HE could sell at a
 GOOD PROFIT for two
 RABBIT EARS,
 BUT IN such an emergency
 HE WOULD have to ask ten
 BEAR SKINS and a
 DINOSAUR'S HIDE for them.
 AND THE sawbones said the price was
 TOO HAUGHTY
 BUT HE would have to pay it
 OR LET HIS PATIENT GO TO HEAVEN
 AND SHE did not care to take
 ANY CHANCES.
 AND SO the cave merchant continued
 TO EMPLOY this method,
 AND HIS sons
 AND THEIR sons,
 AND GRANDSONS
 HAVE CONTINUED to employ it until,
 AT THIS present day
 THERE ARE thousands of them
 ALL OVER the map
 STICKING EVERY ONE for twice
 THE COST to them
 OF EVERY necessity
 OF EXISTENCE.
 FOR THUS originated
THE FIRST PROFITEER.

Is Labor Doing Its Part?*A Worker.*

It is an accepted fact that the eight-hour day is here to stay, but, notwithstanding that, there are some all-important little "ifs" to take into consideration. The first and chiefest of these "ifs" is, can industry be operated at a profit on the eight-hour day, and the answer to that question is almost entirely dependent on "if" labor keeps the promises it gave at the time the demand for the eight-hour day was made—to speed up production to the extent that would bring about no appreciable difference in the production of the eight-hour day and that of the former ten-hour day. It was stoutly advocated that this could be done, because the workers would stand a harder grind for eight hours, claiming that under the ten-hour day it was necessary for the worker to reserve his strength during the early part of the day to protect him against the later hours; in other words, to set a pace at the start which could be kept up for ten hours.

The question now is—has labor quickened its pace? Each worker can answer for himself? If he hasn't in any way put forth an effort to maintain the same rate of production under the eight-hour day as under the ten-hour time, he has not played fair with himself, with his fellow workman or with his boss.

The writer, who is a worker, is firm in the belief that the same amount of production can be developed in eight hours as was formerly developed in the ten-hour period; and that increases in wages can be gained thereby, simply because if the mechanical operation is decreased two hours, with identically the same output as with the two additional hours of mechanical effort, there would be a decrease in the cost of production that would put an industry in position to grant further increases in wages. Moreover, reducing the cost of production is the only possible means of bringing about an increasing wage scale, just as increased production, with reduced cost thereof, is the only possible means of bringing about a reduction in the cost of living.

As yet the eight-hour day is only in the experimental stage, the success of the experiment depending very largely upon the conscientious efforts of labor; and the sooner labor yields to this condition, the better it will be for itself, as well as for all the people. It will be easier to accept this new condition voluntarily, than to have it forced upon us. It is certain that as the experiment goes on, industry is going to crowd labor for the greatest possible output, and if results are not obtained, the outcome will be one or three things—reduced wages, increased hours or higher prices, with the eight-hour day discredited and declared an industrial impossibility.

One of the great drawbacks to industry, with the eight-hour day, has been handed down from the longer day period, and that is the failure of efficient executive men to get to the front, in big institutions especially.

The labor leaders of the country are only men who were overlooked by industry. One of the things that often makes it hard for the individual to advance is that, when a man starts out to make his place or fortune, he does not get the chance to prove his worth; sometimes, on the other hand, when he has made his place or his fortune, he is overestimated. Think it over. It may be helping one's self. The eight-hour day is going to compel industry to thoroughly search the ranks for department heads who can produce results, and, without a doubt, a great many of the younger men will be given a trial, and those who are given a trial will be the ones who have done their part toward speeding up—increasing production.



Two More Veterans of Milwaukee Shops: J. M. Horan and Gustave Weiss.

The Futile Strife.

O. J. B.

There came to us an Angel gay,
Not dressed like them, but then,
His dapper suit and winning way
Was not like Drummer Men.
He spoke so nice, we took him for
One of those Federal chaps,
Who visit with us now and then,
To know we're on the maps.

He handed us a blotter,
Quite a welcome gift, these days,
And he 'lowed that we had oughter
Try and change our sinful ways.
There for instance is tobacco,
Horrid Jimmy pipe and pill,
Nasty chewing, awful stogie,
Clogs your system, makes you ill.

Just a little of this lotion,
Freely give your mouth a rinse.
Many men thus lost their notion
For tobacco ever since.
Didn't cost a cent to try it
And our brave boys always glad,
Took the chance to break their habit.
Oh, our boys are not all bad.

"Rinse it good," said Angel, coaxing,
While they gargled and they winced.
"Spit it out now, start your smoking;
That I've won you'll be convinced."
Boldly taking cigarette,
One took a puff or two,
Made a face and looked at John,
Who said he'd take a chew.

The girls were awfully tickled,
Now no more they need to choke,
While their work they had to handle,
Mid those horrid clouds of smoke.
Angel pocketed his dollars,
And departing bade adieu,
While Old Satan in the offing,
Raved and cursed him through and through.

Meanwhile sat his former subjects,
Freed from slavery, feeling gay,
But they wished—mid joy of victory,
That that taste would go away.
And Old Satan, is he ever,
Fully conquered, brought to nought?
No. Alas! Oh, never, never
Harbor such a foolish thought.

For his subjects after eating
Felt it was a sorry joke.
Some one surely had been cheating
Them of after-dinner smoke.
Now the lotion stands unstasted
In the corner of a drawer,
And the patients—dollars wasted,
Smoke as much as e'er before.

Advanced Machinery.

Charles A. Wright.

It has been truthfully said that this is the age of machinery. When we pause and look back over the comparatively few years, that we younger machinists and mechanics have been associated with the mechanical department of the railroad, and when we stop to realize the great strides which machinery has made in the last few years, not only in railroad mechanism, but in every and all lines of industrial machinery, it ought to cause the greatest concern on the part of labor. The thought I have in mind is this: With the hand of genius adding an improvement here and there, and invention stepping in on all sides with improvements, which not only increase production, but also simplify the work in many instances, I sometimes wonder whether machinery will remain an instrument in the hands of labor, or whether labor ultimately will become an instrument in the hands of machinery. It is a subject to which labor should give very serious thought. When we look back over the past few years and realize that dozens of formerly skilled trades have been shorn of their skill and, in fact abolished as a trade, due to the advance of invention and machinery, it would seem that it would be entirely fitting for labor to study what the ultimate outcome might be. It is true that the advancement of labor depends on production, it is also proper that supply and demand should regulate cost. We can easily agree on these subjects but that does not hit the bottom of industrial science. Some men will say, well, we will have to have more men and more machinery to build the new machinery with and also keep it in repair. This is also true, but another opinion is that such a condition will be temporary, and will pass into oblivion before a great many years roll around. In such an event will labor be at the pinnacle of its industrial greatness, or will we find ourselves lacking in the qualifications to handle the situation. Labor must read and think.

Safety First

A. W. Smallen, General Chairman

Safety First—Safety First Equipment.

Taken from Terminal Economics.

The value of Safety First to the railroads and to the public is so apparent as to hardly warrant discussion. Its importance, however, is so great as to necessitate discussion so that this same importance is kept uppermost in mind.

Without for a moment minimizing Safety First in general, we wish to emphasize the value of Safety First equipment in particular. The records of the Safety First movement speak for themselves as to what can be done through organized effort. Not only would we urge upon the railroads themselves the necessity of buying the best equipment where the question of safety is involved, but we would also urge upon the employe of the railroad to keep continually in mind the fact that even the best of equipment will wear out, hence, the imperative need of inspection.

An important vital part of Safety First is Safety First equipment. Safety First equipment may be all that its name indicates when it is new and, yet, years of service or even months of service may decrease its efficiency as a Safety First appliance. This but adds emphasis to the fact that the employe of the railroad should watch equipment and watch it carefully, having in mind that a Safety First appliance is of just as great importance as anything else connected with the Safety First movement.

The president, the general manager, the superintendent of motive power or the chief engineer and other officials of the road are not in position where they can see every day each mile of track, each car or locomotive as it goes over the road or each little part of the equipment of the locomotive. That is the business of the employe and upon the employe must the management depend for watching equipment and seeing to it that not only is equipment repaired at the proper time in order to avoid delays to traffic and to insure economical operations, but also the employe must see to it that Safety First equipment is in such condition at all times that it is always maintained as Safety First equipment.

By the very nature of railroading tremendous responsibility rests not only upon the officials, but upon all the employes and each and every man must be counted upon to do his whole duty if the transportation lines of this country are to be operated up to the highest grade of efficiency. Many an employe on the railroads holding a very minor position stands related in the importance of his work for the railroads, very much as the solitary sentinel on the outskirts of an army encampment. He is only a private

who stands guard, but on his faithfulness depends the safety of every man in that camp and faithfulness in this sense includes a great many things. Faithfulness on the part of the sentinel means more than standing where he is put, because a wooden Indian would stand where it is put, but he must be alert, he must be awake, he must be "on the job" every minute. The same is true of every railroad employe if the Safety First equipment of his road is to be kept and maintained up to the highest efficiency.

There are many industries where the work of the rank and file of the employe is not of as great importance as the work of his superior officer. This, however, is not true in railroading. The man who inspects the locomotive within the terminal, or the outgoing train, the man who cares for a signal lamp or the man who walks ties as a track inspector, is every bit as important a man as the president of the railroad. Just as important, because of his keeping is not only the safety of the property of the company, for whom he is working, but also in his keeping is the safety of the human beings who travel back and forth upon that particular railroad. There are many things of importance but the safeguarding of human life is of more importance than all else.

There is another angle to Safety First—Safety First equipment. Safety First equipment demands—necessitates the specialist, the man who has done one thing so often and for so long that he knows how to do it. The specialist who manufactures Safety First equipment for the railroads must instinctively know what to do and how to do it. Added to all this must be a conscientious determination to make what is made the best possible. A knowledge of engineering and mechanics is undoubtedly necessary in the design and manufacture of Safety First equipment but experience is also necessary. To theoretical knowledge must be added absolute knowledge, that kind of knowledge that comes from long and practical years of experience. To the specialist then one should go for the manufacturing of that kind of equipment which puts safety before anything else.

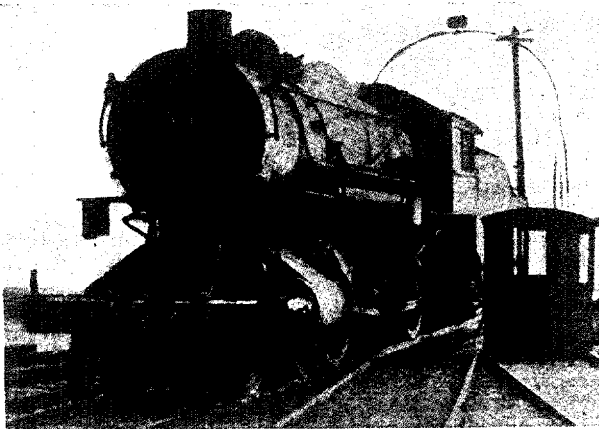
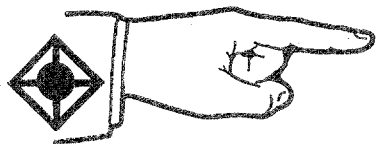
Nowhere is Safety First equipment any more necessary than within the locomotive terminal and upon the locomotive which the terminal serves. The railway supply manufacturer who is furnishing equipment of various kinds for the railroads has impressed upon him almost daily the necessity for Safety First equipment and the manufacturer who gives to the railroads equipment which is Safety First contributes in exceedingly large part to the success of that which is paramount above all other things in railroading—Safety First.

Give Warning



**Remember,
others are
working in
and about
the round-
house.**

**Hostlers and other
employees should
never start an
engine without
ringing the bell.**



Ring the Bell

National Safety Council



Steam Railroad Section

Additional Copies of This Bulletin May Be Secured at Cost

Safety Meeting, S. M. Division (West), Held at Madison, S. D., February 3rd, 1920.

Those present were: E. A. Meyer, W. H. Cobb, F. J. Holmes, J. Felt, F. M. Washburn, J. L. Crow, C. Golden, Hans Westby, J. J. Lang, J. M. Moore, T. McGee, W. H. Crabbs, J. A. Russell, E. J. Auge. Visitors were: E. H. Laugen, J. C. Macdonald, N. T. Evenson, J. J. Earley, E. Sylvester, L. A. Schendel, C. Martin, H. G. Gregarson, Mr. Charlton, G. H. Voss.

Meeting Conducted by Chairman E. A. Meyer.

Minutes of the last meeting read by chairman, discussed and approved.

H. Sheldon—Lights in Madison roundhouse poor and very dangerous. Present conditions have in one instance been the cause of this company paying a personal injury claim amounting to \$450. (Was referred to General Safety Committee, October, 1918.)

G. B. Turner—That troughs be placed on platform side of depots. (Referred to General Safety Committee.)

August Kortz—Trackmen when cutting rails should be required to wear mica goggles in order to prevent injury to eyes. (Referred to General Safety Committee.)

H. Sheldon—Suggests having all train line pipes put through timbers on back of engine tanks so they will not be dangerous for short men to operate. (Referred to General Safety Committee, as present method is understood to be the standard.)

H. Sheldon—Train order boards should be painted red, as some of them are so badly faded that they appear to be white. (Will endeavor to have this corrected.)

H. Sheldon—Large Deisel engine in electric light plant at Pipestone exhausts into engine cabs passing. (Corrected.)

H. Sheldon—There should be a railing about six inches high placed around the back of the engine tanks of the 4,700 and 6,000-gallon capacity types to prevent firemen slipping off when tank is icy. (Referred to General Safety Committee.)

H. Sheldon—Timbers on engine tanks are of very soft wood; danger of tanks separating from engines and causing injury to engine men. Recommend hardwood or steel timbers be applied. (Referred to General Safety Committee.)

E. Sylvester—Transfer platform at Madison is getting shaky and unsafe. (Have made requisition for platform to be renewed.)

H. Sheldon—The blower pipes in Madison round house are about 4 feet from the ground, and liable to cause injury to persons coming in contact with these hot pipes, on account of poor light. (Pipes cannot be changed to correct the trouble complained of, on account of having large and small engines to connect blower to. Electric lights would remedy.)

H. Sheldon—Water cocks on engine tanks are in many cases found to be not in working order. Suggest cocks be put on outside of tanks. (Taken up with Assistant Superintendent Motive Power Bjorkholm for correction. Changes will be made as engines go through shops.)

New Business Brought Up at the Meeting.

Card—Cement house east of Aaker's elevator at Flandreau is too close to track. (Corrected. Cement house has been moved.)

F. M. Washburn—Suggest tin protectors be placed around the steam traps on baggage and mail cars to prevent ice forming on steps. (Mr. Washburn will advise what cars need this protection and matter will then be handled further.)

J. L. Crow—Coal at Bristol gets frozen in chute. To get it loose, enginemen must climb the ladder and when doing this they are in dangerous position. Suggest a platform be built to stand on while poking coal loose. (Will be taken up with superintendent of H. & D. Division for correction.)

J. L. Crow—On account of sparks from stove-pipe in roundhouse at Bristol it is not safe to leave a fire in the stove over Sunday because engine cabs may be set on fire. (Will be taken up with superintendent of H. & D. Division for correction.)

J. L. Crow—At Lake Preston the cable running under roof of water tank accumulates ice and binds and does not drop back into position easily. (Chief carpenter will have it corrected.)

F. M. Washburn—At Madison on mill track ground a sewer hole is partly covered with boards and train men are liable to fall into it. (Committee will investigate and report suggestions at next meeting.)

G. H. Voss—The yard at Bristol is covered with ice. Ice is very high and almost rubs against coach steps. There is danger of persons slipping under train. (Referred to superintendent of H. & D. Division.)

Talk by W. H. Cobb, district safety inspector. Talk on claim prevention by J. J. Earley, traveling inspector.

Talk on claim prevention and efficiency methods by Mr. Charlton, claim agent of M. & St. L. Ry.

C. F. Johnson—Should be no less than three or four planks in front of each stall at roundhouse so that pit is covered when engine is under jack to prevent personal injury.

C. F. Johnson—Overhead hot air pipe between 29 and 30, stall, roundhouse, needs repairs. (Repaired several days ago.)

C. F. Johnson—Repairmen when repairing pits should cover them up when leaving them for any length of time.

W. Mollenbier—Trainmen are blowing out steam line within yard limits, making it dangerous for carmen and others. (Bulletin to be put up by trainmaster.)

W. Mertz—Men are not conducting fire drill at either roundhouse or car department.

C. J. McCarthy—Hose used by company for fire protection not same size as used by city, requiring brass plugs which are easily stolen.

H. C. Pearce feels that car department with its new buildings and equipment is not adequately protected against fire.

C. F. Johnson makes suggestion that two or three switch engines be equipped with connections to injectors and tank so as to be able to pump water in case of fire.

C. F. Johnson calls attention to the fact that the emergency medicine chest at roundhouse is not properly taken care of. Every one has access to key and foremen should have entire charge of keeping chest up to requirements and also have charge of administering its contents.

C. F. Johnson—One of the planks to store room incline at roundhouse broken. (Referred to chief carpenter, C. J. McCarthy.)

C. F. Johnson—Bearings to emery wheels at roundhouse are not trued up as often as necessary. (Referred to master mechanic.)

O. A. Mattice—Trainmen coupling up trains at crossings are not in all cases requiring that a man be stationed at opening, as required by rules. (Referred to trainmaster for correction.)

Minutes of Safety First Committee Meeting Held in Superintendent's Office at Des Moines, February 3, 1920.

Committeemen present: B. F. Van Vliet, Chairman-Supt.; F. E. Bauder, Chief Dispatcher; R. H. Kantzky, Master Mechanic; W. P. Kelsey, Conductor; C. H. Meyers, Brakeman; T. Johnson, Pump Repairer; A. Dutton, Trainmaster.

Minutes of previous meeting read and considered:

Improper clearance of toolhouse at Herndon. Still pending, awaiting action from Supt. Marshall.

Wig-wag signal for crossing at Storm Lake. AFE not approved.

Bell ringers for engines. Mr. Kantzky's report read, and subject to be held and considered at subsequent meeting.

Non-clearance of buildings at Jefferson. Held until complete report of all stations is rendered, regarding clearances.

Frozen rubbish accumulated in front of tippie at High Bridge has been remedied, but accumulates again. However, on an average it is kept pretty well cleaned up.

Cinders so close to track, hill track at Madrid where mine engine ties up. Corrected and again accumulates. Clear at the present time.

Electric light in cab of engines blinding men coming toward engine. Mr. Kantzky suggests putting shield over them. Referred to Mr. Kantzky for attention and action.

Freight trains in clear with improper signal, red and headlights burning. Apparently corrected.

Pile of cinders at Olive, west of Boone line switch. Corrected.

Boards with nails in them lying around Grimes Canning Factory. Corrected.

Sand and gravel unloaded second crossing at Grimes, leaving only very narrow passageway. Corrected.

Switch lights on Boone line not always lighted. Corrected.

Place in north track at Madrid where ties have gone down and dirt has come up above tie. Corrected.

Roundhouse force at Des Moines not taking proper care of lanterns belonging on locomotives. Corrected.

Acid carboys being unloaded at Jefferson without stoppers being placed in bottle. Corrected.

Bureau of Expl. rule about entering cars of inflammables with a lantern. Corrected.

Rope locked when attempting to take water at Adel. Corrected.

Rope locked when taking water at Adel. Water spout at Olive hangs too low. Reported by C. H. Meyers, referred to T. Johnson.

Cinders roll down to track at Madrid from water tanks. (Meyers.)

Pile of cinders at Boone where loaded into cars. (Meyers.)

Tree between track and building at Boone when spotting cars. (Meyers.) Recommend cutting down tree.

Props used to keep car doors shut, practice around mines. (Kelsey.) Prop placed through grab iron.

Ladder inside tank at Sac City broken. (T. Johnson.) Recommend new ladder.

Ladder in well at Panora getting rotten. (T. Johnson.)

Lamp in coach 3198 ready to fall. (T. Johnson.)

Improper clearance, tile and brick at Rockwell City. (T. Johnson.)

Boards not securely held in coal shed at Madrid. (Meyers.)

Agents spotting trucks too close to track. (T. Johnson, reported by Conductor Hayden.)

Suggestions.

C. H. Meyers: Water spout at Olive hangs too low. Does not sufficiently clear engines. Recommend shortening chains. Referred to T. Johnson for correction.

Cinders at water tank at Madrid, top of hill, roll down to track.

Pile of cinders at Boone where they are loaded in cars.

Near ice plant at Boone, when spotting cars, a tree so close it scratches the markers on engines. Tree between track and building. Recommend cutting tree if no objections are made.

W. P. Kelsey: Around various mines. In different cars props are used to hold sides of doors shut. Some cannot be closed otherwise, and prop is placed through grab iron.

T. Johnson: Ladder inside tank at Sac City broken. Apparently broken by ice, water freezing. Recommend making new ladder.

Ladder in well at Panora getting rotten.

Lamp in coach 3198, train 35, ready to fall. Forming dangerous conditions for people in coach.

Pile of tile and brick at Rockwell City clears track only 4 feet 6 inches

A. Dutton: Improper clearance of props at Zooks spur does not form unsafe condition. However, matter taken up with Scandia Coal company with request that it be corrected.

Pile of crushed tile at Madrid has been taken up with F. A. Maxwell for correction. If again discovered, it should be reported at once, not wait until next meeting

C. H. Meyers: Boards not securely held in coal shed at Madrid. Matter taken up with Mr. Marshall but not yet corrected.

T. Johnson: Agents spotting trucks too close to track. One instance in which truck did not clear second coach. Reported by Conductor Hayden.

Mr. Van Vliet read letter from Mr. Smullen, suggesting that committeemen write an article entitled "What I Have Done to Promote Safety" and submit at next meeting. Election of new committeemen postponed account of small attendance, due to sickness. For some unknown reason Safety Inspector Kane did not appear.

J. D. McCarthy visited his brother Frank January 27th and 28th. Just got here in time to relieve Mack for a few days so he could have the "Flu." Expect J. D. will not be so eager to come again.

Courtesy.

Treating a customer like a rich uncle, so that you may extract his coin, is not courtesy—that's foresight.

Offering a seat to a man who enters your office is not courtesy—that's duty.

Listening to the grumbings, growlings, and groanings of a bore without remonstrance is not courtesy—that's forbearance.

Helping a pretty girl across the street, holding her umbrella, carrying her poodle—none of these is courtesy. The first two are pleasure, and the last is politeness.

Courtesy is doing that which nothing under the sun makes you do but human kindness. Courtesy springs from the heart; if the mind prompts the action there is a reason; if there be reason, it is not courtesy; for courtesy has no reason. Courtesy is good will, and good will is prompted by the heart full of love to be kind.

Only the generous man is truly courteous—he gives freely without a thought of receiving anything in return. The generous man has developed kindness to such an extent that he considers everyone as good as himself—and treats others not as he should like to be treated (for generosity asks nothing) but as he ought to be treated.—Drew's Imprint.

Hist! Don't Call 'Em Pajamas.

"Gillets de travail" maybe, or "working vests," but "pajamas?" Non—mon Dieu—mais non—I should say not! The refugees of northern France simply don't wear 'em. Pajamas are luxuries for the wealthy and not for the poor workingman and his anemic child, "Little Income," declare the villagers.

That is why, in the village of Vendeuil, a heap of ruins marking one point on the old Hindenburg line, the Red Cross storehouse has no such thing as pajamas on its books, although the shelves hold many a suit.

When the Chicago girl in charge first exhibited the warm bed garments the French villagers were interested not at all. But their value was not to be overlooked and on the next distribution day she spread out several suits of dark gray flannel.

"These," she said, "are 'gillets de travail.' They are very nice and warm for winter."

As working vests, the bifurcated nighties had a great vogue and within a few days men and women were wearing the warm clothes as waists and shirts and glorying in their comfort.

At the same time convalescent robes went out of fashion and "chemises d'hiver" or winter shirts became the rage. A heavy gray flannel, almost like felt, intended for hospital bed covering, was eagerly sought by the refugees and made up into underwear.

French refugees show remarkable ingenuity in using the articles that have been left on hand from supplies intended originally for the army hospitals. No scrap of cloth is wasted and there is nothing that is not converted to some good use by these thrifty people who are trying in the face of winter hardships to re-establish their homes.

O. S. & D. Clerk Walter Hutton, of our warehouse force, left January 16th for a visit at Ottumwa, Iowa. Mr. Hutton is our new warehouse safety first committeeman and has already proven himself to be a live wire.

J. S. Adsit, C. F. & P. A., was confined to his bed several days latter part of January with the "Flu." You can't keep a good man down, however. He is back at his post very eager to get out and get some real business for the C. M. & St. P. road.

At Home

Hazel M. Merrill, Editor



Taffeta.

Did I tell you last spring that it was going to be a taffeta summer? I probably did, because it was. Likewise it's going to be a taffeta summer this Anno Domini, 1920. There will be taffeta light and taffeta dark, with a preference for taffeta light—that is to say, pretty blues and checked and striped taffetas; and then there will be a lot of brown and beige to choose from, but black taffeta will sit back a bit to give place to black satin—and if you want to be a real little “vamp” you can't do it better than in a nice, slinky, clingy, shiny black satin.

Taffeta, combined with georgette, is seen in the new models in countless ways. Printed georgette is especially good for this combination idea, and printed foulard also combines with taffeta with excellent effect. A pretty little April bride-to-be has been up against the high cost of clothes, with about three hundred dollars to spend for a trousseau. After the lingerie matter had been disposed of, by making it all herself, she fared forth to see what the stores held for her in the way of gowns. Fortunately for her pocket-book she didn't have to buy a suit, because she had a new one last year, and she had been very careful with it; but she had to have a coat. She also wanted a white wedding dress, an afternoon frock, a hat, a sports skirt and some waists, not to mention shoes, stockings and that like. Now, girls, I ask you how could she do it all, with only two hundred and eighty-two dollars. This is what she got. A dark blue taffeta, combined with figured georgette, \$70.00; a white georgette wedding gown, \$65.00; a coat, \$67.50; hat, \$22.00; a pair of pumps and a pair of oxfords, \$22.00; some white silk to make a sports skirt, \$7.00; material for two waists, \$15.00, and when I last saw her she had not spent the other \$7.00, but she had to buy a pair of gloves and two pair of stockings. She is one of those fortunate

youngsters who has always taken good care of her clothes, so she has a good supply of left-overs that she has made over herself, with good patterns to help her along, so she has plenty of house dresses, a pretty negligee and some afternoon frocks for summer wear, so when she goes to her new home, her new husband is not going to have any cause to feel that his bride is not well dressed whatever the occasion that people in their circumstances would be likely to encounter.

Well, I got a long way off of taffeta, didn't I? But, anyway, my bride's best visiting costume, you will have observed, is taffeta, and you can't go wrong if you buy a taffeta frock for yours, as long as it isn't black. If you must have black, and black, by the way, is to be very much the vogue, you must have shiny, shiny satin. That's another thing, too, it's going to be a shiny spring, patent leather hats, patent leather ribbons, patent leathered flowers to trim your hats, shiny straw hats an' ever'thin'.

The Pattern Page.

The new pattern department starts off with a rush. No doubt in the world that this Magazine will soon be the fashion leader. There are a lot of good things on the page this month. Two smart costumes for the taffeta combination ideas, a lovely sports suit, a nifty street suit that will make up easily and lots of pretties for the juniors.

CATALOGUE NOTICE.

Send 10c in silver or stamps for our Up-to-Date **SPRING AND SUMMER, 1920, CATALOGUE**, containing 550 designs of **Ladies', Misses' and Children's Patterns**, a **CONCISE AND COMPREHENSIVE ARTICLE ON DRESSMAKING**, ALSO **SOME POINTS FOR THE NEEDLE** (illustrating 30 of the various, simple stitches) all valuable hints to the home dressmaker.

For patterns and catalogue, address Hazel M. Merrill, At Home Editor, Employees Magazine, Chicago, Ill.

3131-2818. A Stylish Combination.

Blouse 3131 Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. Skirt 2818 Cut in 7 Sizes: 22, 24, 26, 28, 30, 32 and 34 inches waist measure. To make the dress for a medium size will require about 6 yards of 30 inch material with 1½ yard for the overblouse. The skirt measures about 1½ yard at lower edge. TWO separate patterns 10c FOR EACH pattern.

3155. Girl's Dress.

Cut in 4 Sizes: 8, 10, 12 and 14 years. For a 14 year size, 4½ yards of 36-inch material will be required. Price 10c.

3142. A Pretty Frock.

Cut in 3 Sizes: 12, 14 and 16 years. Size 16 will require 4¾ yards of material 27 inches wide. Price 10c.

3163. A Pretty Gown.

Cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. Size 38 will require 7½ yards of 38-inch material. The width at lower edge of skirt is 1¾ yards. Price 10 cents.

3152. Girl's Dress.

Cut in 4 Sizes: 6, 8, 10 and 12 years. A 10 year size will require 3½ yards of 36 inch material. Price 10c.



3166. Misses' Dress.

Cut in 3 Sizes: 16, 18 and 20 years. Size 18 will require $5\frac{1}{2}$ yards of 36-inch material. The width of skirt at lower edge is $1\frac{1}{2}$ yard. Price 10 cents.

3154. Frock for School or Play.

Cut in 4 Sizes: 4, 6, 8 and 10 years. Size 6 will require $2\frac{1}{2}$ yards of 36 inch material. Price 10c.

3129-3008. A Stylish Spring Suit.

Coat 3129 Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. Skirt 3008 Cut in 7 Sizes: 22, 24, 26, 28, 30, 32 and 34 inches waist measure. It will require $7\frac{1}{2}$ yards of 44 inch material for a medium size. The width of skirt at lower edge is about $1\frac{1}{4}$ yard. TWO separate patterns 10c FOR EACH pattern.

3153. Ladies' House Dress.

Cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A medium size will require $5\frac{1}{4}$ yards of 36 inch material. The width of the dress at its lower edge is about $1\frac{1}{2}$ yards. Price 10c.

3159. Girls' Dress.

Cut in 4 Sizes: 2, 4, 6 and 8 years. For a 6 year size $3\frac{1}{2}$ yards of 27 inch material will be required. Price 10c.

3187. A Practical Apron Dress.

Cut in 4 Sizes: Small, 32-34; Medium, 36-38; Large, 40-42 and Extra Large, 44-46 inches bust measure. For a Medium size $4\frac{1}{2}$ yards of 36 inch material will be required. Price 10c.

3126. A Dainty Under Garment.

Cut in 4 Sizes: Small, 32-34; Medium, 36-38; Large, 40-42; and Extra Large, 44-46 inches bust measure. A medium size will require $3\frac{1}{4}$ yards of 27 inch material. Price 10c.

Some Good Things to Eat.

My mind runs, these days, continually to "eats" that are sugared, "eats" that have sugar in the fibre of their being and all of those good things that came out of Grandmother's kitchen, with their sweet, spicy odors like a fanfare of trumpets heralding the king. But if I should write to you about all those lovely things, and the price of sugar where it is, I should be forever

discredited with all you good women who have been, and still are edging along on scant sugar rations and making something "do" when you probably want to let fling with the sugar as much as I do. I heard a woman say, the other day, that when sugar was plentiful again, she was going to sell her engagement ring or make her husband "trade in" the automobile for a hundred pounds of sugar and then just sit down and hug herself for the sake of old times.

Well, we must put these longings behind us, and make one pound of sugar go around, where formerly we used three, and so help to back H. C. L. off the boards. Yes, it's the only way, but if anyone thinks we women are not making real sacrifice, because we can't have full cookie jars, heaping doughnut pails and a nice frosted cake for Sunday—well, there, I'm not saying anything more about that—"The tender grace of a day that is dead."

Boston Cream Pie. Here is a "sweet" dear to childhood days, and not so awfully sugary, either. To those who are not initiated, let me say that it isn't pie at all, but a two-layer cake with a filling of custard. The cake is any simple one-egg cake baked in two, medium thick layers or three thin layers. The custard: Two eggs, two tablespoons of sugar, one tablespoon of lemon juice and a pinch of salt beaten together. Add this mixture to one pint of scalded milk and cook in a double boiler until consistency of soft custard. Turn the lower layer upside down so the custard will soak into the cake a little, with the top layer right side up. Scatter powdered sugar over the top, or spread a light meringue. This is the real Back Bay article.

Graham Griddle Cakes: One cup graham flour; one cup white flour, one teaspoon sugar, one-half yeast cake, teaspoon salt, two cups milk. Scald the sugar and salt with the milk and when cool, dissolve the yeast in it. Add the graham and white flour, beat well and let rise over night. In the morning add one-quarter teaspoon soda, dissolved in a little milk. This is an excellent alternate for the morning buckwheats.

Bacon Fat Salad Dressing. Cut one-fourth of

Stands Up in Severest Service

YOUR watch must endure strains and stresses, jolts and jars, that are encountered in few other professions. Railroadings takes stamina in a watch, and South Bend Watches have proved that they have it in the fullest measure.

Every South Bend Railroad Watch is built with the exact needs of railroad men in mind. It is built to be accurate under all conditions and to stand up in severest service for years and years.

The demand for South Bend Railroad Watches is far in advance of the supply, so if you are to secure one this year you must see your jeweler immediately. Write for free watch book,

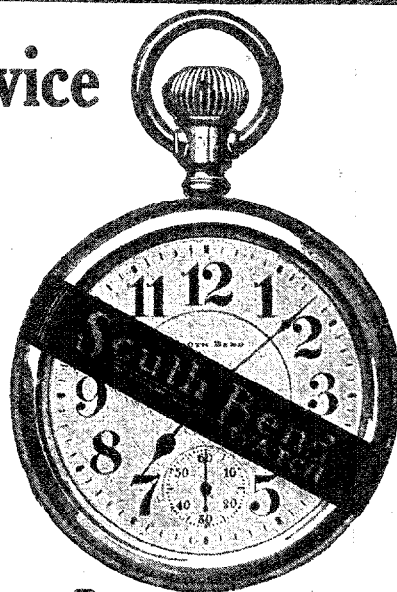
SOUTH BEND WATCH COMPANY

133 Studebaker St.

South Bend, Indiana

South Bend Watches

KNOWN BY THEIR PURPLE RIBBONS



a pound of bacon into small pieces. Fry gently until the fat is a light brown, remove from fire and add one-third vinegar to two-thirds of the fat. Strain and pour over the salad which has been previously seasoned with salt, pepper and a little mustard if liked. This may be used on lettuce, cabbage, chicory, etc. Very good.

Cheese Fritters. One cup flour, one-half teaspoon salt, one teaspoon baking powder, one-half cup milk, two eggs, tablespoon shortening. Mix in the order given and add one-half cup of grated cheese. Drop by spoonfuls into hot fat, fry a golden brown, drain on soft paper and sprinkle lightly with grated cheese.

Some Economy Suggestions.

Did you know that you can save on your light bills if your walls are papered or tinted in light colors.

Clean light bulbs and clean lamp chimneys are great savers of artificial light.

You can save coal by having several thermometers about the house, at a small cost, and by frequent consultation, you are able to keep a uniform temperature.

Radiators finished with ordinary or enameled paint give off more heat than those of aluminum or bronze finish.

How About It?

That story about running down a rabbit in the last issue, under Railway Exchange News, has opened up an old controversy in the drafting room as to whether it could be done.

W. A. Kellner maintains that it can be done, as he has done it (maybe a sick one).

S. H. Smith has some rabbits on his farm in Elmhurst and has invited Mr. Kellner out to try his skill in running them down and if successful he can keep the rabbit, by cracky.

Mr. Kellner has accepted the challenge and he says "he will have rabbit for Sunday dinner or nothing," by hemlock.

Personally I am putting my money on Jack Rabbit. What do you say?

T. D. M.

Local Freight Office, Tacoma, Wash.

Mrs. F. C. Clover.

The local office extend to Agent F. J. Alleman and family our most sincere sympathy in the loss of his father, who passed away at Libertyville, Ill., on January 29th.

Chester MacLennon, Fannie Conway, J. L. Ingersoll and Mrs. J. A. McKay are among those absent on account of sickness this month.

Art Clarke, recently returned from overseas, has been appointed assistant bill clerk. He has been well initiated, for January was an exceptionally heavy month.

J. H. Hillyard is improving the looks of our record room. He has charge of packing and shipping old records to Chicago and is arranging and listing all supplies on hand. Assistant Agent R. V. Bement has promised us all just what we deserve if we do not keep records in place.

A. V. Garry reports a fine trip to New Orleans, but glad to get back to the coast again.

W. S. Smith, warehouse foreman, was confined to his home a few days on account a sever cold.

Fay Clover, of the accounting department at Dock No. 1, but at present acting chief bill clerk, took the Scottish Rite degrees and the Shrine in January. Another member of the class was Ray Powells, timekeeper at Dock No. 1.

They try it again and again,
To beat out a fast moving train;

Perhaps you are bored
When I say that a Ford
Cannot head off an aeroplane.

News of the Prairie Du Chien Division.

C. A. Mix.

I. N. Davies has been a visitor at Waukeha. We sure were glad to see Mr. Davies and to note that he is getting along so splendidly.

Conductor Chrystal is taking James Cavanaugh's place on passenger.

Doc Crummy finally got off his pension job at Stoughton and now is running on 166 and 165 between Madison and Janesville.

Rosellen is running first switch run at Waukesha, taking Conductor Chrystal's place.

Geo. Dunne is teaching the boys how to run the Wayfreight successfully, after having had a year's experience as yardmaster overseas.

Norbert Berry made his service-date as conductor. Stick to her, Boove.

Tod Sloan is looking for the snow to clear away so he can take his annual auto ride.

Miss Gladys Madsen has taken Ray Cavanaugh's place as clerk at Waukesha.

Herman Bohrman, who is taking a vacation, is a frequent visitor at Waukesha.

Friday and the 13th was certainly a lucky day for some of us, as we were favored with an invitation to dine at the home of Supt. J. A. Macdonald. The evening was spent with music and playing cards. Would advise that if anyone would like to learn how to fight, to play the game of "Grab." Those present were Hazel Linstead, Margaret Crandall, Florence Bischof, Helen Haberman, Myrtle Trochell, Gladys Swenson and Lillian Qualman. We were sorry that some of the girls could not be present, as they certainly missed a wonderful time.

A party of five men from Mr. Butler's office in Chicago, H. S. Alper, Supervisor; C. A. Roth, F. L. Scales, J. J. Magee, O. Krampikowsky, are spending a few weeks in Madison to secure data in connection with compilation of Circulars Nos. 101 and 109.

We were sorry to hear that Opal Lawrence, Clerk in Roadmasters' and Chief Carpenter's Offices, cut her hand quite seriously while opening a can of preserves.

Apparently our prediction in the February Magazine was O. K., as Esther Zimmerman, Clerk in the Madison Freight Office, became Mrs. J. J. Burke on January 29th at Kilbourn, Wis. Here's to the "Lucky Bird," and we wish her and her's luck.

Gabe Saddy has returned from the State Tournament held at Manitowoc, and is apparently financially embarrassed, at least he has been paying a good many bets on high scores which he did not get. Roundy says the last he saw of him at Manitowoc, he was heading for the Railroad Yards. We don't know what the alibi is, in fact, we don't know what alibi a bowler could offer after July 1st.

Don Farris has finally recovered from a severe cold, which he contracted apparently through having his mustache trimmed. He is now back on the job and we hope he will stay with us.

The Clerks' Annual Ball, given by the Brotherhood of Railway Clerks, Madison Lodge, No. 264, will be held Tuesday evening, February 11th, and there are many smiles being worn on the faces of the young ladies of Madison and Janesville, as it was thought for a time that this annual event, which is second to none except perhaps the University Prom, would have to be postponed on account of the "Flu." As we understand Lillian Qualman is going to head the Grand March, but we haven't been advised as to who her partner is going to be.

The Bowlers among the Railroad men of Madison were quite disappointed to hear that the National Railroad Bowlers' Association would hold their Tournament in St. Louis instead of Chicago.

We have noted in the Magazine that the Freight Auditor's office, Fullerton Avenue, have been boasting of a Regular Bowling Team. We at Madison would like to roll a match game most any time.

It is our aim to make this column an interesting one, but in order to do so we would like to get the co-operation of Agents and Clerks at the various stations on the Prairie du Chien and Min. Point Divisions. Come on boys and girls, get busy, something of interest is happening at your station each month, we all would like to know what it is. Send in your news items each month to either C. A. Mix, Waukesha, or M'ss Lillian Qualman, Supt. Office, Madison.

Idaho Division. Bill.

There seems to be a scarcity of any news at all. No one seems to be doing anything but work, but even the unusualness of that causes little interest.

Sted bought a house. After looking around for quite awhile, he managed to find one, and now he's going to be his own "landlord." He says he is going to raise his own rent to keep up with the times.

Herb Moody had a sick spell a while back. From outward appearances he seems all right now.

The noon-hour 'blackjack' game is no more. Tom McGinnis lost the 7 cents he had.

Zelda Case was out a few days with Pleurisy. Is he a nice man, Zelda?

After being with us for nearly two months Elvire Bergren left for Mobridge to become timekeeper there. We hate to see her go, and she doesn't want to leave, but as she says, "more money is more money."

Albert Janosky had a bad case of flu and at this writing is still kind of weak. Expect to have him back with us soon, though.

Miss Alden seems to be running into quite a bit of "hard luck," being sick again.

Morris Davis is filling her place, and is doing good work.

W. C. (Pete) Peterson went back to Minneapolis for a short visit.

The truckers at the freight house received their back pay checks some time ago, and Tom McGinnis, who made up their payroll, is now smoking some good cigars.

W. W. Snure, chief clerk at the freight house, has the flu.

So has Miss Greer, Mr. McCoy, Miss Harriet and Mr. McIlvene. Sounds like an echo of the 1918 casualty list.

Miss Morehouse, who winked several times at Traveling Accountant Mackey, has the flu.

Margaret Keron has taken Miss Dodd's place at Malden. (Wasn't Miss Dodd reported "married" last month.)

However, Engineer Bill Schultz is still single. Why??

Alma Kester is taking Peterson's place. She also "walks to work."

Chief Carpenter J. P. Lynch says he got a bright green knitted tie for Xmas and he's gonna wear it the 17th

Mechanical Valuation Office.

F. E. W.

P. G. Winter is now Mechanical Valuation Engineer, succeeding Mr. Lynaugh who was transferred to another department. While P. G. W. is not in Milwaukee every day, we have had a chance to find out how pleasant he can be.

Congratulations Wm. F. We sure were surprised to hear the news. Mr. Luebke is the proud father of a nice baby girl, wonder what he will name her. Why not pick out a name from the M. V. O. selection of girl names?

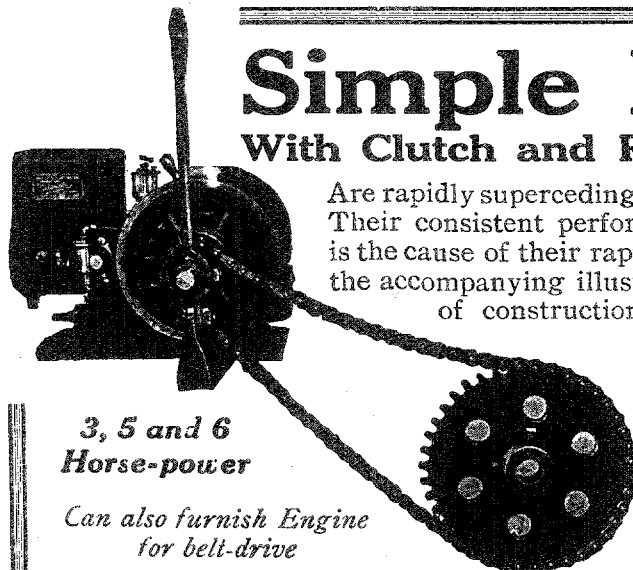
Sad news—and in 1920 too, Miss Gertrude McGrath gone and left us. Guess her old firm, "Power Mining Co.," couldn't get along without her—more power to her.

At last we have a game schedule with the Accounting Department for Friday night. Oh, boys—show them how to bowl—it won't be hard with four out of five "Champs" in the M. V. O. team.

Misses Constance Balzer and Mabel Linden are two newcomers—better look to your bank-rolls boys, you know this is leap-year and new girls are always more or less dangerous—I should say fascinating.

Who's the Fairy, Tom? Surprise of surprises. T. Mitchell was stepping out, rather—tripping the light fantastic at the K. C. Club house and with—a—girl. Oh Tom, how could you? Are you following the footsteps of our friend H. G. Miller. You know he steps out quite frequently—with the ladies, dances, skating, etc. Oh, I tell you . . .

Mrs. Agne reports being quite a "card shark"—said she lost a nickel the other night. Better quit, Flossie, you know the price of furniture now, you could buy a "settee" or something with a few more nickels.



Simple Engines

With Clutch and Roller Chain Drive

Are rapidly superceding every other motor car engine. Their consistent performance under every condition is the cause of their rapidly gaining favor. Note from the accompanying illustration the extreme simplicity of construction. It combines durability,

strength, lightness and dependability. SIMPLE engines

start without cranking, are reversible, use any kind of fuel. Have no carburetor or mixing valve, take no fuel in the crank case.

They have more power for their rating than any other engine built. The SIMPLE CLUTCH AND CHAIN DRIVE has solved the problem in drives for Railway

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

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

Simple Gas Engine Co. - Menasha, Wis.

Claim Prevention Bureau

C. H. Dietrich, General Chairman

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

	1918	1919
Freight Revenue.....	\$9,333,877	\$8,481,292
Loss and Damage....	311,637	301,520
Ratio of L. & D. to Revenue	.0333	.0355

Comparative Statement for Years 1918 and 1919.

	1919	1920
Freight Revenue..	\$96,623,657	\$106,288,453
Loss and Damage..	2,363,637	3,354,331
Ratio of L. & D. to Revenue	.0244	.0315

	1919	
Connecting Line Claims..	2,966	\$ 69,076.35
Grain	1,284	68,754.46
Live Stock	533	131,024.00
Loss and Damage—		
Miscellaneous	11,972	363,153.61
Total	16,755	\$632,008.42

	1920	
Connecting Line Claims..	3,238	\$ 77,714.40
Grain	1,506	47,589.85
Live Stock	1,088	308,222.70
Loss and Damage—		
Miscellaneous	12,792	367,124.32
Total	18,624	\$800,651.27

The summary for the year ended December 31, 1919, shown above is a record that no one connected with the transportation and handling of our freight is proud of, and it is the opinion of the General Committee on Claim Prevention that in order for our company to survive and flourish upon resuming operation of our own railroad this is one leakage in our earnings that must be materially reduced.

There are some conditions in connection with our operation during the past year responsible for a considerable amount of loss and damage that were apparently beyond our control, but it is an undisputed fact that in a large measure this unheard of amount which has been paid out in freight claims was due to causes that were largely preventable. At least \$700,000.00 of this amount was paid for loss of an entire package and the prevention of this class of claims is easily within our control and is simply a matter of supervision in connection with the acceptance and delivery of freight. Claim prevention, boiled down to a line, is a matter of individual effort, and the committee urges again that all supervising agencies keep the men under their jurisdiction in touch with

this situation and continue without any let-up in their effort toward improvement.

To illustrate how expensive carelessness is on a railroad, we had an incident last week during sub-zero weather of four cars of oranges and lemons moving into a terminal with the plugs and vents wide open, which, of course, will result in a heavy claim for frozen fruit. It is hard to believe that a train crew with four cars of citrus fruit in their charge would be so little interested as not to make an examination and know positively that the plugs and vents were closed tight with the temperature below zero.

The egg shipping season will open within a very short time and the Prevention Committee would like to have every agent at stations originating eggs give special attention to the circular letter sent out last week on this subject, as we are particularly desirous of handling our eggs this season with as little breakage as possible, and it is thought this can be done if agents will interest the egg shippers in our circular on this subject referred to above.

The movement of our corn crop this year has been seriously delayed and as a result there is an enormous amount of corn awaiting shipment at this time which, if delayed at all in transit, is going to cost us heavily, as the germinating period is close at hand and during this time shelled corn heats when confined in cars and under the most favorable circumstances is liable to damage and is almost sure to do so unless handled promptly. Agents at stations loading corn should be careful to inspect before issuing bills of lading, as there is quite likely to be a large amount of hot corn right in the elevator, and a hot corn claim runs into money at the rate of 50 cents to \$1.00 per bushel damage, and we must not permit any such claims to accrue if it can possibly be avoided.

Upon returning to private operation, the Claim Prevention Committee wants our patrons to route their freight via the Milwaukee, because they get it to destination on time and *without loss or damage*. Let every man receiving this bulletin do his part to make this boast good.

In a statement issued on February 6 last the Director General of Railroads called attention to the fact that weather conditions in many parts of the country were worse in December and January than they have been for several years previous, which seriously interfered with railroad operations.

"In spite of these adverse weather conditions," the statement said, "the railroads loaded more traffic in January and December just past than in the two preceding years. The total number of cars loaded in the four weeks ended January 24, 1920, which are the last figures available, was 3,322,928 cars, whereas during the same period in 1919, 2,829,444 cars were loaded, and in the same period in 1918, 2,619,481 cars were loaded.

S. M. P. Jazz Notes. Roy.

The reason our friend, Oscar Haase, was smoking so many cigars last month was not because he was elected sergeant-of-arms for the Clerks' Union, but because he had a BEAUTIFUL PIMPLE ON HIS NOSE, which he was trying to hide. You can't fool us, Oscar.

Earl Solverson, who has left the services of our company, has asked me to inform Miss Manilla Voelkel that he has taken her picture with him. I know that the picture will do him a whole lot of good, because a fellow must have something to work for and it won't be so easy for him to get discouraged.

Ed Dayton, who took Earl's place, has one thing to learn, and that is that whenever a man takes another man's place in the engine room, it is the custom to BUY.

Our friend, Lester Marsh, is also stepping out into the world. He has taken a position as traffic manager with the Kraus Milling Company. Lester was darn lucky to get away without buying. We are waiting patiently to have Lester pay us a visit and then see if he gets away.

We have two more brand new faces in our office again. Ed Yanke and Martie Krueger, both are Irish names. Listen, folks, Martie Krueger is not Henry Krueger's son; just one of the few Kruegers in Milwaukee. He is not even a relative of Henry's.

Ray Euters thinks because he furnishes me with gum he can take my girl out. Can you imagine anything like that! Some of these days he will be offering me a box of gum for her. I think it is about time that I take up boxing and wrestling in order to hold on to him.

Bill Schmitz, who perhaps very few outside of the office have heard about, recently underwent an operation. Well, Bill had his tonsils removed last month, but one would think he was going to have his head removed. Well, to make the long story short, Bill is well again.

Just try to imagine a picture like this: EMMET KELLY driving a water wagon and Ed Dayton hitching.

"Prairie Breezes Aberdeen Territory." A. F. Reuland.

The Correspondent now takes the typewriter in hand. Gaze thee upon the correspondence.

Even if this is an imaginary cold prairie to some of the poor mortals of this world, we have had an exceptionally mild winter so far, with very little snow-fall.

Miss Ruth McCarthy has resigned her position as stenographer with the Legal Department. She is succeeded by Miss Sadie Sternd. We are glad you joined us, Sadie.

Frank Faeth departed a few days ago for points in Washington and Oregon.

William H. Berg, Cashier at our Freight Office, is visiting friends and relatives at New Ulm, Minn.

William Lee, formerly Ice House Foreman at Aberdeen, known amongst us as "Doc," is leaving England today, the 20th, for points in Canada, thence he will return to Aberdeen to assume his old position.

L. A. Fuller, Chief Clerk to the Freight Agent, leaves in a few days for Fort Worth, Texas, on a visit.

Extra Engineer Ed. Kervin is in Chicago on business for the Brotherhood of Firemen.

John Price, Second Divert Clerk with the Traffic Department, has resigned his position and accepted one in the Superintendent's office. He is being succeeded by T. Warner.

Our proper and efficient diversion clerk, Miss M. M. Anderson, is still on the job.

Perry Grey, Engineer, is in Chicago working on the new schedule for the Brotherhood of Engineers.

A Safety First meeting was held last week in the Safety First room above the Freight Office. Meeting called to order by Superintendent Harstad. The meeting was very well attended as well as interesting and instructive.

D. C. Samuelson, Call Boy at the Round House, has returned from an extended visit to points in Colorado and Wyoming.

Miss Clara Zinn of the Accounting Department spent several days in Minneapolis. Of course, Clara likes Minneapolis.



Stifel's Indigo Cloth

Standard for over 75 years



for

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.



Special Commendation

Superior Division Conductor Bert Lenz has received special commendation for alertness and attention to duty—discovering broken arch bar on car in train No. 274, leaving Appleton, February 7th. Train was stopped and car set out before any accident occurred. This, no doubt, avoided a serious derailment.

M. C. Graf, yard foreman, Calmar, Iowa, after having been relieved from duty, January 11th, was waiting for stock train to pull out of Calmar, when he discovered brake down on one of the cars. He stopped the train and the damage was repaired, thus averting a probable serious accident. He has received a letter of commendation and credit in the service roster.

K. C. Division Conductor A. J. Sagley has received special commendation for attention to duty, discovering arch bar down on NYDL car 14281, February 4th. Good work of this kind is always greatly appreciated by the management.

D. D. Lyons, Castle Rock, Minn., has been specially commended for attention to duties, discovering brake beam down on SooLine car 13092, while train 63 was passing his station January 23rd. He signalled the train crew and train was stopped, thus averting a possible derailment.

C. & M. Division Operator C. J. Blumfield has been specially commended for good work in connection with replacing a broken rail discovered at Soo Tower, January 31st.

T. M. Division Brakeman L. A. Decker has received a letter of commendation for good work in discovering a broken wheel on ATSF car 92090, on extra 8666, east, January 12th. This timely discovery doubtless averted a serious derailment.

Car Repairer Ole Grother, Marmarth, N. D., has received a letter of commendation for good work, discovering a sprung journal on a car in extra east 8650, at Bowman, January 8th. His alertness is all the more commendable from the fact that it was not at his station, but the defect was discovered as he was watching the train pass by.

Car Repairer Chas. Davis, Marmarth, N. D., has also been specially commended for his good work on sprung journal of car in extra east 8650 at Bowman, January 8th.

On train No. 92, January 26th, while switching at Ute, Iowa, Engineer A. T. Kirby discovered a broken rail on passing track, about four inches being missing from the ball of the rail. Section foreman was promptly notified and repairs made. The close observation of Engineer Kirby has been specially commended.

Gust Bulgrien, section man at Portage, Wis., has received special commendation for attention to duties, discovering brake beam down in train No. 68, January 16th, near West Tower, Portage, at 11:44 p. m. Train was stopped, which no doubt prevented a serious derailment.

Iowa Division Engineer Charles Sinclair and Fireman Floyd Lutze have received special commendation for special services rendered in the line of their duties, in the month of December.

The Iowa Division employes have all been on the job the last few weeks and Trainmaster Maxwell has had occasion to write a number of letters to employes complimenting them upon their co-operation. Engineer Frank Hunter, Fireman Grover Patterson and Conductor J. P. Slater received letters for the extra effort they put forth in making repairs to an engine at Ferguson in order to bring a time freight to the terminal without delay. A. J. Rasse, at Elberon, made a special effort to flag a train which was approaching his station and would have had considerable trouble had they crossed the railroad crossing which had just been damaged by a passing train. J. M. Poole, of Jamaica, and D. R. Poole, of Herndon, section foremen, while repairing east switches at Herndon heard the noise which the wrecker was making when they had a cracked wheel, they

flagged the crew and had the wrecker stopped before further damage was done to rails.

Peter Johnson, the veteran wrecking foreman, at Manilla, came in for his share of commendation when he did a fine piece of work in re-railing some cars at Manilla with the small hand derrick. This cleared the main track and enabled traffic to move which would have been delayed had they waited for the steam derrick, which was not on the division at the time. Brakeman Jesse Townley assisted the fireman in firing an L3 engine when the stoker failed, thus bringing a time freight train into the terminal without delay.

Brakeman H. A. Boisen also assisted in firing an L3 engine after a stoker failure.

Chief Dispatcher Honored by Employees and Friends.

Chief Dispatcher M. B. Martini, of Raymond, Wash., was handsomely remembered by his friends of the P. S. & W. H. on the occasion of his promotion to the Tacoma office, January 30th.

Mr. Martini was summoned to the depot at Raymond, where he was met by a committee composed of Engineer "Doc" Crane, Conductor Frank Sanders and Fireman Hughey Moore, who conducted him inside the depot, where he was greeted with much cheering by the entire force. Fireman Hughey Moore presented Mr. Martini to Conductor Frank Ziel, the master of ceremonies, who spoke briefly upon Mr. Martini's well deserved promotion and referred to the pleasant relations that had always existed between the office of the "Big Chief" and the employes. Conductor Ted Fisher also talked along the lines of the spirit of co-operation between employes and Mr. Martini, and Brakeman Childress also dwelt upon the pleasant relations. Engineer R. G. Webb spoke with much feeling on the bond of sympathy and the spirit of unity that existed between the men who had undergone together the hardships and vicissitudes of construction days on the P. S. & W. H. Telegrams were received from former Superintendent Brown, John Ranley and others. Engineer Clyde ("Fuzzy") Martin then arose and, holding a beautiful gold watch toward Mr. Martini, tried to make a little speech of presentation, but he hesitated, choked, quite overcome, merely said, "Here, take it, Mr. Martini, I can't tell you what I think of you." It would be difficult to imagine how anything any more eloquent could have been said. The watch carries the inscription: "From the Employees of the P. S. & W. H. Just so you will sometimes think of us. You know we will never forget you."

Mr. and Mrs. Martini were also the recipients of a beautiful gift of silverware from the members of the Tidewater Lodge, No. 142, Knights of Pythias, who with their wives, gave the departing "Chief" and his family a farewell party.

Signal Department Bubbles—Lines East.

J. C. Mill just returned from Florida after spending a vacation on his fruit farm, and he is *some tanned*. We are all marking time until he tells us about the fruit, and especially the fish he caught.

Ed Leahy, our congenial chief clerk for the past three years, has left the railroad game and accepted a position with the Modern Steel Casting Company. Ed was with the railroad fourteen years, the greater part of which was in the office of the signal engineer. He was loath to leave this department, as the associations connected with it made it hard, but sentiment takes second place when a better opportunity presents itself. Gene Forster, on behalf of the employes, presented Ed with a solid gold watch chain and knife as a token of appreciation and remembrance. We wish him all success in the discharge of his new duties and may our paths cross often!

Fred Morehart made a trip to New York to attend a meeting of one of the committees of the

RSA, of which he is a member. Fred says this old world is pretty small after all, for upon arriving in New York he dropped into a restaurant for breakfast and was just nicely seated when in walked H. B. Crantford, formerly of the West End, but now with the Electric Storage Battery Company. H. B. just got in from Pittsburgh and was headed for Long Island. Expects to be in Milwaukee before long.

Joe ("Pink") Porter left the valuation department to attend Northwestern University. "Pink" is studying to be a lawyer. You would never think it to look at "Pink"—he has a sort of wide-open look on his face.

We've moved again. Yes, up into a bedroom on the third floor. However, we're very fortunate, we can look directly into the padded cells of Emergency Hospital—takes a young giant to do it, though—we have to resort to the stairway leading up to the windows, which start seven feet above the floor. As a place for a drafting room, you have to get used to it to like it. Nuff sed.

The "flu" and other kindred ailments did not pass up this department. Margaret was off ten days with the "flu," but is back again all O. K. Frank Hallada and H. Woods were both off a week with the grippe. F. D. Morehart was home ten days taking care of Mrs. Morehart, who was down with the "flu" and pneumonia. At this time we are glad to report that she is getting stronger. Charles Mattes has also been home all week on account of Mrs. Mattes having pneumonia. Chas. cannot get a nurse, there being a big shortage on account of so much sickness in the city. We sincerely trust that by the time this gets to our readers all will be out of danger and on the road to good health again.

Ralph Whitacre, former maintainer at Bensenville, is the new man in the signal valuation department, filling the position vacated by Pink Porter.

Joe Munkhoff and Earnie Barton have returned from their trip to the West End. They just touched the high spots and expect to return later. Both had some great experiences. To begin with, Earnie missed No. 15, the train that Bill Seemuth and Joe Munkhoff were on, going west, so

Earnie took No. 17, the train following. As luck would have it, it was the No. 17 that went through the bridge west of Aberdeen. Earnie had just stepped into the diner for breakfast when the accident occurred. He wasn't hurt, although pretty badly shaken up. On the way home Joe Munkhoff furnished the excitement. It appears that Joe was traveling back to Milwaukee alone. Barton was to get aboard at Aberdeen. At Miles City Joe got off to get a cup of coffee and a newspaper. In the meantime No. 15 pulled in between Joe and No. 16. Joe came out from the depot and swung aboard what he thought was No. 16 and started to read the paper. Just what Joe had to drink in Miles City is hard to figure out, the country being dry and Joe being a temperance man, at any rate he rode quite a long way westward before deciding that the stations seemed strangely familiar. Upon searching for his grip and coat he discovered he was going back to Harlowton and that his grip, pass and wallet were on No. 16. He had quite a time convincing the conductor he was O. K. Joe finally got a message through to No. 16 to have his belongings sent back to Miles City. On reaching that point his belongings had not as yet arrived, so he just had to make the people believe in him until they arrived. Of course, Barton was up a tree also for awhile. He piled on No. 16 and saw Joe's grip and coat and supposed he had retired, so he also hit the hay. The next morning he hunted high and low, but found no Joe. That evening he received a telegram from Joe and the mystery was solved. We haven't seen Joe long enough to get the full particulars, but it is a cinch we'll have to send a guardian with Joe the next time he heads west.

The CM&StP Bowling League standing to date is as follows:

	Won	Lost	Percent
Claims	22	8	.733
Rates	20	10	.667
Cashiers	17	13	.567
Milwaukee Terminals..	17	13	.567
Wig Wags	13	17	.433
Chestnut Street	11	19	.367
Accountants	10	20	.333
Derails	10	20	.333

We All Live, Work and Play Together



VIEW IN IDEAL PARK, ENDICOTT, N. Y. A PLAYGROUND FOR ALL THE PEOPLE

ENDICOTT-JOHNSON CORPORATION

ENDICOTT, NEW YORK

Tanners and Shoemakers for Workers and their
Boys and Girls

JOHNSON CITY, NEW YORK

On the Steel Trail

S O S Tide Flats.

R. R.

Have you paid your income tax? ? ? ? ?

Mr. Byram and staff visited us on January 12th. We all enjoyed the visiting party.

A. J. Kroham has gone east on a business trip of a few weeks.

Dorsey got a new cap the other day and, well, that's alright, but what happened to his light hat?

Miss Jean Pollock left us on the 16th and became the bride of J. H. Feeney at Portland, on the 21st, the event being a double wedding. The bride's sister, Miss Stella Laird Pollock, was also married on the 21st. Jean is receiving the heartiest congratulations of all her friends in the plant, in the form of a lovely silver dinner set, which we hope will be a lasting remembrance to her of her place in our friendship.

Brown suits are still very popular in the store department. However, no new machines have shown up yet.

The 105 foot turn-table, to accommodate the electric locomotives, is nearing completion.

L. D. Boyle, former assistant stock clerk, has left us and gone to Portland to take up the practice of law. We know he will make good and join in wishing him success.

Stock Clerk Gookstetter raises chickens as a side line, but as yet we haven't received an invite to that chicken dinner. How about it, Gook?

The Storekeeper's Office.

Kroha is the real chief,
To him we all look for relief.
George Felzer is the next in line,
He always keeps things looking fine.
Johnson orders material straight,
So our storekeepers don't have to wait.
George Gookstetter looks after stock,
But you never hear him knock.
Weisel is at Gook's command,
Together they work hand and hand.
Friars, too, does he assist,
So that nothing may be missed.
To Brewster we go in our crises,
For he is the man of prices:
If he should make a right decision,
He can reduce the cost of living.
Andrews now does the tracing,
This requires a lot of chasing,
And the questions he's propounding.
Are quite often too confounding.
To Betty they most all dictate,
And she always takes the cake.
When Geo. Felzer's in need of aid,
Gertrude Pollock is his maid.
Stevens does the classifying,
To this there is no denying;
Pricing, too, is in his line,
And he does it might fine:
All he does not know about,
Haugen is there to help out.
C. F. Maass has many ills,
He takes care of all the bills,
Of course, it is conceded,
Whitford does the receiving.
Roy Tidd is in position
To give us all a requisition.
Dorsey, always most sublime,
He, you know, is the man of time.
And he always makes the bunch.
More than happy twice a month.
Arnold almost gets the chills,
Worrying over the waybills.
George Mason, always on time,
When he goes out on the line.
Trying to correct mistakes
That the other fellow makes,
P. A. J., the typist poet,
Yet nobody seems to know it.
Should he achieve great fame,
He will always be the same.
To Chief Clerk Footitt, we all things commend,
So they'll come right in the end.
Affectionately dedicated to the bunch by P. A. J.

Wisconsin Valley Division Notes.

Lilly Ann.

F. J. O'Malley, second trick operator at Minocqua, is laid up with tonsillitis, operator L. D. Cummins relieving him.

Engineer J. C. Rodehaver is laying off on runs Nos. 1 and 2, on account of the illness of his wife and daughter. Engineer G. Rease is relieving him.

Hazel Kropla was born to Mr. and Mrs. C. Kropla on January 3d. That accounts for the smile that Fireman Kropla has been wearing of late.

Passenger Brakeman Garner Keeney has resumed work, after a six weeks' vacation, due to the severe weather and general disability.

William Nyholm, wiper at Minocqua, left for La Crosse, January 21st, to accept a position as fireman on the switch engine at that place.

Wiper Charles Conklin, Jr., is back on the job again, after spending a week with the "flu." The following employees are off duty for the same reason: Frank McCann, R. W. Billington, Yard Foreman Wausau, Yard Conductors F. S. McCulloch and A. E. Wescott.

Miss Edna Larson and nephew, Donald MacLeod, visited with friends and relatives over Sunday, at Minneapolis.

Harry Schaupp is visiting at Milwaukee.

Chief Clerk C. H. Conklin and Conductor A. H. Munger have made reservations for the opening White Sox ball game at Chicago.

OH! YOU TIME AND ONE-HALF! Helen, please hurry that back pay.

Conductor W. A. Lee is laying off on account of the illness of Mrs. Lee.

January weather record will stand for some time undefeated.

Mrs. A. H. Munger has recovered from a severe shaking up, caused by a bad fall on an icy sidewalk.

Mrs. John Biringer is recovering from the "flu."

Our fair cashier at Grand Rapids made inquiries about one T. E. T. Tim, please report.

Conductor A. L. Quick has the Blue Bill run out of Minocqua handling Schofield logs. Al advises business very good.

Richard McCarthy is back on the north end way freight after two weeks' trial on the Blue Bill job. Dick says the snow is too deep for his size.

Engineer Bert Boorman and wife of Tomahawk spent Sunday at Wausau, taking in the sights and visiting with Mr. and Mrs. H. M. Gilham.

The Kennedy Wood Company is a new firm located at Babcock.

Conductor E. J. Graham represented the trainmen at Chicago latter part of January.

Engineer Charles Lattimer has returned from Spirit Falls, where he was employed by his brother-in-law manning the "25" on the Spirit Falls branch of the M., T. & W.

Brakeman Sam Ash is back on the road after trying his hand at the electric game with the Wisconsin Valley Electric Co.

Wausau will soon lose one of its historical places on the Wisconsin river. Big Bull Falls, near the C&NW Ry depot, is about to be harnessed by the Wisconsin Valley Electric Company. Work will commence about April 1st.

Moccasin pit is to be reopened. Gravel will be hauled and shipped to Grand Rapids for road construction.

The passenger run between Tomahawk and Minocqua, on Sundays, has been discontinued.

The scarcity of flat and other cars has made the Wisconsin Valley business very light, about one-half of the crews working during the month of January and February.

A Safety First meeting was held at Wausau, on January 27th, with a very good attendance. There was no meeting held in December on account of the coal situation. W. H. Cobb, safety first inspector, gave a very interesting talk to the committee men, and the meeting was of interest to all present.

Miss Flora Emerich visited at Milwaukee, and did her spring shopping while there.

W. Ryan and Ivan Karavauaofxyz, from the accounting department at Chicago, are in the office checking AFE's. Glad to have them here with us and their visits are the means of distributing smiles throughout the office.

Genevieve Finnerty is visiting at Kansas City with friends and relatives.

R. D. Schultz is enjoying a vacation at Chicago. We hope he will not get lost.

Mrs. A. Gehrke, mother of Eric, bill and voucher clerk, passed away at her home after a short illness of influenza-pneumonia. The sad news of her death cast a gloom over the entire office force, and deepest sympathy is extended to the bereaved family.

Louis Wilcox spent Sunday in Wausau. Wonder where Mrs. W. was?

Engine No. 3, belonging to the Mohr Lumber Co., was held at the Tomahawk shops for repairs for a few days.

We understood that Albert Bloomquist was to issue wedding announcements, but up to the present writing none have been received. Strike while the iron is hot, Albert.

Leslie Staeger, operator at Babcock, spent a few days at Milwaukee.

Andrew Peot, agent at Dancy, visited at the office on Sunday.

TO ALL WHOM IT MAY CONCERN: NOT YET, BUT SOON.

News Items from the Northern Division.

Hazel E. Whitty.

There is one agent on the Northern Division whose name has never appeared in these columns. We have been trying to get something on him ever since we started, but he attends so strictly to his knitting whenever we see him on duty and his life outside of business is so well ordered, not to say exemplary, that we can say nothing of him except that he is too deep, and we are never sure whether he is laughing with us or at us. To the first person who guesses who he is we will give a prize of a hand-painted tooth brush.

P. H. Madden favored our office at Horicon

with a very pleasant visit on the 28th of January. Mr. Madden is now special inspector of roadway material in the reclamation department. The right man in the right place.

John Ryan and Herman Rupp, engineers on the Northern, have gone to Florida for the winter. Perhaps picking oranges while J. R. Bohlen and A. Lewis battle with the elements up here in Wisconsin.

How we wish the "flu" would flee.

The entire Ripon station force was laid up with the "flu" recently, and Agent Armstrong of Oshkosh was called upon to help out. He responded to the call, but it appears that his will was stronger than his flesh; the "flu" does not parry over the strength of your will, nor the bulk of the man, and before night Mr. Armstrong had laid him down and was wishing to die. Things were pretty complicated for a few days, but everything turned out all right, and the station is now enjoying the first-class service it has always been accustomed to.

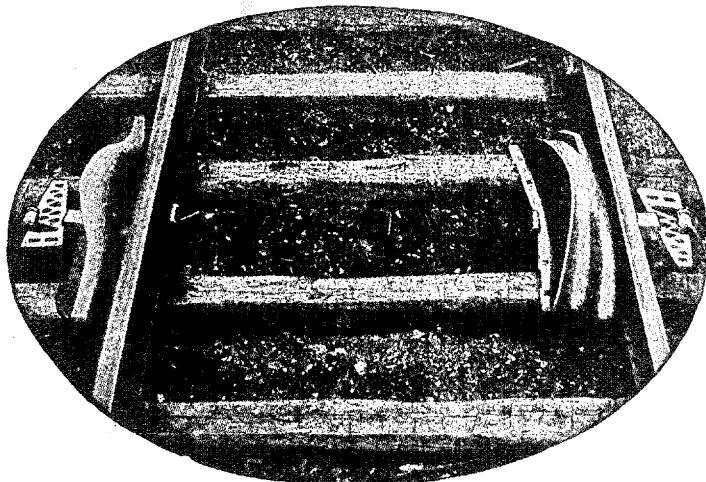
While recently reading the pages of sacred writ, Vernon Blanchard, brakeman on the Northern, came across the passage, "It is not good for man to be alone," and this suggested to him the pleasures that would be his if he had a companion to bear with him the hardships of a brakeman on the Northern Division. Consequently, Miss Myrtle Sell of Milwaukee is Mrs. Vernon Blanchard now. The young couple have the best wishes of all the Milwaukee family for a long and blissful voyage on the "smooth" sea of matrimony.

Clarence Nummerador has just returned from Colorado, where his wife is spending the winter. He reports Mrs. Nummerador's condition as slightly improved, but still far from what it ought to be. We hope to hear better reports of her soon.

Conductor John Muntner had to call out the "big hook" January 28th, caused by tipping over a car of coke at Granville.

Conductor Joe Privatt, local grievance man, was called to Chicago recently on business for the B. of R. T. Wonder if he dared put in an appearance with that two months' growth on his face. Talk about the wild women! When I get

READING CAR and ENGINE REPLACERS



For all heights rail and all weights of equipment

CHICAGO OFFICE
832 Transportation Building

time I shall write a song about the wild men on the Northern Division. Believe me, it will be some song, and if certain parties do not want their names mentioned they had better see a barber at once.

Friends of Charles H. Fourness, who was stationary boiler inspector, with headquarters at the Milwaukee Shops, will regret to hear that he "went west" on February 1st, after a brief illness. The funeral services were conducted by the Masonic Lodge, of which he was a member, and interment was made at Portage, Wis.

Conductor Louis Nonguesser is on the sick list, his place being capably filled by Red McDermott.

Engineer John Bowen is now pulling the varnished cars in place of Uncle Herman Rupp who is spending the winter in California.

Many of our boys took in the auto show. I tremble to think what Max Schessow may have seen that will make him want to trade his car again. Instead of the Bubble song, Max ought to sing, "I'm Forever Trading Filivers."

Engineer James Whitty spent a few days with his folks recently. Except that the cork came out in his grip on the way out, Jim had a very pleasant visit.

Conductor Brady has promised to take me to the Trainmen's Ball next year providing he is not married by that time. Here's hoping you can resist 'em till then, Mr. Brady.

John Gorman has been appointed to fill the place of R. Whitty during his absence, and Louis Gurrat from the Shops is filling John's place as Storekeeper. Mr. Lyons, Traveling Storekeeper, accompanied Mr. Gurrath to Horicon on his first day to initiate him into the mysteries of Division storekeeping.

It was reported that Ed. Luck went to see a particular friend of his recently. Ed. lives at Waupun and she lives at Waukan and it seems that Ed. not being used to the city lost his way, and wandered about in the dark all night never getting to see her at all. He was somewhat reconciled, however, when she came down the next day to see him.

Brakeman King was sleeping the sleep of the just the other night in Oshkosh when he heard the town clock striking midnight. He thought that it was for 5 o'clock mass, so like the Arab he struck his tent and folded his bed and stole away to a restaurant to get his breakfast so he wouldn't be late for work. Talk about the brakemen not being on the job.

Brakeman John Schaefer is on the night job at Horicon in place of Heinie Grady who has taken the Beaver Dam switch run.

Harry McAvoy is pulling the throttle on the north end way freight in place of Engineer Lewis who has taken the Fond du Lac passenger run.

Fireman Chas. La Bamasus must be afraid of cold feet, as he hasn't been seen on his run since the snow has been heavy.

SPECIAL—Chas. Wolf from a detective. Our quiet and unassuming Charles Wolf from has been referred to Mr. P. L. Casey as a very able man to have on the force. Recently he spotted a lady on his train that the Chicago force has been looking for for months past. Let this be a warning to the public in general. If you want to hide away, don't ride on the Portage passenger nights.

Brakeman Arnold Pohl and Miss Gritzmacher were quietly married at Oshkosh recently. It must be a great relief to have it over with, Arnold, and now that you are safely embarked on the sea of matrimony please accept our best wishes for a pleasant voyage.

Rumor has it that Ed. Monogue has joined the ranks of the Benedicts. This is too startling for us to grasp all at once, but we may have recovered sufficiently by the next writing to make further mention of it. Will some one with a little inside information kindly help us out?

Iowa Division. Ruby Eckman.

Signal Maintainer Kirkpatrick of Coon Rapids was called to Idaho the first part of February by the serious illness of a brother, who died six hours before he arrived.

Peter Pruesh and Tom Vaney, who have been working on O. H. Hasse's yard crew in Perry yard for a good many years, are planning on going back to their home in Macedonia, the former to get his wife and children and the latter

to get his parents. Peter left his wife and three children when he came to this country, but when the Germans first invaded their country his 17-year-old daughter was taken a prisoner and has never been heard from since. Peter has a record for continuous service which is not equaled by many employees. He has been off duty but one week in seven years. He takes care of the switch lights in Perry yard and is on the job 365 days a year.

Owing to the rush of work at the Perry and Council Bluffs roundhouses a number of machinists and boiler makers, with their helpers, have been out from the Dubuque shops during January and February to assist in the work.

Conductor L. C. Newell was about the happiest man on the division the first part of February, when caboose 0370 was returned to him, after having been in the shops for repairs. Mr. Newell, who is the oldest conductor on the Iowa Division, brought the 0370 to the Iowa Division with him in January, 1885, and has used it continuously. Never while he was on the car was it damaged.

Conductor W. T. Stockton was called to St. Louis in January by the illness of his son. After his return he was taken sick with pneumonia and was off duty a couple weeks more.

William Cummings, Perry yard switchman, who has been off duty for several months, was in the hospital in Chicago the first part of February taking treatment.

Charles F. Kreger, one of the oldest freight conductors on the Iowa Division, died at his home in Perry, the latter part of January, after an illness lasting for several months. Mr. Kreger is survived by his wife and one daughter, Mrs. George Robinson, wife of a younger freight conductor.

Miss Helen Burnham, daughter of Conductor M. F. Burnham, had quite a serious attack of appendicitis the latter part of January and the first part of February.

Engineer Henry Clarl left the first part of February to spend a couple months in California.

Engineer F. B. Yachick and family have recently moved to Savanna, and he will work out of that terminal.

Mrs. Claude Stotts, daughter-in-law of Eliza Stotts, one of the old-time passenger conductors, died at her home in Des Moines, February 9th. She had been sick a few days with the "flu." She left a family of three small children.

Engineer Pat Ryan, who has been working out of Manilla for a couple of years, has transferred to Perry, and is working on the extra list out of this terminal now. Engineer I. J. Chubbuck has taken the way freight run between Manilla and Council Bluffs, with Conductor Gregg. Engineer Rawson, who was on the run, has transferred to the Middle Division way freight, between Perry and Ferguson.

On account of Nos. 11 and 6 being run in two sections between Chicago and Manilla, a number of the extra passenger conductors and engineers are getting regular work now.

Conductor Fred Tomer and wife are the parents of a daughter, born to them February 9th.

Switchmen Ralph Fields, Herbert Taylor, Chas. Fields, A. E. Coltrin and Ward Baker were off duty the greater part of January and February on account of sickness.

Miss Viola Tolbert, sister of Conductor Lee Tolbert, died at her home in Perry, the first part of February, after a long illness, on account of a goitre.

The master mechanic's office force was badly crippled during January and February on account of sickness.

Roundhouse Foreman A. N. Jeffers was off duty in February on account of a sprained back.

Miss Gladys Lutze of the car department force spent the week-end February 7th with relatives in Rockford.

Wesley Rishell of the car department force had a toe mashed when some iron they were transferring dropped on his foot. Peter Newlin of the same force had an eye injured when a bolt flew off and struck him in the face, and Late Kenyon had a knee injured while working in the blacksmith shop, all being off duty a couple weeks in February. All three men belong to the Perry force.

Engineer L. A. Hurlburt's aged mother died in the Perry Hospital the first part of February, following a long illness from a stroke of paralysis.

Immediately after the funeral service at Perry the family were called to Marion by the death of Bob Price, a veteran employee, who was a relative of the Hurlburt family.

Engineer August Koch has resumed work on the road after having been off duty for several months. While work on the road was slack he was working at his trade as a paper hanger.

A Hair Raising Story. O. J. B.

There was a man of our town,
Considered good and wise,
Who, when the leaves began to fall,
Adopted a disguise,
And neither taunt nor ridicule
Could swerve that purpose true;
He said, "Them things are there to stay."
And so his whiskers grew.

The job was started early and
The sun kept warming yet;
Too short to stroke them with his hand,
They sure could itch and sweat.
He cheerfully staid out of doors,
Just where the breezes blew.
The future held rewards for him,
And still his whiskers grew.

Off times he'd stand out on the steps.
This caused no one surprise.
A habit he had always kept,
Why should he be otherwise.
The boys of course would look and grin
As they passed to and fro,
At ornament on cheek and chin,
For still his whiskers grew.

And now stretched out from side to side,
A mattress in full bloom,
The owner strokes with honest pride;
'Tis really quite a broom.
And they admire who once did laugh,
You see, they never knew
How much that man had suffered while
Those pesky whiskers grew.

C. & M. Division News Items. E. M. Carroll.

On January 31st, when No. 146 arrived at Round Lake, a broken rail was discovered about one mile east of Soo Tower, with eight or nine feet of the top of the rail broken off. Conductor W. D. Wood, without waiting for the section men to show up, took his train crew, consisting of Baggage man Charles Olander, Brakeman Henry Vandeloigt and Louis Nash, F. J. Winkel, agent at Round Lake, and C. J. Blumfield, operator at Soo Tower, loaded the rail and supplies to put in the rail, and together with the section crew replaced the rail. All the employees concerned have been commended for their action in this case, which was appreciated by both the superintendent and the company.

C. N. Nourse, our oldest passenger conductor, is away on a thirty-day leave of absence, which he is spending at Seattle, Spokane and Lewiston, Idaho.

Brakeman A. Schmidt has resigned from passenger service.

George Hampton relieved Operator Haight at Tower A-23 a couple of days on account of illness. Operator Williams, at Soo Tower, was off for a few days on account of illness. He was relieved by Operator Hampton.

Operator T. J. Ryan is off duty for an indefinite length of time, due to illness. We all hope for his speedy recovery.

C. E. Willey has been appointed first trick operator at Hebron Tower.

Operator F. W. Howard has been appointed agent at Walworth, vice L. M. Oskins, transferred.

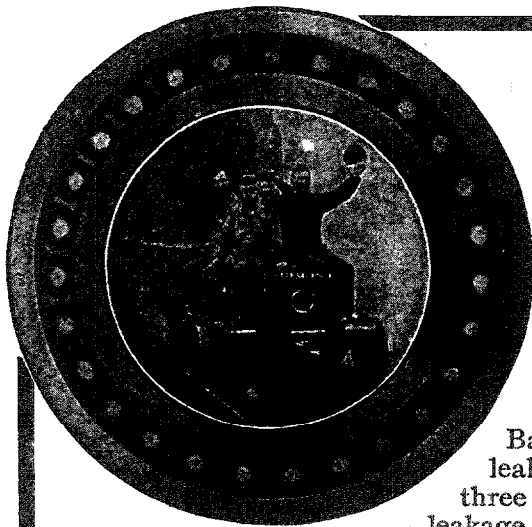
J. F. Miller has been appointed agent at Zenda.

We now have a Clam Shell coaling engines at Rondout. This ought to keep the engines moving.

W. Barbour has been appointed night yardmaster at Rondout. Conductor Yahnke is back again on the Libertyville Patrol run.

We are sorry to hear of the death of Oscar Warner, fireman on the Libertyville switch run. His death was caused by pneumonia on January 30th.

Agent Thompson, at Somers, reports that the cabbage and potatoe shipments from that point



The New Ball Bearing Fairmont The Everlasting Motor

See it at the National Railway Appliance Exhibition, Chicago, March 15 to 18, Coliseum spaces 41-42-43.

Ball Bearings prevent wear and loose, leaky crank bearings. Test equivalent to three years' use developed no looseness or leakage whatever. Power like new for years without repairs.

No oil or grease cups to forget. Uses less gasoline.

FOR OTHER FEATURES AND PRICE
ADDRESS DEPT. M

Fairmont Gas Engine & Railway Motor Car Co.

Fairmont, Minnesota

have all been cleaned up for this season. This is two months earlier than usual and, considering the extreme weather conditions, we call this very good work.

We are having indirect lights installed in our offices at the present writing, which makes a very decided improvement in the lighting system. With a few more little improvements we will have an up-to-date office.

Conductor Wybourne was off duty one day this month. Dame Rumor says that he was indulging in frigid piscatorial sport around Green Bay. How about it, Ira?

We have had Special Accountants W. J. Cooke, L. H. Benson, R. F. Bacon, S. E. Borgerson, S. R. Alper and L. L. Davenport from Chicago working in our office for the past few weeks. They are working on Director Pronty's circular 101. We have become so well acquainted now that we hate to see them go, which they are figuring on doing very shortly. Oh, you chocolate bars!

MOTORING ON THE MILWAUKEE.

Up and Down Hill on the Rocky Mountain.

Nora B. Sill.

There was A PAUSE IN THE DAY'S OCCUPATIONS morning of February 3rd and the trains stopped to rest awhile, with the folks who lived at Deer Lodge, all in Three Forks and those whose homes are builded in our fair little city over where the pen that Mr. Conley runs is located, and Dick Hilton, who lives in Harlowton, couldn't get back to his family, either, because there wasn't any juice because the power was shut off, because the electricians were tired and because the shop men in Deer Lodge didn't want what they got, and because of this the taxi man in Three Forks got rich in two days hauling Milwaukee train crews to the Northern Pacific depot to watch the trains go by. Well, some of them did get aboard, but most of them didn't and Joe Malloy's wife won't believe him when he tells her the truth now. "It's a sad old world, it is," says Joe, "when your work is so far from the roundhouse and you gotta borrow taxi fare an' then after its all over someone tells you that you was on the wrong side of the street for the cars to stop." Oh boy.

And the R. M. enginemen got their white collars all dirty and Bill Merrill was round house foreman and had to clean all the fires and just as soon as he got them all cleaned the strike went and quit being a strike. The only folks who worked for two or three days around this office force was the call boys and the second trick operator, and the delay reports looked like a switchlist for length mostly "trying" to get water and coal.

The most interesting piece of news this month is the reopening of the little station on top the hill on the east sub-division where I used to be the entire population and mayor....Ssssssum. Loweth and there are to be three operators there of whom I will not be one, because Mr. Murphy is not the Supt. any more and I could always get him to PROMISE to fix up my cute little bungalow. Oh my, yes. Now the principal amusement around there we understand is moving out the section men and moving in the signal maintainers, and moving out the signal maintainers and moving in the telegraph operators, and moving out the telegraph operators and moving in the section men, and so on as long as you can keep it up or until the station is closed again. What fond memories this brings to me of that "Old wooden tub water car...." which you never could find and never could get any water out of if there ever was any in it which there never was, but thank goodness there was lots of snow most of the time.

Train Baggage man George Bliss was taken off his run on 17 morning of February 9th and taken to the local hospital here. His wife came over from Missoula, and while he is very ill of pneumonia it is hoped he will soon be improved in health and out again.

Next to the time that Bill Touhey ran all the way up the Summit hill just far enough behind the local that he couldn't grab the rear platform, the funniest thing that has happened lately (so far as I know) is the QUIET little conversation held over the phone between Harry Buyers and Engineer Shaw, when Harry got off to set out a hot box and Shaw didn't. They are both alive to tell the tale, but they don't tell it

alike either of them, so nobody knows what it was but the operator at Lennep and she didn't stay to hear it.

I don't know why they select the members of the Milwaukee office forces for the best jobs in the town, but whatever he did you got to hand it to Billy Frazier for landing one of them, and now he is POSTMASTER an' has to read all the postcards before we do. Well, if he gets to be as handy at it as I used to be he will have to go some for there are more of them to read here. Speaking of postcards reminds me of a nice looking young fellow on the train one day who sent 90 cents worth of "best love and kisses and you don't know how I miss you dear" to his wife and handed me twenty-six postcards to his lady friend up the street with a lot more of the same on each one of 'em. Yes, it is a sad life it is.

And of all things, if Ed isn't back to Butte Yard and Dinty Moore has gone to Ringling and Nels Rabben to Lennep as Agent and Gillott on second trick there, and there are going to be three operators at Cardinal and some more open telegraph offices everywhere, just like it used to be every little while an operator so when the train despatcher couldn't raise an office the next one east or west raised his window and hollererd to 'em to come in out of the chicken yard and answer the train despatcher. That reminds me too. Ask Joe Daniels why he ties sock around his neck nights to keep the "flu" away, and why is a man like a worm.

The reason Mrs. Cronin at Donald can't say her name right quick is because it's so new and she used to be Mrs. Haskell at Penfield.

Mrs. Eva Shaffer is trying to make believe she is somebody now and writes home from Laclede, Mo., that where she is, General Pershing was born. Her mother is quite sick and Mrs. Shaffer is nursing there.

Jim Crockett came back from the Northern Montana because somebody or other bumped him and something else about that Divn that 'Ann' will object to me scooping her on. Little Louie Searls don't need a cook book because he is going to get a cook. O yes, I suppose how did I find that out? Well, a little bird told me—a blue bird. Louie, that stands for happiness.

Engineer Torggrimson was called east on account of the death of his mother, but am unable to learn where he went. Mrs. Torggrimson left later to join him. They have the sympathy of the division in their loss.

Engineer Lieb bumped Engineer Tibbits from the Piedmont helper and he comes home on the same train his wife arrives at Piedmont mostly. He told me one time to keep his name out of this column, but his wife likes me and is going to bake me an angel food—just the sort of daily rations I thrive on.

There was a shortage of help in the yards at Butte so they sent a hurry call to us, and we sent over Brakemen Pinkney and Grey, but they had worked on Wilson's car so long they couldn't understand each others signals so they had to come back home again.

Mrs. T. H. Peacock, wife of agent, Martinsdale, stopped off at Three Forks a day on her way home from Chico Hot Springs, where she took her daughter Katherine for treatment.

Mr. and Mrs. Frank Pirie returned from a visit in Iowa January 28th and Mrs. Pirie was taken from the train to the hospital where she has been quite ill since. She is much better now, however, and all expect her to be out again soon.

Brakeman Wm. Rockefeller was called to Butte account the illness of his mother, February 3rd, where she died the same evening. She was 64 years of age and left besides this son three others and two daughters. The division extends sympathy to Mr. Rockefeller.

Fireman Dolleymeyer returned from a long visit with his home folks in California first of February and is back to work again on the R. M.

Agent W. T. Hart and wife of Harlowton stopped off a day in Three Forks February 10th.

Using the same good judgment it always does and never delaying traffic any great length of time account always having its derailments "between switches" and the passing track lined up for the main line, the spill at Willow Creek

Mother, Why Don't You Take Nuxated Iron

And Be Strong and Well and Have Nice Rosy Cheeks Instead of Being Nervous and Irritable All the Time and Looking So Haggard and Old?—The Doctor Gave Some to Susie Smith's Mother and She Was Worse Off than You Are and Now She Looks Just Fine.

Nuxated Iron Will Increase the Strength and Endurance of Weak, Nervous, Careworn, Haggard Looking Women in Two Weeks' Time in Many Instances.

"There can be no healthy, beautiful, rosy cheeked women without iron," says Dr. Ferdinand King, a New York Physician and Medical Author. "I have strongly emphasized the fact that doctors should prescribe more organic iron—Nuxated Iron—for their nervous, run-down, weak, haggard looking women patients. When the iron goes from the blood of women, the roses go from their cheeks.

"In the most common foods of America, the starches, sugars, table syrups, candies, polished rice, white bread, soda crackers, biscuits, macaroni, spaghetti, tapioca, sago, farina, degerminated cornmeal, no longer is iron to be found. Refining processes have removed the iron of Mother Earth from these impoverished foods, and silly methods of home cookery, by throwing down the waste pipe the water in which our vegetables are cooked are responsible for another grave iron loss.

"Therefore, you should supply the iron deficiency in your food by using some form of organic iron, just as you would use salt when your food has not enough salt.

"I have used Nuxated iron widely in my own practice in most severe aggravated conditions with unfailling results."

"It is surprising how many people suffer from iron deficiency and do not know it. Iron is absolutely necessary to enable your blood to change food into living tissue. Without it, no matter how much or what you eat, your food merely passes through you without doing you good. You don't get the strength out of it, and as a consequence you become weak, pale and sickly



looking just like a plant trying to grow in soil deficient in iron.

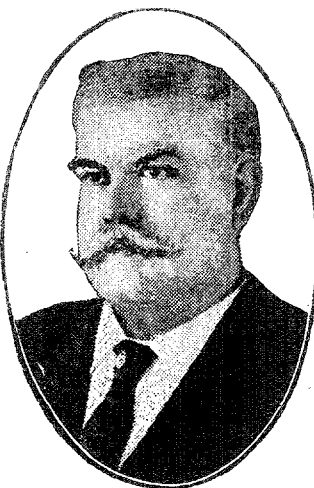
If you are not strong or well you owe it to yourself to make the following test: See how long you can work or how far you can walk without becoming tired. Next take two five-grain tablets or ordinary nuxated iron three times per day after meals for two weeks, then test your strength again and see how much you have gained. Numbers of nervous, run-down people who were ailing all the while have most astonishingly increased their strength and endurance simply by taking iron in the proper form, and this, after they had in some cases been going on for months without getting benefit from anything.

But don't take the old forms of reduced iron, iron acetate, or tincture of iron simply to save a few cents.

The iron demanded by Mother Nature for the red coloring matter in the blood of her children, is alas, not that kind of iron. You must take iron in a form that can be easily absorbed and assimilated to do you any good, otherwise it may prove worse than useless.

Manufacturers' Note—

Nuxated Iron which is recommended by physicians is not a secret remedy, but one which is well known to druggists everywhere. Unlike the older inorganic iron products, it is easily assimilated, does not injure the teeth, make them black, nor upset the stomach. The manufacturers guarantee successful and entirely satisfactory results to every purchaser, or they will refund your money. It is dispensed by all other druggists.



Dr. Ferdinand King, New York Physician and Medical Author, says that physicians should prescribe more organic iron—Nuxated Iron—for their patients—Anæmia—iron deficiency is the greatest curse to the health, strength, vitality and beauty of the modern American woman.—Sounds warning against use of metallic iron which may injure the teeth, corrode the stomach and in many cases do more harm than good; advises use of only Nuxated Iron.

morning of February 9th kept up the record. Engineer Crosby, Fireman Malone, Brakeman Greer and Conductor Eisenman were all injured, but glad to say, none seriously. The Deer Lodge and Harlowton steam derricks were both called upon to assist the derailed motor to its normal position, right side up headed eastward on the main track, and the nearby farmers are out with baskets picking up peanuts and bridge timbers and dressed pigs and Eisenman's caboose. And Slim Warren can't shave because he can't find his razor because he can't find his bag nor the caboose stove nor anything, and the reason Al Workman limps is because the ten-two-fifteen fell on him, no, no, the right hand front tire on the rear truck on the 10-2-15 fell on his foot while he was looking for slid tires—yes'en he is a regular hound at that kind of thing—never git by him, no sir, just walks by an' marks 'em for the rip track or the cinder pit or wherever they fix tires up again. Got dirty old black motor grease on his nice new canvas gloves, too.

Tommy Devers took the prettiest girl in town to the show and went sound asleep while she was talking to him. They say he can get on a train quicker than any bran new brakeman that ever worked on the R. M., too.

I. & M. Division.

Parson Schultz.

Some time ago I sent out about twenty-five requests for news items to different points on the division. No one responded; 100 per cent wrong way.

Penwiper Frank Peck, on entering the yard office—"It's about time you had that car spotted, hain't it?"

Yard Clerk Cress—"Do you thing we switch cars by airship or Zeppelins?"

Peck—"No excuses, now! Over in France we switched with oxen and delivered the goods."

Peck now uses the phone when dealing with the yard office.

Death has taken from us two of the I. & M. Division's oldest employees, Engineer August Olson and Switchman Dennis Deneen. The sympathy of all is extended to the bereaved families.

Machinist Sam Smith is on the sick list. At last report he will soon be back on the job.

We neglected to include Machinist Boody as one of the players on Austin's fast basket ball team. Boody goes after them like an air hammer after a rivet.

Big, genial, Dan McClaren, engineer extraordinary (about as large as a "C" 5) to the pretty waitress—"Do you feed people here?"

Waitress—"Yes, but we don't fill silos."

It being leap year, Bernice Franklin has served notice that no more candy will be accepted, she having finally decided on one victim and wishes to concentrate her charms on the poor boy. No doubt in the next issue we will be able to make a complete report on this case.

The girls at the master mechanic's office wish to announce that their positions will be vacant after February 29th. They don't state any reasons, but just blush and reach for their powder puff. I would suggest that Miss McShane and Miss McCarthy apply for same. Because, girls, you sure will be old maids if you stay with the bashful bunch of boys you are now with, and, Marg, you know it's a serious charge for a red-haired girl to be an old maid. Ahem—perhaps I might be able to help you out of your difficulty.

While going through the shops I heard a beautiful voice singing an old familiar song, in a long drawn-out droll. "Nita, Juanita Schaller, can I take you to the show, Tra, la, la, la!" On investigation I found the signer to be Alex Lauffe.

Flashovers from Deer Lodge Store Department.

"Betz."

Assistant General Storekeeper A. J. Kroha called on us February 9th. He was on his way to Tacoma, after an eastern trip.

Maybe So—Maybe No

Nevertheless our boiler foreman answers YES to the income tax question, "Is employee married?" And it's in his own handwriting.

Boeey Evans of the freight depot force bought a dog.

Our new stenographer, Miss Wilkinson, seems

to like us quite well. But Mr. Peck's office is given the preference.

Wish that the mechanical department force at Tacoma would kindly take notice that it is necessary for their master mechanic to travel all the way to Deer Lodge to attend a dance.

General Foreman R. H. Rippingale is confined to his home by sickness.

George O. Mason of Tacoma made Deer Lodge store department a visit during the month.

Upper Floorman E. O. Davidson is confined in St. Joseph's Hospital. Understand he has been crying for wife.

Thanks, Jim. The cookies were fine. Someone said if you could cook that good they were going after you.

We notice that the general foreman of Deer Lodge shops and the floor foreman are wearing very good clothes while on duty. We are wondering if these men secured a raise recently.

Want to tell all who did not attend THAT CONTEST BALL of the B. of R. C., January 29th, at the chapter house they missed something, especially the good eats.

Jinx Smith, timekeeper, has returned from a trip with the Ramblers. They played several basket ball games through the state and seem to be proud of their success.

We take notice that George Davies, employed in the car foreman's office, at Deer Lodge, is very particular about his dress lately, on account of being appointed chief clerk. Could it be possible the lady clerks have anything to do with it?

The store department regrets losing Mrs. Courtney, who has been with us for some time. Sickness in the family is the cause, and all our best wishes are with her.

Dick Nofke of Tacoma was over this way, and came in the office long enough to greet us.

Miss Dell Ryan of superintendent's office is planning a month's vacation. Her health has been failing and we all know that a rest will be the best thing.

MISS HELEN REARDON wishes her name to appear in next month's magazine. Have this in black and white.

A number of Deer Lodge clerks spent Sunday recently in Missoula, and everyone enjoyed themselves. Miss Helen Lintz and Miss Madge Smith were perfectly at home there.

Miss Leone Fitzpatrick and Arvid Johnson gave their friends a pleasant surprise when they were quietly married in Butte, February 9th. Miss Fitzpatrick was a clerk in the freight depot, while Mr. Johnson is employed at the shops. Our best wishes are extended to them.

Am naturally inquisitive, and as it is my business to be observing, happened to notice a diamond ring on Ethel's finger. I did not have to be too inquisitive, because my former observance convinced me that Bryan J. Matheson (Christy) is the honored boy.

Iowa Eastern Division and Colmer Line.

J. T. Raymond.

The Brotherhood of Railway Clerks installed their new officers Friday night at Memorial Hall, Marion, at which time the clerks enjoyed an evening with music, cards and dancing. The new officers are:

President—F. J. Cleveland.

Vice-President—W. K. Lothian.

Financial Secretary—Harry Murphy.

Recording Secretary—Hannah Johnson.

Chaplain—Idelle Fullerton.

Sergeant-at-Arms—E. E. Edwards.

Inside Guard—Norman Crouse.

Outside Guard—Verto Reichert.

Messrs. Barclay and Holden of Chicago are working on AFES in division accountant's office at Marion.

Mason Warner was born September 16th, at Dearborn, Michigan, and died at his home at Teeds Grove, Iowa, at the age of 65 years. He was station agent at Teeds Grove and attended to his duties until Thursday noon, January 8th, when he had a slight stroke of apoplexy. In the loss of Mr. Warner the C. M. & St. P. lose a faithful and conscientious worker, he being in their employ for over thirty years. Besides his hosts of friends, who will miss his happy smile, he leaves a wife, two daughters, Mrs. Charles L. Smith, of Detroit, Mich., and Mrs. Ezra Meyers, of Dunkerton, Iowa, and two sons, Edwin S., of Bagley, Iowa, and Lloyd, at home, who were all at his bedside when he crossed

Swear Off Tobacco

Tobacco Habit Banished In 48 to 72 Hours

Immediate Results

Trying to quit the tobacco habit unaided is a losing fight against heavy odds, and means a serious shock to your nervous system. So don't try it! Make the tobacco habit quit you. It will quit you if you will just take Tobacco Redeemer according to directions.

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

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

Not a Substitute

Tobacco Redeemer is in no sense a substitute for tobacco, but is a radical, efficient treatment. After finishing the treatment you have absolutely no desire to use tobacco again or to continue the use of the remedy. It quiets the nerves, and will make you feel better in every way. If you really want to quit the tobacco habit—get rid of it so completely that when you see others using it, it will not awaken the slightest desire in you—you should at once begin a course of Tobacco Redeemer treatment for the habit.

Results Absolutely Guaranteed

A single trial will convince the most skeptical. Our legal, binding, money-back guarantee goes with each full treatment. If Tobacco Redeemer fails to banish the tobacco habit when taken according to the plain and easy directions, your money will be cheerfully refunded upon demand.

Let Us Send You Convincing Proof

If you're a slave of the tobacco habit and want to find a sure, quick way of quitting "for keeps" you owe it to yourself and to your family to mail the coupon below or send your name and address on a postal and receive our free booklet on the deadly effect of tobacco on the human system, and positive proof that Tobacco Redeemer will quickly free you from the habit.

Newell Pharmacal Company
Dept. 601 St. Louis, Mo.

Smoked for 25 Years

Tennessee, 1915
I am 37 years old, smoked cigarettes and pipe since I was about 12 or 14 years old. I did not think I could quit smoking; I would get up in the night out of bed to smoke, was spending at least \$2.00 per month for tobacco and matches—\$24.00 per year and now have no desire for tobacco and even hate to see or smell smoke. I have gained 15 pounds in weight and I am unable to explain the full benefit Tobacco Redeemer has done for me but, it is worth, in my opinion, thousands of dollars. I would not take anything for my benefit I got out of Tobacco Redeemer.
T. J. LAUTHNER, Conductor Southern Ry. Co., Stanton Division No. 139.

Free Book Coupon

NEWELL PHARMACAL CO.,

Dept. 601

St. Louis, Mo.

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

Name.....

Street and No.....

Town..... State.....



Tobacco Tells on
Nervous System



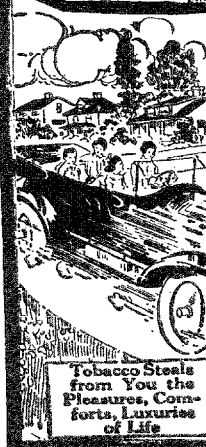
Tobacco Ruins
Digestion



Tobacco Stunts
Boy's Growth



Tobacco Robs
Man of Virility



Tobacco Steals
from You the
Pleasures, Com-
forts, Luxuries
of Life

the river. A Masonic funeral was held at the Christian Church at Olin, Iowa, and his body was laid to rest in the Olin cemetery. Mr. Warner was a very happy-spirited man and popular with all his fellow employees, who extend sincerest sympathy to Mrs. Warner and family in their bereavement.

On Saturday afternoon, January 31st, Mrs. Ed Pauli, wife of Signal Maintainer Ed Pauli, of Green Island, returning from the store, where she had been doing her Saturday shopping, used the oil can to rebuild the fire that had got low during her absence. The can exploded, burning up the house and two of the children, a girl, aged 5, and a boy, aged 2, she being so badly burned that she died the following morning about 10 o'clock. She is survived by her husband and two sons, about 6 and 8 years of age. Mr. Pauli has the heartfelt sympathy of every one on the division in the great sorrow that has come to him.

The writer was absent from duty for a week, owing to the illness and death of his mother, who suffered a stroke of paralysis, January 26th, and passed away Sunday evening, February 1st. The funeral was held at Marion, Tuesday, and the remains taken to Chicago and laid away in Oakwoods cemetery beside her daughter, Marion. Mrs. Raymond has been an invalid for several years, and has resided in Marion the past two years, making many friends, who did all they could to make her happy. She would have been 75 years old next April. (Our sympathy, J. T. R.—Ed.)

Conductor and Mrs. John Dignan have been spending the winter in California, on account of Mrs. Dignan's health.

We deeply sympathize with Mr. and Mrs. Ottoway of Green Island in the loss of their little son, Vincent, who was instantly killed by being struck by an automobile while coasting on a hill at Green Island, February 2d. Mr. Ottoway is pumper at that place.

Operator C. J. Storm of Clinton has resumed work, after several months' absence. We are all glad to see Charlie back once more.

Chief Caller Dan Morgan of Savanna roundhouse was absent from duty about ten days, a "flu" victim. Dan is greatly missed when he is not on deck for the "daily doings," and when it's a case of putting things over, he is the boy who can do it.

There is quite a long list of "flu" victims on the division this month, most too numerous to mention. All departments were badly handicapped for awhile on this account.

C. R. Kossel was appointed agent at Teeds Grove, and B. C. Snyder second trick at Indian Creek.

Dispatcher J. J. Brown of Montevideo made a brief visit with Marion friends in January. Mr. Brown has returned from a long sojourn in Japan and Siberia, with the American army. He has had a wonderful experience and came back none the worse for wear.

H. H. Ober of the Standard Rules Committee was in Marion on business.

Andrew Baker, who is employed in the shops at Atkins, had the misfortune to have his leg broken while at work Saturday night. Mr. Baker was at work "knocking fires" and a shaker bar fell on him, breaking his leg. He was taken immediately to St. Luke's Hospital, in Cedar Rapids, for treatment.

Mrs. Seeger, wife of Agent Henry Seeger, of Morley, Iowa, passed away Friday, February 13th, with pneumonia. The remains were taken to Wyoming on a special train Sunday, where the funeral was held. Mr. Seeger is one of our veteran agents, and has the sympathy of all the employees on the division in their bereavement.

J. E. Hall, one of the young extra conductors on this division, and a son of Conductor J. A. Hall, passed away February 9th at Mercy Hospital, Cedar Rapids, where he had been taken for treatment. He had been in the service of the company for the past eight years, beginning when he was only 16 years of age. He was a faithful and efficient employee, and well liked by his associates. Mr. Hall resided with his parents at Savanna, where the remains were taken, the funeral being held Thursday, February 12th. We extend our heartfelt sympathy to the parents and family in their bereavement.

Milwaukee Shop Items.

H. W. G.

We are glad to hear that our old friend, James Nellins, of the ASMP office, in Minneapolis, has not been to the hospital, but recuperating his worn-out health in the country, and hope to see his contributions to the magazine again. Mr. Nellins is this time trying to keep away from Rochester, Minn., for awhile. Get back on the job, Old Pard, if you possibly can.

Our headlight failures the past year were reduced over 50 per cent. Very good, indeed, Max Schwarze. Hardly any of the old arc burners are in existence, the high watt bulbs having replaced them. Simply have to be more careful in packing and shipping.

A few of the Veterans' dues for 1920 are still unpaid. Quite a few remittances are coming in from the terminals, yardmen, switchmen, engineers, etc. If you do not get your card in about a week, let us know. We have come across three who did not have a 1919 card.

A. N. Lucas, shop superintendent at the Milwaukee shops, resigned January 31st, to go in business in Chicago. Mr. Lucas was formerly ASMP and previous to that general boiler shop foreman for the road. We are sorry to have you go, "Abe."

J. A. Anderson, from one of the Maryland roads, has taken Mr. Lucas's place.

Charles Pfeiffer called February 2d and 13th; also M. Parkinson of Dubuque.

L. K. Silcox returned from his western trip last week in January, but he has been on the go pretty much up and down the lines ever since.

February 4th brought the biggest fire on the plant since the car shop planing mill burned, some fifteen years ago. About two-thirds of the north car blacksmith shop was gutted, starting at the east division wall, fanned by the high east wind, through the entire ventilator and to the roof, which fell an hour afterwards. The city fire department helped out. The fire started at 1:15 and burned for two hours. This is the worst fire since the roof of the locomotive department blacksmith shop burned four years ago the coming July.

Veteran John Horan passed his eighty-second mile stone January 23d, and he was well remembered in the depot offices, where he is most of the time lately.

J. J. Hennessey is around again, after an absence of a week or so.

Mr. Brennan was at that divergent point, Savanna, the last week in January and first week in February. Mr. Linnehan of the car department has been transferred to Savanna, and J. E. Mehan in Linnehan's place at the Milwaukee shops as general car foreman, as elsewhere announced.

Inspector E. O. Mansur was in Washington and Baltimore on company business early in the month. E. O. was off sick a week after he returned, as was his father, E. J. Mansur, of the cabinetmakers.

August Zimmerman of the car mill lost a daughter recently, and last fall his wife died, an item that failed to reach the columns.

The February magazine is well illustrated and a heap of good stuff all around.

B. V. Cook, advertising manager of the magazine, called at the shops the 9th on business in his line. He informs us that the aim is to make a still larger and still better magazine, and only for size, we are running the "Santa Fe" a good race already.

No steam heat in the SMP office Wednesday morning, the 11th, until 9:30. As it happened, the weather was 15 above, or it might have been worse.

Sergeant John McCarthy, A. E. F., from France, is now first lieutenant over the governmental clerks in the round-up on the MCB floor.

The Safety First meetings at the shops show a goodly bunch of items from the locomotive shop committee. The matter of auto speeding over the grounds was timely.

Renewals in the Veterans' Association for the shops are quite well cleaned up, only about forty (twenty in each of the locomotive and car departments) remaining.

Miss Hazel Bilty, over in R. A. Anderson's office, is as much a star skater as she is a star swimmer and flyer. She out-distanced the Chicago bunch at Washington Park the other day. In fact, "Miss Chicago" fell down kaplunk on one of the home runs, and couldn't quite slide in. Guy Sampson's a poet, and makes a rhyme, if you did but know it, by catching it in time. (Dead easy.)

A sudden death was that of our friend, Car Department Blacksmith Foreman John R. Williams, January 27th, after an illness of only two days with pneumonia. Mr. Williams was taken ill while in church Sunday, the 25th. He went home unassisted, thinking that he would soon feel better, and passed away shortly after noon Tuesday, at the age of only 60 years.

The funeral was held at the residence, 3426 St. Paul avenue, January 29th, at 7:45 p. m., where a host of railroad employees and officials and friends gathered to pay their last tribute to a true friend and honorable, upright Christian man, beloved by all who knew him.

The body was taken to Minneapolis Thursday night on train 101, where Mr. Williams was employed with the Milwaukee Road before coming to Milwaukee, twelve years ago. The good wife and daughter have the sympathy of the community at this hour. Mr. Williams was a member of the Veteran Employee's Association, and among the bank of floral offerings was one from the shop veterans of the association. The life of such a man is a good benediction to us all.

The sad news reached us this morning, February 2d, that Irene, the little 4-year-old daughter of James McCormack, died early in the morning. Words cannot express the proper sympathy. Only those who have had little ones taken away by the grim reaper can realize what such a time means. In this we know how to sympathize with you and your family, James McCormack, which time alone can soften. The wife is down with the scarlet fever, and Mr. McCormack has been quarantined for over two weeks.

Mrs. Albert Smith, wife of the clerk in the shop superintendent's office, died February 8th, after a two weeks' illness with the "flu." The funeral was held on the 11th. Mr. Smith is very sick at his home, and has the sympathy of his host of friends, feebly consoling as this may be. He has a brother, a boilermaker, at Milwaukee shops, and another brother, also a boilermaker, at Western avenue.

Boiler Inspector C. E. Fourness died at his home in Milwaukee, February 1st, after a relapse from the "flu." Burial was at Portage, Wis., the 4th, which was attended by many of his old-time co-workers and associates. Superintendent Bradshaw furnished a special car for the employees.

John Finnegan, foreman on the car repair tracks, died February 8th. He was an old-timer with the Milwaukee Road, and a member of the Veterans' Association.

Edward Moran, formerly foreman of the locomotive machine shop, is very sick at his home up near the reservoir. He is one of the three oldest employees of the Milwaukee Road.

We learn that Engineer Henry Arndt died in Portage late in January. He was one of the younger engineers.

Veteran Gust Weiss, in charge of the round-house boiler washing, had a sinking spell February 12th, and was taken to the hospital for treatment.

We notice in the death column of the daily papers that the good wife of Veteran William Grady has passed away, at the age of 76 years, at the home on Belair place. Mr. Grady was carpenter in the tank shop up to three years ago. He is up among the 80s. He has the sympathy of the entire shops in this, his hour of sadness, in the loss of his faithful life-long companion.

Twin City Terminal Division.

"Molly O."

H. Wade and C. A. Severs, from the auditor's office, at Chicago, have completed checking the AFE work on the Terminal Division, and left the city the first part of the month.

Minneapolis Local Freight.

Miss Gladys Crahan has accepted a position as expense clerk.

Weak, Thin, Nervous People Should Take Bitro-Phosphate

**What It Is And How It Increases
Weight, Strength and Nerve-Force**

Judging from the countless preparations and treatments which are continually being advertised for the purpose of making thin people fleshy, developing arms and neck, and replacing ugly hollows and angles by the soft curved lines of health and beauty, there are evidently thousands of men and women who keenly feel their excessive thinness.

Thinness and weakness are often due to starved nerves. Our bodies need more phosphate than is contained in modern foods. Physicians claim there is nothing that will supply this deficiency so well as the organic phosphate known among druggists as bitro-phosphate, which is inexpensive and is sold under a guarantee of satisfaction or money back. The price is \$1.15 per package (two weeks' supply). If your druggist cannot supply you send orders direct to the manufacturers, ARROW CHEMICAL CO., 3119 Union Square, New York City.

By feeding the nerves directly and by supplying the body cells with the necessary phosphoric food elements, bitro-phosphate should soon produce a welcome transformation in the appearance; the increase in weight frequently being astonishing.

Increase in weight also carries with it a general improvement in the health. Nervousness, sleeplessness and lack of energy, which nearly always accompany excessive thinness, should soon disappear, dull eyes brighten, and pale cheeks glow with the bloom of perfect health.

CAUTION:—While Bitro-Phosphate is unsurpassed for the relief of nervousness, general debility, etc., those taking it who do not desire to put on flesh should use extra care in avoiding fat-producing foods.

THE WESTERN IRON STORES Mechanic's TOOLS

OF ALL KINDS

143-147 W. Water St.

One Block South
of Grand Ave.

Milwaukee, Wis.

**WHOLESALE
RETAIL**

Co.

Phone Grand 1246

Ruptured?— Throw Away Your Truss!

For Many Years We Have Been Telling You That No Truss Will Ever Help You—
We Have Told You the Harm That Trusses Are Doing. We Have Told You
That the Only Truly Comfortable and Scientific Device for Holding
Rupture Is the Brooks Rupture Appliance—and That It Is

Sent On Trial to Prove It

If you have tried most everything else, come to us. Where others fail is where we have our greatest success. Send attached coupon today and we will send you free our illustrated book on Rupture and its cure, showing our Appliance and giving you prices and names of many people who have tried it and were cured. It is instant relief when all others fail. Remember, we use no salves, no harness, no ties.

We send on trial to prove what we say is true. You are the judge and once having seen our illustrated book and read it you will be as enthusiastic as our hundreds of patients whose letters you can also read. Fill out free coupon below and mail today. It's well worth your time whether you try our Appliance or not.

Cured in 6 Mo's after 18 Years
Hinton, Ky.

C. E. Brooks, Marshall, Mich.

Dear Sir:

I never wore the Appliance a minute over six months and was cured sound and well—and I want to say no man ever did any harder work than I did while I was using it—I hauled 40 perch of rock, too big for any man to lift.

I was ruptured 18 years and words cannot tell how thankful I am. Use my name if you like.

Yours sincerely,

RUFUS FIELDS, R. R. No. 1.

Child Cured in Four Months

21 Jansen St., Dubuque, Ia.

Mr. C. E. Brooks,

Dear Sir:—The baby's rupture is altogether cured, thanks to your Appliance, and we are so thankful to you. If we could only have known of it sooner our little boy would not have had to suffer near as much as he did. He wore your brace a little over four months and has not worn it now for six weeks.

Yours very truly,

ANDREW EGGENBERGER.

"Seems Impossible"

Holland, Ind.

C. E. Brooks, Marshall, Mich.

Dear Sir:

Have used one of your Appliances until it was worn out. I have been going without it for nearly a year and have not been troubled the least bit with my rupture, so I am well satisfied I am cured.

It seems nearly impossible, but I have gone through a summer's work on a farm without one and have not been troubled.

I was born ruptured and never wore a truss until I was 21 years of age, and got your Appliance. If I ever need another one I shall send in my order.

Yours truly,

BARNES OSKINS

R. F. D. No. 7



The Above is C. E. Brooks, Inventor of the Appliance. Mr. Brooks Cured Himself of Rupture Over 30 Years Ago and Patented the Appliance from His Personal Experience. If Ruptured Write Today to the Brooks Appliance Co., Marshall, Mich.

Pennsylvania Man Thankful

Mr. C. E. Brooks, Marshall, Mich.

Dear Sir:—Perhaps it will interest you to know that I have been ruptured six years and have always had trouble with it till I got your Appliance. It is very easy to wear, fits neat and snug, and is not in the way at any time, day or night. In fact, at times I did not know I had it on; it just adapted itself to the shape of the body and seemed to be a part of the body, as it clung to the spot, no matter what position I was in.

It would be a veritable God-send to the unfortunates who suffer from rupture if all could procure the Brooks Rupture Appliance and wear it. They would certainly never regret it.

My rupture is now all healed up and nothing ever did it but your Appliance. Whenever the opportunity presents itself I will say a good word for your Appliance, and also the honorable way in which you deal with ruptured people. It is a pleasure to recommend a good thing among your friends or strangers.

I am, Yours very sincerely,

JAMES A. BRITTON.

425 North Ave. D, Bethlehem, Pa.

Ten Reasons Why You Should Send for Brooks Rupture Appliance.

1. It is absolutely the only Appliance of the kind on the market today, and in it are embodied the principles that inventors have sought after for years.
2. The Appliance for retaining the rupture cannot be thrown out of position.
3. Being an air cushion of soft rubber, it clings closely to the body, yet never blisters or causes irritation.
4. Unlike the ordinary so-called pads, used in other trusses, it is not cumbersome or ungainly.
5. It is small, soft and pliable, and positively cannot be detected through the clothing.
6. The soft, pliable bands holding the Appliance do not give one the unpleasant sensation of wearing a harness.
7. There is nothing about it to get foul, and when it becomes soiled it can be washed without injuring it in the least.
8. There are no metal springs in the Appliance to torture one by cutting and bruising the flesh.
9. All of the material of which the Appliances are made is of the very best that money can buy, making it a durable and safe Appliance to wear.
10. Our reputation for honesty and fair dealing is so thoroughly established by an experience of over thirty years of dealing with the public, and our prices are so reasonable, our terms so fair, that there certainly should be no hesitancy in sending free coupon today.

Remember

We send our Appliance on trial to prove what we say is true. You are to be the judge. Fill out free coupon below and mail today.

FREE INFORMATION COUPON

Brooks Appliance Co.,
115D State St., Marshall, Mich.

Please send me by mail in plain wrapper your illustrated book and full information about your Appliance for the cure of rupture.

Name

City

R. F. D. State

Miss Clara Dahl of the cashier's department spent a week with her parents at International Falls, Minn.

Otto Pontzar has returned to the demurrage desk, after an absence of several weeks, due to trouble with his eyes.

We had a visitor the other day—Mrs. Lucille Woodruffe—who used to be abstract clerk in the freight office, but is now living at Sioux Falls, South Dakota.

Mrs. Agnes Longbotham has left her position as expense clerk. I suppose that "Ag" will be a "lady of leisure" now.

James Morison is kept busy these days looking after perishable freight. He always finds time, however, to inquire about the magazine and to "devour" the contents when it arrives.

Boisterous Doings at St. Paul.

General Yardmaster R. H. Reers should be awarded the D. S. C. for service rendered the Christmas rush. We do not like to brag, but, etc.

Here's one for the Milwaukee System about our assistant foreman, Joe Neid, who has been employed by the company twenty years and just received his first transportation, because he was requested by the U. S. District Court to be a witness at Indianapolis, January 12th.

Gentlemen from Cape Cod eat soup—so does M. P. G. His motto these days is "anything you can eat with a sponge." You have our sympathy, as we all go down with fear when face to face with a dentist.

"Da Da" Moorhead, lower yard clerk, was at the installation dance in all his glory. The only comment that he had to make was "they were all hams there." We believe that he was referring to his own feet.

J. W. D. sure can make girls popular, judging from the popularity of the two young ladies from the Milwaukee at the installation dance the other night.

Did you notice the smile on little Jimmie the day after Christmas? It was caused from the fact that he received a shaving set from his best girl. Take good care of it, Jimmie, until you are old enough to use it.

Order 1—Place at Frontenac one 50-ft. furniture car, January 10th, load rabbits by Adams & Hultman for St. Paul. Yes, their intentions were good, but on arrival in St. Paul (after tripping the vicinity of above mentioned station for some thirty odd miles) all they could show was four squirrels and a field mouse, and they cancelled their order for a car, on account bombardment of the recent war having scared the rabbits away.

H. E. Brock, traveling inspector, loves to camp near the steno's desk when he is in St. Paul.

Chief Clerk Ryan was at the dance, but left early. Do you know why, or who she was?

Our chief, W. "Hank" F. is working claims, owing to the fact that C. H. C. (who was assigned to special duty in the old record room) is ill with a severe cold.

A wonderful man is he—just listen! (Special attention, ladies) Mrs. Johnson has resigned her position as car recorder for the purpose of having ample time to get the fine points on all fancy dishes (also something to eat) from "mother," so that she may sometime in the future be prepared to entertain the bunch and succeed in keeping hubby from joining the army again. More power to you, Ag; our wish that you may live long and be happy.

Smokey Boucher, yard foreman, recently returned from Canada. He advises that they sell it "over there." Two for two bits. My, what a delightful place for several that I know to spend their annual vacation.

Officers of the Efficiency Committee were elected at their meeting, held January 9th, M. P. Graven and B. C. Hultman remaining in their respective positions as president and secretary.

Yard Clerk John O'Connor has accepted the position of car recorder in the local freight office. "Less pay and more holidays" is his motto.

Roundhouse Foreman Jones has left for Mitchell, S. D., and Mr. Burrows will fill his position here. "Haste makes waste," and it has been a fact with our "steno," who was making for a street car on one cylinder the other morning when one of her toasts gave way and, wow! she tore her necktie and phoned the chief she had to return home for something, and would be somewhat late.

Gee! Didn't St. Paul station look good in the last magazine? "Let's keep it going."

Darting, Piercing Sciatic Pains

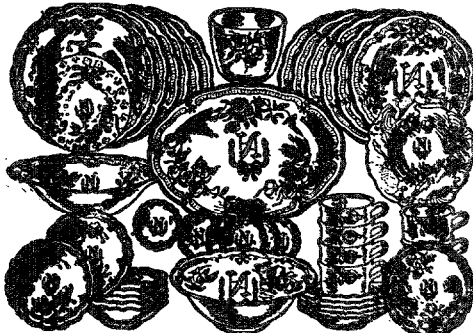
Give way before the penetrating effects of Sloan's
Liniment

So do those rheumatic twinges and the loin-aches of lumbago, the nerve-inflammation of neuritis, the wry neck, the joint wrench, the ligament sprain, the muscle strain, and the throbbing bruise.

The ease of applying, the quickness of relief, the positive results, the cleanliness, and the economy of Sloan's Liniment make it universally preferred. 35c, 70c, \$1.40.

Sloan's
Liniment
Keep it handy

42-PIECE DINNER SET



FREE This beautiful set of exquisite design has your initials in gold on every piece, 42 pieces in all, including platters, vegetable dishes, etc., full size, for family use. **Send No Money**, just name and address, and we will send 32 sets of our new art pictures to distribute on a special 25c offer. Send us money collected and for your trouble we will send you **THIS GRAND 42-PIECE DINNER SET**. Write today.
M. O. SEITZ, 3 N. 35 CHICAGO, ILL.

REAL PHONOGRAPH FREE

Beautifully finished, nickel winding crank, spring motor, speed regulator, stop lever. New improved sound box with mica diaphragm—makes perfect reproductions of all kinds of music. A marvelous machine in every way. Delighted thousands of homes.

SEND NO MONEY

Just your name, and we will send you 24 of our Art Pictures to dispose of on special offer at 25c each. Send us the \$8 you collect and we will send this new improved E. D. L. Phonograph and a selection of 8 records free.

E. D. LIFE, Dept. 3785 - CHICAGO

River Division Nothings.

"Bell"

Date: Friday, the (Unlucky) Thirteenth, so please don't expect wonders of this write-up. I predict it will be short, not sweet; more foolish, more wild than ever. Reason: Little Bell has had no time to solicit news, and no member of our River Division organization has been kind enough to donate news items to the "Great Cause." It will, therefore, be necessary for her to rely almost entirely on her weird imagination for inspiration and guidance in her "Chalk Talk." Have a Heart, peoples! Get over your backwardness and come forward with little bits that might be interesting to our readers. I promise to keep strict silence as to wherefrom they come if you wish it. Now:

I'll be living with hope,
That by the tenth of March,
There'll be a pile of "Dope"
For me to starch
And get ready for Press,
So it'll come from the Laundry
In a colorful dress,
So don't disappoint me.

Of the River Division
And it's Riverettes,
News Notes I'd put in
Our Railroad Gazette.
So come one, and come all
With items large, and items small;
They'll more than be appreciated,
Some few, of course, may be asphyxiated,
But I promise you my thanks you'll have
If I can entertain readers with your "Gaff."

Do you know that March sometimes comes in like a lion and goes out like a lamb? Other times it comes in like a perfect lady and goes out like the very devil? Pen up your chickens this month if you want to keep their feathers from being blown off. If you wish to know how it feels to go up in a balloon raise your umbrella on a March day when the wind is blowing ninety miles an hour. The umbrella will probably turn inside out—so will you. Now is the time to bottle breezes for use next summer. It is also a good month to get dust in your eyes; but, then, everybody is after the dust, so what is the difference? (Don't let that one get away from you.) Stand on any street corner, keep your eyes open, and the wind will do the rest. Then go home, wash the dust out of your eyes, and lay it away for a rainy day. It's an ill wind that doesn't blow somebody some good.

"Did ye ever see a drop, drop up—" said a coon to an engineer a short while ago. The engine was standing at a siding waiting for an order, and said coon was inspecting its intricate mechanism, when he saw a little pipe near the lubricator shooting oil up, drop by drop. It was almost too much for his eyes to believe, and when the engineer returned to his engine the coon exclaimed in astonishment, "Did ye ever see a drop, drop up?"

That reminds me, and I musn't forget to tell you, that one of our engineers, Severn Anderson, has discovered and is applying for a patent on

his new and unique process of making sausages. By this process he can make bologna, pork sausages, liver sausages, blood sausages, etc., instantaneous, without muss or fuss. Simply takes his engine hitched onto a train going at the rate of 50 miles per hour, and speeding up a bit when he sees any objects with four legs on the track. I have every reason to believe that the recent queer actions of certain friends of this engineer's at Hastings was due to their partaking of some of said engineer's quickly manufactured sausages. It is reported that a mule went "west" about that time, and it is only reasonable to suppose that there's considerable "kick" in mule sausage.

Our sympathy goes out to the bereaved family and friends of Conductor W. W. Williams, who passed so suddenly from our midst. He returned from his last run Saturday the 10th, and died about 2 a. m. Tuesday morning. He had a personality that readily made friends for him, and his many friends along the line will miss his kind words and smile.

Now if you'll go with me, I'll take you (this is my treat) on a little trip on "rubber-neck" deck, and we will rubber frontward, say to the year 1925. Place—Anywhere in the United States. In this case very likely Minneapolis.

Bill Smith (emerging from back door to empty dishwater, and seeing Bill Jones scrubbing his back steps)—Hello, Jones. Where's the boss?

Jones—Oh, she's gone on the stump in the Presidential campaign. Say, do you remember when we men used to run politics, away back in 1919, before the suffragettes got the upper hand?

Smith—You bet I do! Them was the happy days! What you goin' to do today?

Jones—Me? I'm gonna wash.

Smith—I thought I saw your wash out on the line yesterday?

Jones—You did, but the line broke and my wife says I'll have to do it all over again. Cuss the luck, anyhow!

Mrs. Jones (from upstairs window)—Silence, Mr. Jones! How dare you use such rude language! William, hurry up with your work and stop talking over the back fence!

Jones—I guess I'd better go in, too. Listen! After your wife goes away this evening, slide over. I've got some cigars and a half a dozen bottles of pop hidden in the coal bin. We'll talk politics and have a reg'lar splurge.

Smith—S-h-h-h! Not so loud! Shall I bring my sewing with me?

Jones—Naw, this is to be a pleasure party.

Smith—All right. Soon as I get the baby to sleep I'll beat it over.

Smith and Jones enter their respective doors.

That, my dear readers, should answer a greater part of your question: "WHAT'S THE WORLD COMING TO?"

Last, but not least, we feel it our duty to advise (our charges for advice are usually high, but in this specific instance we tender it free) Conductor Bausman not to leave his teeth lying loose on a train seat. We understand one of the passengers sat on them by mistake, and physicians have been unable to agree as yet on the strange malady which has attacked said passenger, as either the hoof and mouth disease or

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

hydrophobia, symptoms of both diseases being evident, yet many other symptoms also being present.

Viva Voce and Fac-Simile from the S. M. West.

A. D. Hooe.

What became of the brunette (or was she a blonde?) operator at Lakefield? Hubert Lewis, a new man on the S. M. Division, is working second trick while Mr. Gilman gives the "GM" on first.

Relief Agent A. T. Malek will look after all affairs and effects at Pipestone during the remainder of Agent Cawley's vacation.

Who's going to take the run, and is it going to be permanent? Well, let's wait and see. A great deal of business has been assured on the Woonsocket to Wessington Springs "turn around and double back run."

Brakeman Frenchie Starback (I don't believe that's his real name, as they say he is an old-timer) went to Minneapolis. Oh, I know who you are now, because you went to the Cities about a month ago. And the boys say you want to go up to the B. of R. T. and show them how they do the "shimmy" down there. After awhile Minneapolis won't have anything on us.

Chairman Gregerson and Secretary Peterson report a good attendance at their recent economy and efficiency meetings. Whenever you are in town and can attend one of the meetings, you are sure to become interested. It is not a one-sided house, and we all have a say, too.

Myron McCreedy has reported for duty on No. 216, after a two weeks' absence, account of illness. Mack don't feel extra, but too live to remain on the sick list.

A series of classes in the re-examination of train and engine men on the standard rules were recently held at Madison. These classes were conducted by J. M. Oxley, who, years ago, was located on the S. M. Division as trainmaster.

Section Foreman George Pappas has gone to New York City to await the arrival of Mrs. Pappas from Greece. George says he is never going to quit the Milwaukee Road. He is relieved by former Section Foreman E. E. Mitchell.

Found, at Madison, two kegs of cider. Eleven employees called upon to sift and ponder the matter of disposition. Somebody said all you have to do is get a gimlet and drain the contents, another favored a faucet inserted to avoid waste, I guess, and then somebody suggested to Agent Gregerson that they be set outside to freeze a little, be sawed in half and contents served with a ladle. Mr. Gregerson is still undecided.

A hip-hurrah time was celebrated all evening at the trainmen's ball, January 21st. If you hadn't met Tessa and Freda or Casey for, oh, so long a time, you surely saw them there. The Normal Gymnasium at Madison had been leased for the evening, and music was furnished by the Rialto Orchestra. Admired beautiful and attractive decorations dancing prevailed through the entire evening, up to wee small hours of morning.

Probably you went there feeling you might not be able to follow the way they dance now-a-days, but you came away knowing that you had fully enjoyed that old-time waltz. Many out-of-town employees and other folk came to enjoy themselves. Yes, I know you will be there again next year.

Congratulations of the entire Milwaukee family are extended to Brakeman Joseph Lawler and bride. This happy marriage took place at Woonsocket, the home of the bride, February 11, 1920. They will make their future home at Madison.

Miss Gladys Powell has accepted the position as bill clerk at Madison freight office.

Yes, some things are high-priced these times. A report just reached us from Minnesota that there might be trouble for the section foreman, who, in answer to the question over the disposition of the hide of valuable animal killed, and who received the money, answered it was all buried on the right-of-way. Treasure seeking party dug all day and found no gold and not enough leather for a shoe lace.

Well! Well! To think that the correspondent of the S. M. East went all the way down Water street and wasn't recognized is enough to bring tears to the eyes (i's) of a typewriter. When the sun sinks in the golden west or the moon is shining bright if you don't find CJB around anywhere you may press your quest further and go down to Austin's rippling brooks (in the summer) and there you will find him placidly, sitting, writing some of his eloquent poetry. The good that men do live after them, so will it be with you, O. J. B.

Notes From the Aberdeen Division.

W. H. Murphy.

Chief Clerk K. E. Morrison has been laid up for the past few days with an attack of the influenza. He is reported doing nicely and is expected back in a few days.

F. T. Beuchler, Chief Dispatcher at Aberdeen, has been confined to his bed with an attack of influenza. We wish him a speedy recovery.

The ice cream social given by the Niemi sisters was a wonderful success.

From all reports Miss Clara Zinn is to leave us in the near future. It is with regrets, indeed, that we learn the news. The best wishes of the bunch go with her.

Brother Ed Holtz has been acting chief clerk in the superintendent's during the absence of Kem.

Mr. Strob, 1717 report clerk in the Dispatcher's office, is taking a vacation and is at present in California.

The Brotherhood of Railway Clerks are giving their annual ball at Eagles Hall, Aberdeen, February 23, and it is expected to be the time of the season.

Frank Faeth, bill clerk at the local freight office, has just returned from a vacation spent at Portland, Ore. He reports a wonderful time. It was Wednesday night, the hour was late.

GIANT TOMATO-CUCUMBER-PEANUT-10c



Giant Climbing Tomato

Three Valuable Varieties You Should Grow In Your Garden This Year

Giant Climbing Tomato—Is one of the largest grown. Vines grow very strong and will carry an enormous weight of fruit, very solid, crimson color; specimens often weighing 2 to 3 lbs. each.

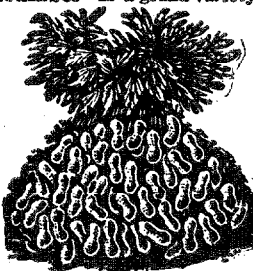
Japanese Climbing Cucumber—Is a grand variety; can be trained to fences, trellises or poles and save space in your garden. Fruits early, growing 10 to 15 inches long. Good for slicing or pickling.

Early Spanish Peanuts—Earliest variety and a great Peanut for the North; easy to grow, enormous yield, and a few hills in your garden will be very interesting to show.

Special Offer: I will mail you one regular sized Packet of Tomato, Cucumber and Peanut for only 10c, or 3 Packets of each for 25c.

My new Seed Book of Vegetables and Flower Seeds is included free.

F. B. MILLS, Seed Grower, Box 82, Rose Hill, N.Y.



Climbing Cucumber

When It Rains

wear a roomy, easy fitting

FISH BRAND MEDIUM COAT

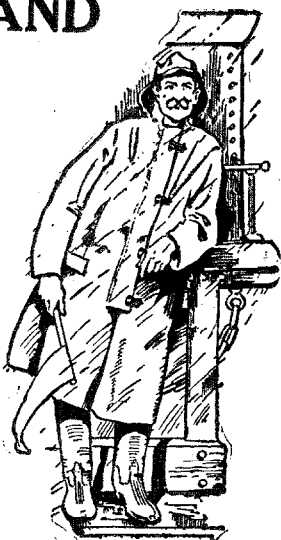
made in two styles, B411 with buckle fasteners; B421 with buttons and Reflex Edges that stop the water from running in at the front. The length and styles are right.

Catalog Free
Dealers Everywhere

This mark
guarantees
satisfaction



A. J. TOWER CO.
BOSTON, MASS.



1718

Deposit

AND WITHDRAW YOUR MONEY

By Mail

The largest Bank in the North-west • Fully qualified to handle your account by mail • An ample, speedy mail department insures prompt attention to your business • Ten Million Dollars of Capital and Surplus will safeguard your deposits

WRITE FOR INFORMATION

First National Bank
Minneapolis

When who should we spy, but Brother Faeth; He was not alone, now take it from me: She was very stylish and as cute as could be. It is rumored their acquaintance was but of a day or two,

But she had eyes for no one but Brother Lou. Machinist Apprentice L. Lockington expects to leave Aberdeen in the near future to finish his apprenticeship as machinist at Minneapolis shops. He says he hates to leave now that he has found a new girl.

W. L. Kelley, machinist helper at Aberdeen Roundhouse, feels that he is out of his place and wants to get on the road selling anything that is to be sold. We all believe he could sell ANYTHING, too, as he has the gift.

Sam, the official engine caller at Aberdeen, is not satisfied with the climate at Aberdeen since coming back from Denver, Colo., and feels the call to return to said place.

George Dayton, chief clerk in the mechanical offices at Milwaukee, was a recent visitor at Aberdeen.

Word has been received from Engineer William Rittenberg, who has been spending the winter in Portland, Ore., that his wife is considerably improved in health and they expect to return to Aberdeen in the near future.

J. J. Crowley, chief electrician from Milwaukee, was a recent visitor at Aberdeen, checking up material in relation to wiring Aberdeen Roundhouse for electric welding machine.

Elmer Maschke, clerk to chief carpenter at Aberdeen, has resigned to resume work in the road gang for the same department, which he advises appeals to him more than clerical work.

As chairman of the entertainment committee they say Len Mashick is a wonderful success, and oh, boy, the feeds that that man can get up, ice cream, cake and everything.

Signals Department "Wig Wags"—Lines West.

"Sum."

It couldn't be helped. In the first place not a single (or married) note came in, and, second, I wasn't in long enough to write 'em up. Anyhow, it was a busy month or more and the Gallatin Valley wasn't the only cold place on the West End. Got quite a few notes since the last write-up to fill in.

It got down to 35 degrees below along the Columbia river, which may account for "Roy's Cootie Garage." You see, it was like this: On account of being so cold he couldn't shave and when it warmed up the crews were being disbanded, so he, being so kind-hearted, is going to leave it for an "Old Cooties' Home."

You all know about "A Midsummer Night's Dream," but it is necessary to put in a few weeks in the Cascades at this time of the year to understand "A Midwinter Nightmare." Ask E. P. A., Fay or Applegate. About the time the cold weather was going good along came a nice rain that froze on the overhead lines and in the Snoqualmie tunnel, with the result that everything laid down in a nice tangle. When the extra gang was taking the ice out of the tunnel it was proved beyond a doubt that a pike pole will puncture a 4,400-volt lead cable. This all happened in the early part of December and was repeated the last of January, just to show it could be done.

L. E. Weaver was in Providence Hospital, Seattle, for appendicitis, operated on December 27th, and returned to the laboratory for light work January 26th. Shorty says he feels fine (with his fingers) and expects to be all O. K. real soon, because he was fed eggnog in the hospital. I always was unlucky. Had mine taken out when you could get drink any place.

Valuation Engineer Seemuth, with Assistants Barton and Munkhoff, paid us a visit and fell in love with our Puget Sound climate, beautiful girls and "cowboy pool."

You are not the only one that is short a cigar on E. P. A.'s addition. He waited a week before mentioning it around here, "Suds."

Please note, Betz, that N. B. S. mentions Three Forks as being a city. Wonder if Reed was over there.

Monthly main office note: Another stenographer, Miss Schindler.

Due to heavy going with a gas car and a lot of overhead wires coming down in the Cascades,

Supervisor Allen has put in a temporary maintenance job at Hyak. T. M. Applegate is maintainer and Pete Andraska was helping, but the going got too heavy for him, so he moved out after a month and Apple has Kid Percy helping now. Glenn De Graves is on Applegate's place as helper at Renton.

Laboratory work has increased to such an extent that Mr. Wade has a new man, J. I. Howell, on as a composite mechanic. At the last count Wade had 1,200 D C relays and about 100 A C relays waiting repairs.

Supervisor Westermarck was laid up with the "flu" a few days. Also Jim Randolph was out of service for a time with the same thing. Have a note from R. A. L. to the effect that he isn't going to get the "flu" until he locates some of his "famous remedy."

Staff station at Kyle was reopened for service January 24th, and Bryson on January 28th.

H. L. Stage is back to Superior as maintainer. Understand several Mineral County school teachers didn't approve of a change that moved "Chet" away.

"Slim" Richards is helping C. O. McPherson at Missoula.

C. C. Richardson has gone to Josephine as maintainer, relieving A. Ringhousen, who has gone to Gold Creek. McDonald, formerly helper at Gold Creek, has gone in to the Deer Lodge shops, and Glenn Collins, who has helped everybody and everything on the R. M. and Missoula Divisions, has a regular job helping at "Cold Creek."

Wieberg's crew is moving a lot of miles up and down between Finlen and Butte. Am not sure what they are doing, but have a note about "Mike" saying something about a wife in Butte that may be the cause for staying in this neighborhood. Had Mike all nicely married once, and am not going to take a chance on writing it up until—well, until Mike says so himself.

Doc Crantford is working for the Electric Storage Battery Company, being relieved by Ted Groth as mechanical maintainer, who has moved his family to Deer Lodge.

R. B. Jeffery got his foot electrocuted that caused him to limp around for a time, and about the time it was O. K., an extra set out a car of oil on a signal at Jericho. It always makes a nice combination to mix one signal with one car of crude oil, so Jeff put in a new signal and will have something to work on rainy days and Sundays separating the mess.

Didn't hear anything from the Idaho Division, but see Bingham's name back on the payroll, so assume he is all over having the smallpox, which laid him up over a month.

Wooden Shoe Doings. *Mitch.*

Xmas and New Years over with, the sick list is getting smaller every day. We will expect to see all back to work again in a week or ten days.

Roundhouse Foreman Allen Woodruff has returned from Florida, where he spent the past month with his family.

Engineer Heinie Franzen, who has been confined to his bed for the past two months, is recovering. Heinie has been suffering from the effects of an operation he had performed some time ago.

Engineer John Mulendyke is back on his old run again, Nos. 9 and 10.

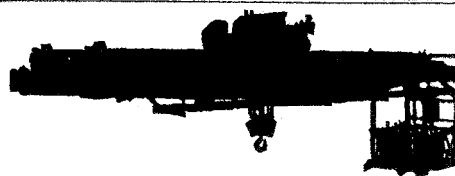
Engineer Tom Brady is working on West End passenger this winter.

One day recently a car of merchandise was discovered on fire. The volunteer fire department was called to extinguish said fire, but seemed to forget where the hose cart was located, the result being much confusion. We would suggest that "Captain" Hank Nelson drill his men a little more.

No. 9 left Green Bay the other night with Copper Range engine No. 50 and was four hours going to Lena, 32 miles. From Lena they had to be towed to Houghton, over 200 miles. Both Engineer George Constance and Fireman Fred Bassett claim they had some trip.

Engineer J. P. Martin, who has been working in the ore district for the past year, is with us again, and at present is running on east way freight.

A life-size portrait of Engineer Mike O'Neill, drawn by some unknown artist, is one of the



Machine Tools AND Traveling Cranes

We build complete equipment for railway shops including: Wheel and Axle Lathes, Car and Driving Wheel Lathes, Wheel Presses, Tire Mills and general machine tools from small tools to Cranes. We also build Steam Hammers.

Send for Catalogs

Niles-Bement-Pond Co.

111 Broadway
NEW YORK

RHEUMATISM

A Home Cure Given by One Who Had It

In the spring of 1893 I was attacked by Muscular and Inflammatory Rheumatism. I suffered as only those who have it know, for over three years. I tried remedy after remedy, and doctor after doctor, but such relief as I received was only temporary. Finally, I found a remedy that cured me completely, and it has never returned. I have given it to a number who were terribly afflicted and even bedridden with Rheumatism, and it effected a cure in every case.

I want every sufferer from any form of rheumatic trouble to try this marvelous healing power. Don't send a cent; simply mail your name and address and I will send it free to try. After you have used it and it has proven itself to be that long-looked-for means of curing your Rheumatism, you may send the price of it, one dollar, but, understand, I do not want your money unless you are perfectly satisfied to send it. Isn't that fair? Why suffer any longer when positive relief is thus offered you free? Don't delay. Write today.

Mark H. Jackson, No. 761F Gurney Bldg.,
Syracuse, N. Y.

Mr. Jackson is responsible. Above statement true.

The Standard Accident Insurance Co.

of
DETROIT, MICHIGAN

has especially designed policies covering accident and sickness separately or combined for Railroad men in all branches of service. **Prompt claim settlements.** Over \$27,200,000 paid in claims to thousands of satisfied policy holders. Ask our agent or write the Company.

RAILROAD DEPARTMENT

H. C. CONLEY, Supt.

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

new features of the Green Bay roundhouse office. Also a new chair has been added to one Allen Woodruff's private abode, which makes him look like a judge in a court room when occupying same.

Machinist Apprentices John Kuehl and C. Lynn, known as the "he" vamps of Green Bay, introduced the latest dances at the machinists' installation January 12th, 1930. From the way the free lunch was disappearing when those boys were not busy entertaining, anyone would think they had lost their home.

Fireman Harry Shields is holding down the East End job with Phil DeGuire.

John Hart, former assistant storekeeper at Green Bay, and now storekeeper at Sanborn, Ia., spent the holidays here with old friends.

Pete Rogers has been appointed night yard-master at Green Bay.

No snow in this neck of the woods last winter, but, oh, boy, there is enough here now to last until next July.

This is one of R. G.'s latest compositions, and to think his father wanted him to learn a trade:

It was midnight on the ocean,
Not a street car was in sight.
The forest fires burned brightly, dim
And it rained all day that night.

On a winter's day in August,
The rain was snowing fast,
As a barefoot boy with shoes on
Stood sitting on the grass.

Minneapolis Shops Happenings. James Nellins.

Well, hello and how do you do?
How's this old world been using you?

This correspondent has returned after an enforced vacation of nine months and he salutes you.

On our return we find the personnel of the office practically as it was when we left the office on February 6th, 1919, with all the clerks in their old places, which one would infer that they are well treated and satisfied with their treatment and surroundings. In any event, they all looked good to me, and apparently they were glad to see me back there.

It is with considerable sadness we mention the long absence from the shop of our old veteran friend, Carl J. Lundquist, of the car department. This faithful and painstaking foreman suffered a stroke of paralysis some time ago, and is still absent from duty on this account, and it seems strange not to see him at his daily work such as he has been for many years, and all hope for his recovery and resumption of work.

General Manager J. T. Gillick and Superintendent Motive Power E. J. Brennan were at these shops January 20th. In making the rounds of the place they appeared to be satisfied with the conditions existing at the place.

The office was pleased to have a call from Mrs. Lee Bourquin, formerly Miss Elsie Bender, and for a long time a clerk and stenographer in this office, working in such capacity until failing health compelled her to give up the work and regain her health. She surely appeared well while on her visit here, much to the gratification of all the old friends that are still here.

On the early morning of Saturday, January 3d, the white lights were swung out for the old transfer table operator, George W. Gegenheimer, who died the morning of that date. Our old veteran and friend had been compelled to lay off on work last spring and he went to Ohio for a long rest with the hope of regaining his health, but such was not the case. He failed rapidly on his return to Minnesota and passed away on January 3d. Another old-timer of over forty years service gone.

There is general pleasure expressed over the appointment of Chief Clerk Tal Hughes of the car department to a new position, which is understood to be quite a responsible one, and Mr. Hughes is the one who will fill the bill and give a good account of himself.

There is also much rejoicing over the appointment of Wm. A. Tuttle to the position of chief clerk, car department, to take the place of Tal Hughes, appointed to his new position.

Mr. Tuttle will meet the business and handle it alright, and all pull together now and give him a boost, for oh, he is a jolly good fellow.

The influenza, or just the plain "flu," has kept a hole knocked in the forces of the locomotive department office recently, the Misses Robertson, Hein, Buddie, Larsen and Callihan being absent at one time, gripped with this epidemic. All have resumed their places with the exception of Miss Robertson, who is still quite sick, but all hope to see her in the familiar old chair soon.

Veteran Blacksmith Joseph Cochran is laid up with an attack of the "flu," but at last reports he is gaining, and it will seem nice to see him at his familiar fire in the blacksmith shop.

Veteran Boilermaker Samuel Cooper passed away on January 31st, after a long siege of illness. He was a veteran in this work, and has been with the company many years, and there is general sorrow among his fellow workers in the boiler shop.

One of the old and faithful blacksmiths, John Williams, died recently, and many regrets were expressed among the blacksmith shop men, where Mr. Williams was found to be a most agreeable fellow workman. For many years he was foreman in charge of the car department blacksmithing at the shops in Milwaukee, and a couple of years ago he returned to these shops and to his old home in Minneapolis.

We also note in the Milwaukee Shop Items that Chief Clerk G. O. Dayton has installed some new "sun-burst" lights to the ceiling of his office. Congratulations, and if he has any left he might send some here to assist us in performing some of this efficiency and economy that we are so fed up on.

It is voted unanimously that one W. M. G. of the store department is the champion heart-breaker of the place.

Wonder why so many going to Winnipeg recently? What is the attraction there?

It was sight for poor eyes to see the smiling face of the general storekeeper of the coast extension end of the rod, Tony Kroha, at the shops on the 4th of February. He was all smiles, all old friends giving him the glad hand, and from his rotund appearance, worldly affairs are resting lightly with him.

The great question is, who ate up the Liberty Bonds? Let us blame it to Tobey the cat.

Assistant General Superintendent of Motive Power George Martin spent Thursday, February 5th, at the shops.

Hurry along that schedule governing working conditions of the clerks, so we can see if clerks get what they usually get. At first reports there were not many blessings showered on the heads of the makers, but perhaps after a careful perusal of same, it will turn out better than what was first reported.

Notice is taken of our fellow correspondent, Guy E. Sampson, being sick and operated upon in a hospital. Brother Sampson surely has this correspondent's heartfelt sympathy, for we were under the care of the Doctors Mayo in their institute at Rochester, Minn., being there for a period of sixty-two days, undergoing three operations, and our sympathy is certainly extended to any such unfortunate. Mr. Sampson mentions his many friends calling on him during his illness, and this is certainly the time when a fellow needs a friend.

It seems nice to see our friends, Mr. Sherden and Clifford Gamble, back at the works again, they now being added to the store department forces.

An old-timer visiting the store department certainly sees some bee hive as compared with what it was when the office force consisted of three people, Frank E. Pattee, George G. Allen and Frank M. Harvey, but it was no eight-hour a day job then.

Well, dear children, my blessings upon you until we meet again, and see to it that you be good boys and girls.

B. & B. Areograms—Coast Division. (Fellow Workman.)

Deputy Sheriffs and revenueurs of Orting and Puyallup emptied the contents of a 50-gallon still into the Puyallup river and she proceeded to get full, which kept Bridge Foreman Hall and gang busy clearing drawbridge of drift. Understand the Milwaukee is to procure an injunction restraining sheriffs and revenueurs from emptying intoxicants into the river.

Chris Arendt, B. & B. foreman, Tide Flats, is the happiest man in town these days. The rea-

BALDWIN

Co-operation and Efficiency

Baldwin Service means to a railroad, everything that has to do with better motive power conditions.

Our experience and skill acquired in the building of more than

52,000

locomotives for service in all parts of the world is always at the command of our customers.

A feature of our service is the prompt forwarding of duplicate and repair parts to maintain efficiency.

The Baldwin Locomotive Works
Philadelphia, Pa.

LOCOMOTIVES

To all Railroad Men "Continental"

means Income Protection
—Liberal Policies—Fair
Treatment—the Railroad
Man's Company

Cut out and mail today.

Continental Casualty Company
910 Michigan Ave.
Chicago, Ill.

I am employed by the MILWAUKEE
SYSTEM _____ Division.

Please send me information in regard to your health and accident policies such as are carried by hundreds of my fellow employees.

My age is _____

My occupation is _____

NAME _____

ADDRESS _____

CONTINENTAL CASUALTY COMPANY
H. G. B. Alexander, Pres.
CHICAGO

sent: War between the Standard Oil and Union Company, and gasoline dropped half-cent.

Dick Rickette says: The only people who will try and hand you the dope these days that two can live as cheap as one, is the butcher and the old maid.

Bridge Inspector Lanning and Pile Inspector Mullin are inspecting bridges and piling in the vicinity of Tacoma this week.

There is very little snow on the west slope of the Cascades this year, and the indications are there will be but few wash-outs.

Remodeling of roundhouse is well under way, as well as extension of turn-table to accommodate the new electric motors, which will soon be pulling trains out of Tacoma.

Material Yard Foreman Curtis has moved into his new office. He is now located west of the roundhouse.

Meeting of bridge and building foremen was held in Chief Carpenter Welch's office January 31st, to devise a more accurate account of keeping material and time books. Those present were E. Bubltz, C. N. Arendt, G. P. Hall, H. Jones, W. E. Palmer, M. Mortenson, J. McMillan, R. E. Thayer, H. F. Achenbach, F. J. Welch, G. L. Augustine.

What will the prohibition party have for their platform now? Would suggest the H. C. L.

Two shifts are working piledriver on the ocean dock, where they are driving 1,100 pile.

George Mullin, pile inspector, Coast Division, has discovered the secret of making hens lay. "Jazz music" is the thing. Mullin's feathered beauties had dropped off in the production of hen fruit. He recently purchased some of the latest jazz pieces, and the first day he played them he noticed every hen immediately seemed to take on new life, move about the hen house as they never did before. Now he is getting 70 to 80 eggs each day.

We cordially extend an invitation to all fellow Milwaukee employees to take a ride on our municipal street railway when in Tacoma. We feel proud of her. She has a bonded debt of \$100,000, and only last month the council voted \$1,000 to defray the expenses of our ever zealous

mayor that he might take an extended vacation, that he might procure some information on how to run a street railway. (I would suggest some correspondence school.)

M. C. B. Jottings.

"Izetta."

Harry Belond, our AFE man, called at the federal manager's office, Chicago, to gather data for the D. C. E. forms.

I wish to heartily thank a certain party in the M. C. B. office for sending in some news items. They were surely appreciated, and I wish more would take enough interest in the Jottings to send in a few items.

Al. Lenhart, our assistant payroll estimator, is mourning the loss of his mother, who passed away on January 30th. Mrs. Lenhart had been ill for some time, but her death came as a shock to us. The funeral services were held at Antigo, Wis. The sympathy of the entire M. C. B. office is extended to Al. in his bereavement.

J. J. Hennessey, assistant M. C. B., attended an arbitration committee meeting at Chicago the latter part of January.

The "flu" germ surely did hit our office, some getting a regular dose of it and others were lucky enough to have slight colds. Ray Voight was one of those who was "hit hard," and when he came back to work he said he had lost twelve pounds, and I don't think anybody would argue with him, for he did look thinner. Andrew Schilhansl, Lillian Skobis, John Bremser, Gertrude Hass and Floyd Streeter were some who had to stay at home on account of colds. I'm sure I haven't mentioned the names of all who were compelled to be away from the office, for one day in particular we were thirteen shy in the M. C. B. office, but even though your names aren't here, we missed you when you were gone.

J. Hass, chief clerk to H. R. Warnock, as well as Art Schroeder, Chicago, were in Milwaukee on a Sunday. Why not call on us on a week day?

Al Barndt has been quite a busy man of late playing nurse, cooking, and at the same time handling his work at the office. Mrs. Barndt has had a terrible siege of pneumonia, but at the present time we are pleased to report that she is on the gain. I hope by the time this is printed, that Mrs. B. will be up and around again. Mr. Barndt seems to be quite proficient in making chicken soup, the strength from which helped Mrs. Barndt fight this spell of sickness.

It has been some time since we wrote an article about our file clerk (one of the foremost young men on this railroad today). This young man, as you know, is Hon Jack Hauenstein, who is devoting his time in the capacity of an expert in filing. He has made a name for himself and if ever any person on this road needs a cheering up, take a trip to Milwaukee and his prescription will be filled. As we started to say, Jack's wife has also been ill with pneumonia, but with all his worry, there was never a time that Jack acted down-hearted. That's the kind we need in the office.

Floyd Streeter of the M. C. B. billing department was at Aurora, Ill., at which place he attended the golden wedding anniversary of his grandparents. Here's hoping, Floyd, that some day you'll celebrate your golden wedding.

Our regular callers, M. Parkinson, DGCF, DuBuque, and R. L. Whitney, statistician in H. R. Warnock's office, Chicago, were here during the month, the former on payday and R. L. W. the early part of February.

Tal Hughes, formerly chief clerk to District General Car Foreman F. A. Staples, Minneapolis, has joined the ranks of our office, acting in the capacity of M. C. B. interchange inspector. We wish you all kinds of success in your work, Tal.

A kind of a stranger appeared in our midst on February 10th, in the person of G. F. Unger, assistant auditor of expenditures, Chicago. We were pleased to become acquainted with you, and trust you will visit the M. C. B. department again.

John Freeman, our janitor, suffered a loss on February 7th, on which day the messenger of death took from his midst his 32-year-old son, who died after a serious operation. Mr. Freeman has our heartfelt sympathy.

C. R. Gilman, car lighting engineer, made several hurried trips to Minneapolis, Chicago, etc.



Keep
Your Eyes
and
Baby's Eyes
Clean and
Healthy
by applying
MURINE
Night and
Morning.

If your Eyes
Tire, Itch,
Burn or
Discharge
—if Sore,

Irritated, Inflamed or Granulated,
use **MURINE** often,—
every ten minutes to every two hours
as best conduces to comfort.

**Wholesome-Cleansing-Healing
Refreshing-Soothing**

For Sale by Druggists

Write for our free "Eye Care" book.

Murine Eye Remedy Co.
9 East Ohio Street, Chicago

R. & S. W. Division News.**M. J. Cavey.**

Conductor Cummings and wife have gone South for the balance of the winter, Conductor Buege running 9-30 during his absence.

We were all pleased to note that Mr. Gillick received a medal from the King of Belgium for the good service he was rendered by Mr. Gillick. But we are more than pleased to know we have another one in our midst who has been awarded the coat of arms from the King of Kakakic for the good service he rendered his subjects by seeing that they were put on the right trains of our stub run between Racine and Corliss, which will long be remembered by that little nation and the loyalty that has been rendered them. We sure are proud of you, H. J. B., and would like very much to see you prized taken.

It is rumored from good authority that two new smokers will be placed in service on 9 and 30. The smokers now in service are very much out of date.

Understand that Cherry Bark Juice puts a man full of pep. Now, that the country is dry, it can be bought at Freeport and anyone disputing our word may ask Conductor C. F. Hayes. But he claims it should be taken as a spring tonic as the weather is more favorable.

We are pleased to know that Milo Bolton is having great success around Savanna Yard co-operating with the Illinois Division crews. We have to hand it to Milo when it comes to donations and paying his dues regular.

Brakeman Jim Barrett says: "Railroading is no job for a married man, or a man in love."

The duties of Foreman A. Nelson and his able crew of bridgemen are many on the R. & S. W. Division these days. Besides building bridges and doing the necessary repair work, they are required to pitch in and help harvest ice at certain places, such as Elkhorn and Rockford.

The American Legion Post at Sharon, Wis., with a membership of sixty, named their post in their charter after Corporal Edward L. Moser. Corporal Moser was a son of Section Foreman Louis Moser, Allens Grove, Wis. The young man enlisted while serving as assistant engineer at the Wisconsin State School for the Deaf at Delavan, Wis., on April 7, 1917, in Company C, First Wisconsin Infantry; went from Camp Douglas to Waco, Texas, in September, 1917; was transferred to Company K, 128th Infantry, 32d Division; landed in France March 4, 1918; taking part in all battles of the 32d Division; was killed in action October 6, 1918, near Gesnes, Argonne Forest, France. The post was presented with a beautiful silk flag by Mr. Moser.

Every one of us should be pleased to hear that we have a great soap box orator coming to the front at Racine in Harrington Beamish. We sure would appreciate it if he would come West so we could hear him speak, as there is no Sunday service at Racine it would greatly help if he would ride the Way Freight caboose and speak from the rear platform at each station. Who knows but what he might be able to give us a pointer on the dry question. We figure we have to use a little oil even if it does run on ball bearings. Please, Beamish, turn and face the West so we can hear you, as there is no use talking to such a large body of water as Lake Michigan. If Harrington ever ran for President it would be a cinch, as he could get any man's vote with that line of chatter he puts out. I'll bet the Swede at Elkhorn appreciates such good things of Beamish.

The hotel at Davis Junction, belonging to Conductor Ed Hamer, was destroyed by fire.

Trainmaster D. A. Gibson was called to Racine on account of illness in his family.

Switchman C. E. Mertz's 10-months-old boy died January 31.

Operator Ed Crissey's father died at Rochester, Minn. Burial at Racine.

Brakeman George Brinkman left his run February 10. He was called home to Racine on account of the serious illness of his sister.

Conductor Nick Hermes relieved Conductor Beuge on 9 and 30 and will hold this run until Conductor Cummings returns.

Conductor Charles F. Hayes was called to Elkhorn on account of the sudden death of his father-in-law.

Conductor Kinney, after spending several days in passenger service, is back on the way freight again.

Meyer Burstein

Manufacturer of

All Grades Cotton
Waste and Wool
Journal Box Packing

NEENAH,

WIS.

Continental Bolt & Iron Works

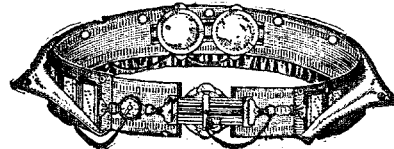
West 43rd Street & Western Ave.

CHICAGO

Phone McKinley 1701

Machine & Carriage Bolts Bridge Bolts
Hot Pressed Nuts Lag Bolts

60 Days' Trial



If you suffer from Debility, Nervousness, Insomnia, Lack of Vigor, Rheumatism, Lumbago, Lamé Back, Poor Circulation, Dyspepsia, kidney, liver, bladder weakness, or any trouble due to low vitality, send for our Free Book telling all about the genuine Sanden Electric Belts and how they are sold on 60 days' trial, with no cost to you unless you are absolutely satisfied. Price, \$1.85 up. This is an opportunity you should not miss. You are fully insured against failure and take no risk whatever. The Sanden Hercules Belt is the best in the world, and our offer is absolutely genuine. Write for Free Book today. Address

THE HERCULEX CO.

1416 Broadway, New York (Dept. G)

Saint Paulograms

No. 4

Saint Paul is the home market for the drug trade of the Northwest.

Druggists' supplies to the value of more than \$10,000,000 are wholesaled or manufactured annually in Saint Paul.

The second largest wholesale drug house in the United States is located in Saint Paul.

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"

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 collect 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

Ted's caboose is shagged in both directions with bumpless cars. He seems to think they saved them all for his return, but not so Ted, just happened that way.

Agents Smith of Burlington and White of Kansasville report the ice harvest completed. Conductor Muckerheide was in charge of the crew, and the Consumers Company did all the loading at Burlington. Work began January 13 and lasted until the 30th. During this period seventy-five to one hundred men loaded 575 cars. They were badly delayed on account of the severe cold, engine failures, derailments, snow, etc.

Conductor D. McCarty had charge of the work at Kansasville, seventy-four cars were loaded for Chicago, and the ice house was filled with 60,000 tons for Swift & Co.

We understand Miss Beryl Rossman is planning a shower on one of the young ladies in the adjoining office. Forget it, Beryl. Everett says there is nothing doing, and by his actions at our dance we think he means what he says. Anyway, there is just as fat fish in the sea as ever have been caught.

Operator L. A. Carter has been appointed assistant local chairman of the O. R. T. with jurisdiction on the R. & S. and R. & S. W. Divisions.

Isn't it mysterious how one will faint from the effects of escaping steam? There must be some clue leading to this mystery. I'll say some Klugh or some steam.

Conductor Bill Muckerheide drew the second Racine Way Freight job. Looks as though he preferred railroading to the chicken business.

Following an illness of five weeks C. Rudolph Sieb died at St. Mary's Hospital, Racine, on February 13. Mr. Sieb was a Milwaukee veteran, having been in the employ of the company nearly forty years. He was in his 60th year and had lived in Racine since he was six years old. He was yardmaster at Racine for a number of years, and always enjoyed the confidence of his employers and the respect of his employees. He was a valued citizen of the community in which he lived and he leaves behind him a large circle of friends to mourn his passing. He is survived by his widow, one daughter and several brothers and sisters, to whom the sympathy of the division employees is extended.

Engineer Walter T. MacFarlane died at his home in Racine February 13 after a short illness at the age of 32 years. Mr. MacFarlane was a native of Racine and is survived by his widow and father, to whom the sympathy of division employees is extended in their bereavement.

Railway Exchange News.

"W. A. D."

Art Dreutz now tells us he was not on a vacation, but while at the Transportation Building he actually worked. Our mistake—we're sorry, and apologize.

From any chief clerk on any night before retiring:

"May tomorrow's rising sun
Awaken every one
Of my stenographers.

"Oh blessed be the day
That one is not away
Of my stenographers.

"Excuses that I hear
Are distasteful to my ear
From my stenographers.

"Oh grant this little plea
That I for once may see
All my stenographers."

Every now and then, mostly then, a telegram is actually transmitted by wire.

The telephone operators endeavoring to collect a nickel for a personal call put one in mind of a loan shark endeavoring to collect the interest on a loan.

Current Fables!

Once upon a time there was an office boy who was very ambitious and never smoked cigarettes.

Once upon a time there was a stenographer who always came to work on time and never chewed gum.

Once upon a time there was a boss who never bawled out any of his employees and always gave them valuable presents each Christmas.

The tug-of-war between the electric and steam

locomotives puts one in mind of the manner in which one railroad is working in the interests of another under the USRRRA.

In prominence at the Tysdal benefit held at the Jones residence were Mr. and Mrs. P. A. Jones, the Messrs. Leahy, Meisner, and Johnson, in addition to the eminent Tysdal in whose honor the benefit was held, and the distinguished gent whose initials appear at the head of this column. Interest was centered on Mrs. Jones, whose skill with pot and pan was a prolific source of congratulatory expressions from all present due to their ravenous appetites being for the first time wholly appeased.

With the roads back where they belong, instead of devoting one-tenth of their time to railroading and nine-tenths of their time to making complicated reports to the USRA, the offices will devote their entire time to railroading.

The office of the building must have a special clerk keeping a record of our office moves, and one employed exclusively for the purpose of changing the directories on the 12th, 13th, and 15th floors, in addition to the force employed for tearing down and putting up partitions for us.

For Who?

"It was a famous victory,"

The Union Chief remarked,
While out in quest of members
The said Chieftain embarked.

"It was a famous victory,"

The Director General cried,
While addressing some rail officials
Whose interests are closely allied.

"It was a famous victory,"

Exclaimed the humble clerk,

"I never get a raise in pay,
Instead I get more work."

We have word from the accounting department that "Eddie Vachlon, the 'Fighting Bookkeeper,' is the fastest welterweight that ever put on the gloves"—and we ask, with the gloves on, on his feet?

Winner of the Bronze Plaque!

Now that one cannot legitimately still whiskey, is it all right to Stillwater?

Alcoholically speaking—to J. B. on January 17th:

With heart of lead
And joys that fled

At 12:01 this very morn,
I'll think of thee, and liberty,
My dear old pard—

John Barleycorn!

May Their Slumbers Remain
Undisturbed.

Supplement No. 2 to our station book issued by the general freight department in September 1919 shows Mobridge, S. D., on the H. & D. Division.

His What?

R. M. Wheeler tells us his "bronical" tubes are out of order.

Who is "Happy" Hazell?

Someone has started a "suburban" contest and what it is all about we don't know as yet. Deerfield started it off by its entry of the Misses Rockenbach, Ledgerwood, and Karch.

After living in Chicago practically a lifetime Mr. Fowler was overheard calling a Mr. "Barker" at Lawndale 2966.

Ray Farmer's "Barnyard Experiences" are conclusive evidence of him possessing an imagination far in excess of a human.

The "Sagacious" Leahy inveigled several of his co-workers into a P.G. at his home the other evening, the outcome of which finds friend Leahy living on the fruits of the "boy's" labors, and finds the "boys" sulking about half starved with their eyes to the calendar, counting the days till payday.

M. M.—routine. The initials are those of Miss Mary Merrill.

Car Accountant News.

"Sts Hopkins."

Carl Knigge is with us again and with him he brings the same old smiles.

Misses Sophie Duckers and Louise Berch are late owners of the well known cut glass.

Paula Barton has left to start an adventure in the matrimonial line.

A pretty wedding was solemnized at the home of Miss Florence Johnson in Deerfield, Ill., where she became Mrs. F. C. Jacobs, Miss Lillie Kline as bridesmaid. This office extends congratulations to the happy couple.

Vul-Cot Fibre

Used almost universally
for Track Insulation

Manufactured by

American Vulcanized
Fibre Company
Wilmington Delaware

E. T. FRANKLIN

Telephone Harrison 5163

A. O. TANDY

THE FRANKLIN-TANDY
COAL COMPANY

WHOLESALE COAL

Fisher Building, Chicago

Exclusive Sales Agents

FRANKLIN, TANDY & LOWISH

Incorporated

MINES: STAUNTON, IND.

—THE—
National City Bank
of SEATTLE

CAPITAL AND SURPLUS
\$600,000.00

Commercial & Savings Accounts Solicited

Larabie Bros.

BANKERS

INCORPORATED

Deer Lodge, Montana

Founded in 1869 Oldest Bank in Montana

Every Banking facility extended
to our customers

Safety Deposit Boxes For Rent
Depository for C. M. & St. P. Ry. Co.

EARN \$25.00 WEEKLY AS A PRACTICAL NURSE

This simple home-study, short course soon trains you. Learn how to recognize different diseases, to take temperature, care for patients, give baths, etc. Easily understood. Study "Nursing in the Home," by Dr. Lee H. Smith. This gives new improved methods, complete course, five hundred pages, only 50 cents. Send today. Money back, if not satisfied. No red-tape. World's Medical Press, 63211 Washington St., Buffalo, N.Y.



Reeves Coal Co. Yards

HOT STUFF

Minneapolis

Minn.

Factory to Rider SAVES YOU MONEY



Buy direct and save \$10 to \$20 on a bicycle. **RANGER BICYCLES** now come in 44 styles, colors and sizes. **WE DELIVER FREE** to you on approval and 30 days trial and riding test.

Easy Payments if desired, at a small advance over our regular **Factory-to-Rider** cash prices.

TIRES lamps, wheels, parts and supplies at *wholesale prices* in our **Big FREE Catalog**.

Do not buy a bicycle, tires, or sundries until you get our *wonderful new* offers, low prices and liberal terms.

MEAD CYCLE COMPANY
Dept. D247 Chicago

German City Bonds

The value of the German Mark is now about one-twelfth of its normal worth. As a consequence the bonds of the larger cities of Germany can be obtained at very cheap prices.

Full particulars and translation of bonds free on request.

IRVING K. FARRINGTON & COMPANY

Member of Consolidated Stock Exchange
30 Broad Street New York City

I could tell you of some "has been" weddings but—

A young man of this office announced his intentions of remaining at home on the 29th of February for fear of the proposals he might receive and if you will believe me all the girls were absent on that day. Alas—who knows—perhaps some poor girl had only one thought—"a silk dress."

Miss Julia Fisher spent the week-end with parents in Oconomowoc, Wis.

Miss Mary Maney is in Los Angeles, Cal., for the benefit of her health—friends hope for her speedy return.

My attention was called to the appearance of a certain young man one morning and on inquiring the cause—"a dull razor" that might have proved a good alibi had not the night before been one glorious celebration—now the problem is, was it the celebration or what?

"Thinking."

If you think you are beaten, you are,
If you think you dare not, you don't;
If you'd like to win, but think you can't,
It's almost a cinch you won't.
If you think you'll lose, you're lost,
For out of the world we find
Success begins with a fellow's will—
It's all in the state of mind.
If you think you're out-classed, you are,
You've got to think high to rise;
You've got to be sure of yourself before
You can ever win a prize.
Life's battles don't always go
To the stronger or faster man,
But soon or late the man who wins,
Is the one who thinks he can.

(Contribution.)

Mechanical Department Notes—Tacoma. S. A. E.

J. A. Wright, DMM, left for a short business trip to Deer Lodge.

W. F. Coors, electric inspector, is spending a few weeks at Tacoma Shops, instructing our engineers and firemen regarding the operation of the new electric locomotives.

Mrs. Elizabeth McKnight, clerk in blacksmith shop, has been called to Walla Walla to attend the funeral of her uncle. We all extend our sympathy to the bereaved family.

Machinists A. W. Miller and R. B. Casson left for a trip east.

When is it going to happen, Bobbie?

We are all glad that H. L. Snyder now has syrup for his hot cakes.

Did you attend the clerks' dance at the Olympus?

In spite of the price of sugar, we notice that several of the girls are leaving the service of the company to get married. Watch your step, boys; this is leap year.

Beinert says we should worry as the tighter they make them the better he likes it. Nix.

Say, fellows, let's all part our hair in the middle.

Fred Lowert, erecting foreman, after taking our auto expert, P. R. Horr, to the different auto salesmen to determine what car would be most suitable for a man of his temperament, we notice he has purchased a "1920 Oakland."

William Strinsky and Martin McHugh, boiler-maker foreman and boiler inspector, have returned from Minneapolis, where they attended a boiler-maker foremen's and inspectors' convention. Both report a very nice time. Al Lackey took the place of Mr. McHugh during his absence.

John Scherer, blacksmith helper apprentice, passed the cigars around last week. Oh, no, not married; just completed his apprenticeship.

Did anybody notice Jack Wright's and Harvey Snyder's mustache? (How could you help it.)

ATTENTION, MR. LUEBEE: Where was the fire sale?

William Hense has been transferred to Port Angeles as roundhouse foreman.

Our blacksmith foreman, Otto Schuetze, has a very sorrowful look on his face since midnight of January 16, 1920.

Glen Hoople (Hoop) has now returned to work after his usual illness. We expect no further relapses after the 16th.

The employees of the C., M. & St. P. wish to extend their deepest sympathy to Machinist John Wood, who recently lost his mother.

Mr. and Mrs. Edward Hagen and little daughter

ter, Elenor, are visiting relatives and friends in San Antonio, Texas.

J. E. Brady, R. H. F., of Seattle, made a formal call at Tacoma shops and offices, but the only information we gained from his visits was that he had not made any changes in the goods he is peddling, as it was the same old salve. We would much rather have him leave "our supply" in Seattle when visiting Tacoma.

Charles Ganty says a fellow has to be a professional to be a gambler, but we don't believe it. Slim was over to see us the other day. Came over to see how we all were going to spend our back pay! He left in a hurry.

Miss Irene Campbell is convalescent at her home, after having an operation performed on her throat. We are looking forward to seeing Miss Irene back again soon.

Miss M. N. Gerard of the time department is with us again, after a few weeks' much-needed rest.

Earle is greatly worried over the "pork market," and some things on his "estate" aren't being "corn fed," either.

Mrs. F. B. Trout, wife of our chief clerk, is spending a few weeks in California, visiting relatives and friends.

We have one lucky boy in our midst when it comes to sweets. Oh, why didn't we send him east before the 3rd of February.

Miss Jessie Muir of time department is expected back from the east, where she has been for a short time.

M. W. Eshelman is off work recovering from an attack of the "flu." We are sorry to hear that his wife and father are both confined to their beds on account of "flu" also.

We all found out the other evening who has the best Ford among the boys in the accounting department. How about it, Smith. Isn't Harold's the speediest?

La Crosse Division Facts.

Guy E. Sampson.

In starting to give the readers an account of what is going on on the Lax Division this month we are at loss whether to give them a list of the sick employees or a list of those who are able to work. The latter, I guess, would take up less space. In La Crosse yards alone there sixteen switchmen, one car clerk and two switch tenders at home either sick or attending to some of their family who are sick. The number of men off at Portage is about the same in proportion to the number employed.

On January 20th the Get Together Club of La Crosse Terminals gave their annual banquet, but as a copy of the minutes were sent to the editor we will let them make a report of that as we are not sure just how much room we would be given for that purpose. But take it from me it was a grand success.

Passenger Brakeman A. J. Schmause says it pays to be able to handle more than one job in a pinch. While dead-heading from his home in Berlin (Wisconsin) to Milwaukee to come out on his run, there was a wreck on the "Old Line" which held their train up until the crews' 16 hours were up and when another engine came to their rescue there was no engineer to ride the engine that was already on the train. A. J. made the fact known that he was a C. M. & St. P. employee and fully capable of riding said engine to Milwaukee. The way he blew that whistle and rang the bell made all spectators think he was a real "IT." Always on the job is A. J.'s motto.

Passenger Conductor Wm. McLaughlin back to work after several weeks' illness.

Passenger Conductor Harry Hatch off part of the month account illness.

Conductor D. M. Fitzgerald, who died at Pr. du Chien after a few weeks' illness, was buried at Watertown, Wis., February 3rd. A special train carried the remains of the deceased, which was accompanied by his many friends, from Madison to Watertown. Division officials and as many of the deceased's co-workers as could be absent from duty on that day attended the funeral. The sympathy of all employees is extended to the bereaved ones.

Engineer Henry Arn, who died at his home in Portage, was buried February 4th. The sympathy of all Lax Division employees is extended to the bereaved family.

CLINTON

CROWN HILL —for
LACKS
IN
NO
TERRITORY
OF
NOTABILITY

Clinton Coal Co.
First Nat'l Bank Bldg.
CHICAGO

ILLINOIS — INDIANA COALS

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

WRITE FOR PRICES

ROSENGRANT COAL CO.

McCormick Bldg.

Chicago, Illinois

CAPITAL
\$1,000,000

**SPokane & Eastern
TRUST COMPANY**

RESOURCES
\$15,000,000

OFFERS A

Complete Financial Service

Commercial Banking
Mortgage Loans
Investments
Insurance
Savings
Trusts

Spokane Washington

MAKE WOOD LAST LIKE IRON

Creosoted Douglas Fir lasts like iron for bridge building, structural work, docks, railroad ties, cross-arms, etc., and for Paving in the form of our new KORRUGO Creosoted wood.

Pacific Creosoting Company
Northern Life Building Seattle, Wash.

W. S. Bogle
Pres.

C. W. Gilmore
Vice-Pres.

H. A. Stark
Sec'y

W. S. Bogle & Co., Inc.

St. Bernice, Pine Ridge
and Essanbee

COAL

808 FISHER BLDG.
CHICAGO

Phones
Harrison 987-988-989

The State National Bank

Miles City, Montana

U. S. Depository

Capital \$100,000

Surplus \$250,000

Interests: { 4% in Savings Department
5% on Time Certificates

H. R. Wells, Pres.

Robt. Yokley, Vice Pres.

L. K. Hills, Cashier

THE MILES CITY NATIONAL BANK

MILES CITY, MONTANA

Capital and Surplus, \$125,000.00

We especially solicit the accounts of
Milwaukee System Men and all the
members of their Families.

4% Interest on Savings Accounts.

5% Interest on Time Certificates.

ROSLYN

The Standard Coking Bituminous

COAL

THE ROSLYN FUEL CO.

818-821 White Bldg.

SEATTLE, WASH.

MINERS AND SHIPPERS

John Wolcott, brother of Passenger Conductors Bradley and Elmer Wolcott, is now employed at the Caledonia Street crossing as gate man in La Crosse.

W. P. Long has returned from his visit in Washington, D. C., and Mrs. Long will return later. They went to the home of their daughter in that city last fall account of the illness of their son-in-law. Mr. Long reports the condition of the son much improved.

Yardman Geo. Bindley of Portage, who went to the western coast for his health, thought best to try working a few weeks out there and went to work switching at Salem, Oregon. After working only a day or two he was accidentally killed and the body sent home for burial. His many friends were shocked to learn the sad news and all join in sympathy with the bereaved family.

Night Yardmaster Wm. Stafford and wife of Portage are sure spending the winter where snow balls cannot injure them, as they left some time ago for a trip to Kansas, Arizona and California. The last letter from them stated that they were to assist in planting a garden on February 2nd. Their trip and visit will take them into the late spring so they will see no snow this winter.

E. W. Hopp has been appointed roundhouse foreman at No. Lax in place of Mr. Tergt-meyer who has been assigned to other duties.

The following conductors have been ordered to get uniforms for passenger service: W. F. Clasen, Wm. Leslie, R. W. Moran, Thos. Killen, P. J. Larkin, L. Steinmetz, J. Larkin and Chas. Shutter. So we can see where the tailor will have some work, but we are in hopes that he don't try to sting the boys too hard as it will be some time before he gets another order if he puts the price too high. Good luck boys and may you have as much success in passenger service as you have had in the freight service.

Upon our return to work the first person we met at Portage was Miss Mabel Buffmire who had returned to work after several months' vacation which she surely was entitled to after years of service in the general offices of the Milwaukee road.

Friends of Car Foreman Nic Otto of Tomah sympathize with the family over the death of their daughter, Miss Rose Otto, who died at Sioux City after an operation. Deceased was also a sister of Conductor Arthur Otto.

Mrs. Dailey, wife of Engineer Edward Dally of Portage, died at her home in that city February 5th of pneumonia. All employees desire to express their sympathy for the bereaved family through the magazine.

Jerry Lynam, who has been spending the winter on his farm at Elroy, Wis., is again back on the job and working at extra passenger service. Jerry says that he reduced his weight over 60 pounds and all from chopping wood. Other men on our division, who belong to the fat man's class, are contemplating taking the same cure another winter.

Conductor Oscar Sagen, who has been so ill at his home at La Crosse, is much improved and will be with the boys on the road by the time this is being read by the employees.

Dan Dunnigan, our 65-year-old switch tender at Portage who has been employed by the company for the last 37 years, had a narrow escape from death when he was hit by a passing engine and knocked between the two main tracks where he lay unconscious while a passenger train passed by him. The fact that he was rendered unconscious no doubt kept him from raising himself up and being hit again by the passing train.

Mr. Craft's idea that our ladies are as much interested in our railroad as the men themselves has been proven in the case of Engineer Wiperman's better half, who lives within sight of the railroad yards at Portage. While watching the cars in the yard she noticed smoke coming from a refrigerator car. Knowing something was wrong she telephoned to Yardmaster Bloomfield, who notified the fire department at once and nearly all of the carload of high priced potatoes were saved by her knowledge of our duties, and having taken the interest in the matter that she did.

Friends of H. M. Hauser, who for years was

R. H. foreman at No. La. Crosse, will be pleased to learn that he has been appointed to the same position at Bensonville, Ill. All join in wishing him success in his new location.

Agent J. P. Gibson of New Lisbon, whom everybody has learned to respect long ago, says that "a joke is a joke," but that just because the young lady whom he had to put his arm around and forcibly hold to keep her from being ground under the wheels of No. 6, was born an Indian, is no reason why everybody should look upon the matter as a premeditated affair. He says the case would have been just the same had it been a member of the editor's family who so playfully wrote the half column account of the affair in the local paper. However, all know that J. P. G. is always there to look after all passengers whether ladies or gentlemen and of whatever race or color. Two bits, please Joe.

Bridge Dispatcher C. Allenman of No. La Crosse, who has been absent from duty on account of sickness, is able to be back on the job again and all are pleased to see his smiling face in the window of the large roomy office at B. K.

Brakeman George Keifer of Sparta had a narrow escape from death recently when he got caught between two cars when the draw bars slipped by each other. He was taken to the hospital at Sparta and at last report was getting along nicely.

To E. W. D. we wish to say in reply to his February Limericks:

We know that each hive has a Queen.
Yes, certainly, so has our magazine.
Take the train, then sit still
Till you reach Libertyville,
Then no doubt you will know who we mean.

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

Lars Hanson says: "It don't make much 'diffence' how nice a suit you got, how swell shoes and socks, and it don't make any 'diffence' how clean a collar and shirt and sporty necktie you got, if you didn't shave off them three-day-old whiskers you look bum anyhow."

Although he was a passenger who could sit in his seat and wonder why the train didn't get a move on, Walter Coppin couldn't forget that he was a "rail," so when our No. 22 found itself in trouble with the snow, he gets right out and begins to help. We think it the proper thing to express our appreciation of an act like that.

After carefully looking into the life and habits of Mr. Groundhog, Melvin Hanson has decided to offer his 1920 model snow shoes for sale.

Answers to correspondents—You say, Mabel, that your young man detests movies, has a faint spell at the sight of a soda fountain, doesn't bring you any candy or flowers, never speaks of love, and works in a railroad office. We venture to say that he is a clerk, and if you wait until he gets that raise you will find that he will rapidly get over these prejudices, and make up for lost time. Yes, you can send me a piece of the cake.

Foreman Tory Gadwa, while pushing on to me a handful of cigars, informed me of the arrival of a brand new baby son. We predict a bright future for the little man and extend congratulations.

C. M. Aughey, dispatcher, has decided to move to Third Ward. There is another who has decided to live a little closer to his work rather than walk a mile to get home. We warn him right now, though, that he can't borrow our lawn mower until we get it sharpened.

W. J. Beckel, local storekeeper, entertained a near relation of the "flu" last week, but it didn't stay long, and he back on the job again. His able assistant (we mean this), Walter Damm, took care of the business meanwhile.

Anent the passing away of two good personal friends, William B. Moverly, agent at Wells, and Thomas Hines, for many years roadmaster, with headquarters at Wells, we feel the greatest tribute that can be paid them is that they, having reached their journey's end, could lay down their burden joyfully, knowing that through the many years of service they had ever done their duty faithfully.

The "Pyle-National" Steam Turbo-Generators

Electric Lighting for Locomotives,
Train Lighting, Oil Well Drilling
and Industrial Purposes

The Pyle-National Company
Chicago, Ill.

W. A. CLARK

J. ROSS CLARK

W. A. Clark & Bro. Bankers

Established 1877

BUTTE, MONTANA

Alex. J. Johnston, Cashier

J. K. Heslet, Asst. Cashier

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

Interest Paid on Time Deposits
Boxes in Safety Deposit Vault

Your Prospective Customers

are listed in our Catalog of 99% guaranteed Mailing Lists. It also contains vital suggestions how to advertise and sell profitably by mail. Counts and prices given on 6000 different national Lists, covering all classes; for instance, Farmers, Noodle Mfrs., Hardware Dirs., Zinc Mines, etc. *This valuable Reference Book free. Write for it.*

Strengthen Your Advertising Literature.

Our Analytical Advertising Counsel and Sales Promotion Service will improve both your plan and copy, thus insuring maximum profits. Submit your plans or literature for preliminary analysis and quotation—no obligation.

Ross-Gould
Mailing
Lists St. Louis

PATENTS

Inventors Invited to Write for Information
and Particulars

Highest References. Best Results.

Promptness Assured.

WATSON E. COLEMAN
Patent Lawyer

624 F Street N. W. Washington, D. C.

Commercial State Bank

MILES CITY, MONT.

CAPITAL AND SURPLUS

\$125,000.00

Special Attention Given to Savings
Depositors

Dearborn Boiler Feed Water Treatment

For Prevention of

**FOAMING, PRIMING, SCALE FORM-
ATION, PITTING AND CORROSION**

Waters analyzed and treatment prepared to handle
conditions on each division or district.

Dearborn Chemical Company,

332 S. Michigan Ave., Chicago

Laboratory and Factory, 1029-1037 West 35th Street, Chicago

If You Want Good Printing Call On

G. B. WILLIAMS CO.

G. B. WILLIAMS, President

LITHOGRAPHERS, PRINTERS
PUBLISHERS, DESIGNERS
ENGRAVERS & BOOKBINDERS

Day and Night Pressrooms

Phones { Superior 7041
Auto 32-294

La Salle and Ohio Sts.
CHICAGO

We Print this Magazine



Telephone Harrison 5187

C. A. BICKETT, President
BRYAN G. TIGHE, Vice-President
DON B. SEBASTIAN, Vice-President
C. O. FOWLER, Vice-President
CHAS. NEWTON, Treasurer
W. H. SMITHBURNE, Secretary

Bickett Coal & Coke Company

BITUMINOUS

COAL and COKE

McCormick Building, CHICAGO

St. Louis Office: Syndicate Trust Building

K. C. Terminal Items.

C. V. Wood.

Leverman Robert Sowder was quite ill first four days in February. Levermen Rigley and Yarbough doubling to handle his work.

Edgar H. Stair, Assistant Cashier, Liberty Street station, left our service on February 14th to accept a better position. Mr. Stair has been with us a long while and is considered one of our best clerks. He will be badly missed. We all wish him success in his new position. Harry Studt succeeds Mr. Stair as Assistant Cashier.

Mrs. A. L. Williams, who has been quite ill with dropsy for several months, is reported seriously ill at the home of her daughter.

Miss Francis Smith, our abstract clerk, Kansas City station, left us on February 2nd after several years faithful service. Francis is a good old scout and surely will be missed around the C. M. & St. P.

Miss Katherine King, stenographer in C. F. & P. A. office, was under the weather few days latter part of January, but is back on the job and O. K. once more.

E. F. Reed, our very capable Chief Yard Clerk, had a very severe case of the grip—it being unusually hard to break up. Mr. Reed said he didn't used to have much trouble getting rid of colds, but they have quit making the kind of medicine it takes. It is suggested that Mr. Reed apply for position on Mr. Landon's force. He certainly would make "Some Detective." While it might take him a couple of months to locate the guilty parties, he would no doubt succeed in the end.

J. P. Stewart our General Yardmaster, opened up a hospital at his home early in February, his wife being seriously ill as well as her sister and baby. Mr. Stewart should be quite a good nurse by this time. We hope they are all much improved.

Chas. Storms, who for several years has been a very efficient rate clerk in C. F. & P. A. office, resigned his position on February 15th to accept a better position with the Manhattan Oil Company, a new concern, recently consolidated with the American Tank Line Company. Mr. Storms will be badly missed around the office, but we all rejoice with him in his good luck and hope some day he will be an oil king.

J. H. Lord, our former roundhouse foreman, visited in Kansas City early part of February and promised faithfully to call and see us, but guess he didn't have time. You don't know what a good story you missed, Mr. Lord. Gee! but I had a good one to tell you.

Effective March 1st, Alfred E. Ira, formerly District Inspector, Coburg, will be placed in charge of the supervision of refrigerator service in the Kansas City Terminals, under the direction of O. M. Stevens of Chicago. Since Al is still to be located in Kansas City, we are all glad to learn of his promotion.

We were pleased to have with us at our efficiency and economy meeting on February 10th, C. H. Dietrich of Chicago, who gave us a very interesting talk on the work of his department and everyone went away firmly resolved to do more in the way of claim prevention during the year 1920 than was done during the preceding year. We hope to have Mr. Dietrich visit us often.

Our former first trick operator, Jack Park, has been made Agent at Polo, Mo. Jack is one of the finest operators and clerks that ever hit the Terminal, and we know he is going to make an A-1 Agent and here's wishing you all the success and happiness in the world, Jack.

We are sorry to report that Jimmie Tigerman has left the Superintendent's office, and returned to his old position in Coburg yard, relieving Earl Hewitt who has returned to the local office which position he no doubt likes much better for a very good reason. Go to it, Earl, we're for you right or wrong.

Leverman L. B. Carson is now out of the hospital, and Mrs. Carson and he visited relatives and friends at Elmira and Ottumwa during January, while he was regaining his strength before returning to work. Frank Yarbough relieved Mr. Carson during his absence.

Mr. Dimock met with us in our safety first meeting, and gave us a very interesting talk on "First Aid to the Injured," on which he has made quite a study, in connection with the Boy Scout movement.

Miss Maude Muller, stenographer to Agent McPherson, was absent from her post few days

first part of January, coming back only to resign her position on February 14th. Miss Muller will be missed around the local.

END OF THE STEEL TRAIL.

Dock No. 1 Notes.

G. C. E.

It seems to be just one change after another here lately.

The first part of the New Year saw Roy Goucher, cargo clerk, leave for Mare Island, Calif., after having been at the docks for nearly two years and a half. He signed up for two years' service in the U. S. Navy. The best of luck to you, Roy, but why did you leave so suddenly?

Fay Clover is among the missing down here lately—but he has not gone far. The Local Freight House claim him as their chief bill clerk—temporarily.

Keith Williams, late of the freight house is busy weighing "tanks" and sealing cars at Dock No. 1, having taken Ober O'Donnell's place.

Dorothy Rau is with us again after being absent several days while some troublesome tonsils were removed. Dorothy says it is not so bad until you want to eat—and can't. Soup three times a day! Oh, yes, and it hurts when she talks—can you imagine a worse punishment? Neither can we.

The "Fordette" has quite a record this month—but a certain party has requested me to please keep the several affairs dark. Amen.

The "Eastern Mariner" discharged a cargo at this dock last week, after successfully competing her maiden voyage from the Orient. The ship was one of the many built in Japan for the U. S. Shipping Board in exchange for steel and iron furnished our Western neighbor during the war. Everything went lovely until the winches began to be put to use—and they proved to be very stubborn. We came to the conclusion that some Nipponese forgot to oil the vital parts of that piece of machinery. The unloading of the ship went very slowly—and something else rose very rapidly.

Has everyone read over the 'steen pages of the new agreement? Did you get all the fine points? Neither did we.

Dock No. 2.

Greetings, have you heard Mr. Ebbesen's proposition.

Look who's here! Well, I guess, since we got our new teakettle we haven't had a great deal of time to write for our magazine. This new wonder pours any hot drink one might desire and Mr. Mason claims it will ever pour SAKI—if you know the combination. Well, we seem to have had poor luck as none as yet has discovered the combination.

L. J. Dolle is again back among us after a month's vacation.

Carl Hall, who has been doing the work on the car desk, was suddenly called to South Bend, Wash., due to the illness of his mother.

We notice Mr. Hennessey, warehouse foreman, alias Three Star Jim, has been showing A. O. T. in the mornings.

Since getting the lower windshield for his flivver, Mr. Mason's machine has regained it's appearance of newness, and Mrs. Mason doesn't complain of having a stiff neck on one side anymore.

The girls of Dock No. 2 regret very much that Al Stenso has been transferred to night work, since they are now unable to wear out his good quality tires. Of course, Miss Frost feels the worst about this.

From 8:00 a. m. to 1:00 p. m. seemed an interminable length of time last Saturday (Jan. 31st), due to the fact that the office force knew that there was some surprise in store.

Desiring to gladden the hearts of the gang—Minnie and Coral provided the lemon pies. Old H. C. L. was not consulted when they were manufactured, for they were some pies.

Wanted—Someone to figure Mrs. M. B. Well's income tax. Do not apply unless good at calculating figures running in four numbers or more. Please bring a supply of income tax blanks.

Wanted—To Buy—Farm suitable for raising pigs, particularly a blind pig. Give full particulars to Mr. Mason, Chief Clerk, Dock 2 Office.

POLARIZED MERCURY BOILER CHEMICALS

Eliminate scale and corrosion by the use of only 35 lbs. per engine per month.

B-A Anti-Foaming Chemicals

Stop foaming and priming in the lightest waters by the use of only one pound to 8,000 gallons of water evaporated.

The Bird-Archer Co.

122 South Michigan Ave. CHICAGO

Cast Steel

Buckeye Truck Frames, Truck Bolsters,
Body Bolsters, Draft Yokes, "D"
Couplers, Major Couplers,
Coupler Repair Parts
in Stock.

THE BUCKEYE STEEL CASTINGS CO.

Works and Main Office: COLUMBUS, OHIO

New York Office:

Chicago Office:

1274 No. 50 Church Street 619 Railway Exchange Bldg.
St. Paul, Minn., Office: 817 Merchants Bank Bldg.

GUILFORD S. WOOD

Mechanical Rubber Goods
Inlaid Linoleum Upholsterers' Leather
Rolled Steel Tie Plates for
Domestic Use

WOOD'S

Flexible Nipple End Air Brake Hose Protector
Great Northern Building
CHICAGO

The Varnish That Lasts Longest

Made by

Murphy Varnish Company

SUGAR 4 $\frac{1}{2}$ c Per Lb.

Don't miss this big chance to get Sugar at only 4 $\frac{1}{2}$ c per lb. Buy ALL your groceries at Big 4's amazing bargain prices and lower your living cost. Send only \$1.99 for the combination offer of high grade groceries shown below—regular value \$3.19—a cash saving of \$1.20, or nearly one-half! Every item guaranteed absolutely pure, fresh, standard, highest grade—exactly the same as you have been paying double for.

FREE Heavy Silver-Plated Teaspoon

Beautiful Wild Rose Design

As an extra inducement to you to give us a trial order at once, we will send you absolutely free the heavy silver-plated teaspoon illustrated here.

Trial Order No. 9 One Teaspoon FREE

	Average Retail Price	BIG 4 Wholesale Price
3 pounds Granulated Sugar.....	\$.36	\$.13
1 bar Fels Naptha Soap.....	.07	.02
1 large size pkg. Quaker Oats..	.14	.04
1 pound Pure Baking Powder..	.55	.42
1 bot. 4 oz. Vanilla Flav. Ext..	.65	.49
¼ pound Pure Cocoa.....	.17	.12
1 bottle Machine Oil.....	.25	.17
1 package BIG 4 Brand Best Tea	.50	.35
1 box Powdered Bluing (Equal to about 1 gallon average Best Bluing)	.50	.25
1 Catalog FREE.....		
Total.....	\$3.19	\$1.99

YOU SAVE \$1.20

BIG 4 GROCERY CO.
Dept. 968 900-902 W. Lake St., Chicago



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.

Flour Per Bbl. \$7.98 Sugar 100 Lbs. \$4.50
Uneeda Biscuits Quaker Oats
12 Packages for 35c Large Package.....4c

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. Or 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. So send the coupon for the trial order today.

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 this coupon NOW—TODAY.

TRIAL ORDER COUPON

BIG 4 GROCERY CO.
900-902 W. Lake St. Dept. 968 Chicago

Gentlemen:—Enclosed find \$1.99 for which send me at once your Trial Order No. 9. Send also your heavy silver-plated Teaspoon FREE, and a copy of your wholesale Grocery Catalog, also 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.....