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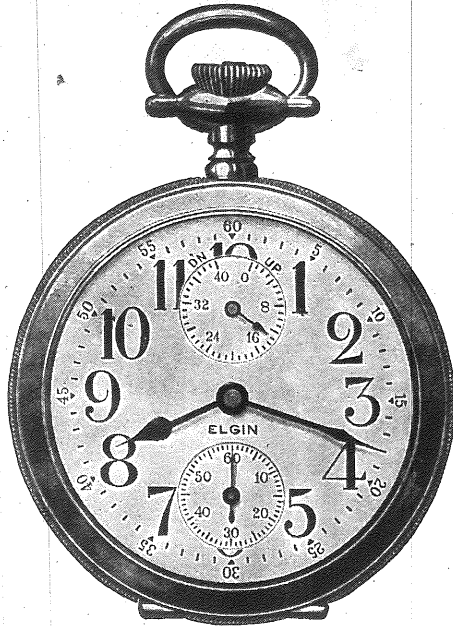
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ELGIN NATIONAL WATCH CO.

General Office, 10 South Wabash Ave.
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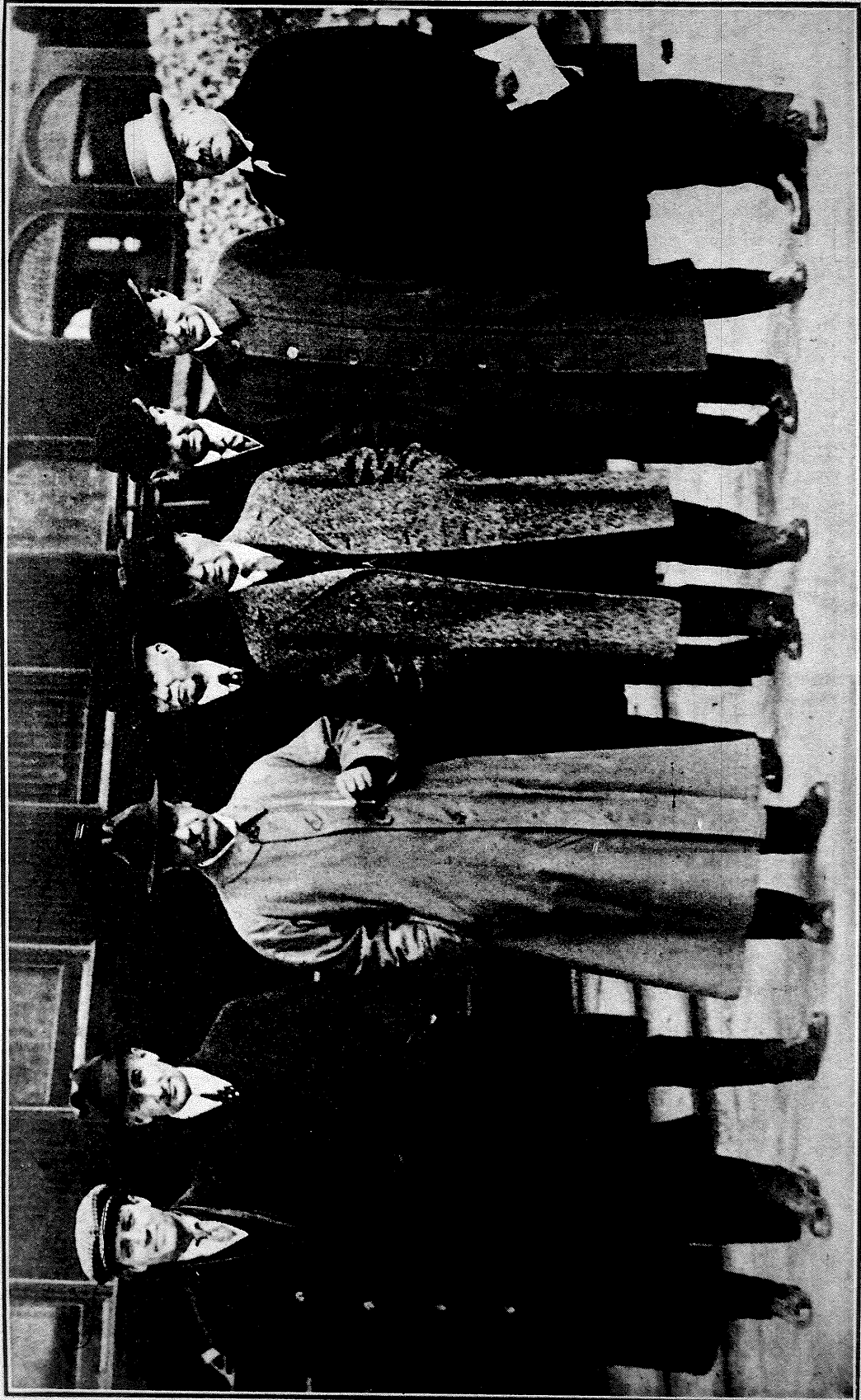
C. M. & St. P. 10

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ASSOCIATE EDITORS.

VOLUME I

NOVEMBER, 1913

NUMBER 8

Efficiency

E. D. Sewall.

So much has been said and written upon this subject during the last five years that one hesitates to attempt another presentation of it, but its paramount importance, and the fact that we can discuss it within the pages of our family round table, will, I trust, justify the following.

The mechanical definition of efficiency is, "the ratio of the useful work performed by a prime motor to the energy expended." Now, there are upwards of sixty thousand prime motors in various stages of activity each day upon the lines of the "Greater Milwaukee," and the measure of success achieved by the company through their combined efforts is directly dependent upon the ratio above referred to. Some of these motors are continually giving forth mental and physical energy sufficient in quantity and quality to impart life and action to all they do, and, in varying degrees, to all with whom they come in contact. Some give forth just about enough dynamic force to meet current conditions, with no margin of safety for the unexpected or the overload. Others of the motors move in such a desultory fashion as to clearly indicate the need of re-winding.

The difference in these classes of motors is to but a small degree fundamental. Heredity, birth and surroundings are incidents which must exert more or less influence, but if we carefully consider the career of the successful man whom we know best, regardless of rank, the conclusion is quickly reached that his prominence has been achieved by habits and practices quite otherwise developed.

Opportunities for great or even brilliant acts are few and far between, and life's successes or failures are the result of our treatment of the thousand and one little things which make up the routine of the day's work. Routine work is necessarily the foundation of any career, and upon the character of the foundation depends entirely the permanency and usefulness of the superstructure.

So efficiency is not the doing of spectacular things, but the faithful, energetic and intelligent doing of the commonplace. No soldier can achieve high rank save by the tiresome routine of drill, implicit obedience to orders, and constant, never swerving loyalty. These characteristics are quite as essential on the right-of-way as on the battle field, and just in proportion as they are lack-

ing, efficiency decreases and failures multiply.

By way of illustration let me recite a few cases of efficiency which are recalled offhand; probably you can duplicate or parallel most of them from your experience. A warehouseman, single handed, unloaded from a box car with comparative ease a safe weighing over two tons, which, later, four men had much difficulty in loading on a dray. This was brains and experience versus main strength and awkwardness.

On an important piece of grade revision, one of the contractors made so little progress at the outset that grave fears were entertained lest he delay the whole program. Despite several admonitions he continued to follow out his own ideas, but after he actually started operations it was discovered that his plans were so well laid and so fully executed that he finished in advance of the actual requirements. It must have been this same comprehension of real efficiency which prompted Admiral Dewey's famous command at Manila Bay, "You may fire, Gridley—when you're ready."

A section foreman heard a crossing bell ringing in the middle of the night, but no train passed. Regardless of the hour and the weather, he investigated the matter and found a broken rail.

A heavy snow storm destroyed some miles of telegraph line in the mountains. Pending its restoration a wireless station was promptly improvised, and business suffered the minimum of interruption.

On a certain western railroad a test of the engine and train crews on a given passenger run was tabulated by percentages of times late and minutes late for each engineer and conductor. The performance of one engineer was so conspicuously poor that he was called to the office of the Superintendent and shown the results of the test. He expressed great surprise, saying, "I thought I was doing as well as the rest of them, and I'll show you that I can." The next month he was at the head of the list, a sadly belated proof of his possible efficiency. Think of the years he was merely trying to do "as well as the rest," instead of trying to render the best service of which he was capable.

The rear brakeman, thrown from the roof of a car in a derailed freight, was

found by his brother trainmen suffering intensely from a badly splintered and protruding bone, but his only words were, "Is anybody flagging Number Two?" That was efficiency plus!

Efficiency, then, is not a question of kind of work, or rank, or department, but a simple, constant and intelligent devotion to the present task, coupled with that loyalty to the company which causes us, regardless of rank, to take an active interest in everything known to us which affects the company's welfare, however disconnected it may be from our particular work.

The great army of which you and I are members, and in which we take a pardonable pride, is rich in just such efficiency in all branches—engine men, train men, agents, telegraphers, civil engineers, bridge and building men, section men, shop men, office men, all you thousands who have no titles today, but from whose ranks will surely come the men who will have fully earned, and will fittingly wear the titles a few years hence. True it is that every man may not bear a title, but equally true it is that every man may have a record which, regardless of title, insures to him the lasting respect of his associates, and an enviable reputation for character and efficiency.

If you approve of my analysis of efficiency, you will also agree with me that non-efficiency is the result of one of two conditions: the first, that of ignorance or indifference; the second, that of intent. The first may in large measure be cured if you and I do our part in the "lend a hand" campaign; but for those in the second class, if any such there be among us, we can have nought but contempt, for that man is a coward who does in the absence of his chief what he would not do in his presence, and the man who would waste the company's time is no less a criminal than he who would steal company material.

If anyone harbors the suspicion that too great efficiency all along the line might lead to a decrease in the number of employes, let me say to him that not in the lifetime of any man now in the service will it be possible in this country to obtain all the men, skilled or unskilled, necessary to do the work which ought to be done. There may be times when,

from crop failure, financial disturbance, or other widespread disaster, it will be necessary to curtail the force, but reductions will be made in any event under such conditions, and will be the greater in proportion to the lack of efficiency. For efficiency means a lower cost of equipment and track, and the maintenance thereof, and of transportation, of accounting, of solicitation, of everything but the wage scale; and the lower the construction and maintenance cost per unit, the greater the amount of work which will be laid out each season, and the less the program will be curtailed in hard times.

Many of us can recall the widespread fear that the introduction of sewing machines would deprive thousands of women of work, and perhaps of bread, but the greater efficiency of women workers with the machine opened new and broad avenues of trade, and today, when such machines are being turned out by the thousand, a larger percentage of women are well employed than in the days before the sewing machine was invented.

Do you know of any distress resulting to labor of any class because the crude slaughter house of our youth, with its great waste, has been succeeded by the mammoth packing establishments of today, with their efficient management and wonderful development of by-products; because the tallow dip and kerosene lamp have given way to the electric light; because one man with a harvester can do the work of twenty with cradles; or because high speed tools are found in all

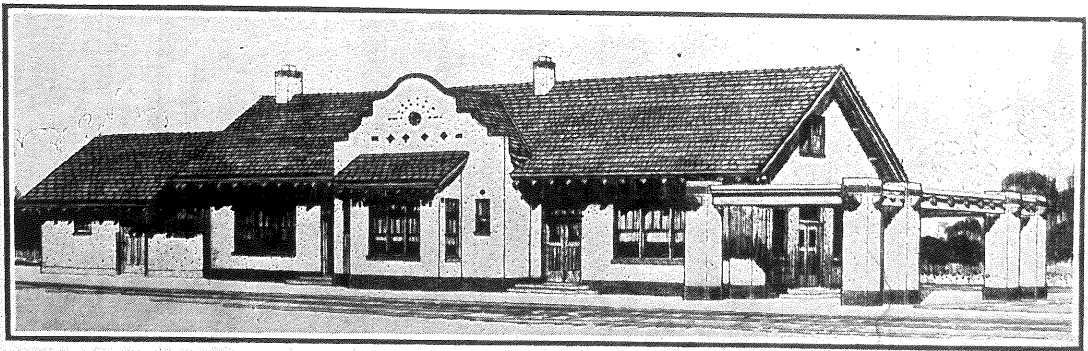
well-equipped shops? If our company was obliged to handle its traffic with sixteen-inch, or even eighteen-inch engines, under present conditions, it would be hopelessly bankrupt; and yet with the vastly more efficient power now in service, more engine men are on the pay roll than ever before; and so it is in all branches of the service.

Efficiency in the individual or in the entire force does not diminish the demand for those who possess it, but on the contrary creates new and constantly increasing demands in excess of its highest attainments.

No one has so much efficiency that more is not desirable; none has so little that the seed properly cultivated will not yield a bountiful harvest for himself, for his family, and for the company he serves.

It is only the man whose efficiency is above the average of his class who is in line for promotion.

There is no man whose attainments are so meagre that he cannot raise himself by determined effort to a position of recognized usefulness, and none so talented that he can afford to rest on his laurels. All life, physical, industrial, commercial, and professional, is a survival of the fittest, and the fittest are those who so supplement physical force with mental alertness, experience, and loyalty, as to obtain the maximum of result with the minimum of effort; never relaxing in effort, but ever increasing in results, thus fulfilling to the highest degree our definition of efficiency.



ELKHORN PASSENGER STATION.

The passenger station to be built at Elkhorn, Wis., illustrated above, is of a type of construction comparatively new to railway work. The walls are of hollow tile blocks, finished with stucco on the outside, and plastered directly on the tile on the inside. The exterior is designed in a modified Spanish type, with a heavy wood cornice. The depot has large waiting rooms, well lighted and ventilated, with modern plumbing, heating and lighting.

Thanksgiving Time Is Here

Harvest time is over and the grain is in
the stack;

No time for idle moments, of work there
is no lack;

Plow the yellow stubble under, 'twill en-
rich the tired soil,

And add its mite in giving to the hardy
sons of toil.

The corn waits for the huskers in the
early morning breeze,

There's a change to autumn glory in the
raining of the trees,

For the summer time is ended, and the
grass is brown and sere;

So get the baskets ready, for Thanks-
giving time is here.

Old Mother Earth is gracious and has
blest with lavish hand

Her gifts of golden treasure over all
this favored land;

The cattle on a thousand hills have mul-
tiplied their fold,

As did the herds of Jacob in the halcyon
days of old.

We must not miss the lesson that the
harvest brings to all,

For a mighty knowing teacher is the
Master of the Fall;

We still must help to gather ere the
blighting frosts appear,

So get the baskets ready, for Thanks-
giving time is here.

Soon the snowy robes of winter will be
hanging on the line,

And the turkey will be sending invita-
tions out to dine,

While the furnace in the basement will
be crying out for coal,

And each lad and favored lassie will be
happy heart and soul.

O, the world will shrink to nothing, like
an apple red and round,

And the aged, with beaming faces, in
love's meshes shall be bound,

For the winter is the warder of the
treasures of the year—

So get the baskets ready, for Thanks-
giving time is here.

E. W. D.

Lake City, Minn.



First Station Agent of the Puget Sound Line

Mr. L. W. Dousman, the present agent at Lemmon, S. D., on the T. M. Division, holds the distinction of being the first and likewise the oldest agent in the service of the Puget Sound Lines, having opened Mobridge, S. D., station, then transferred to Lemmon, S. D., which position he has held with credit continuously except one year off account of sickness. Mr. Dousman entered the service of the C., M. & St. P. Railway in 1881 as cashier at Winona, Minn., later as agent at various places and then traveling auditor, with headquarters at Aberdeen, S. D. He opened Lemmon, S. D., station on October 10, 1907, and during the twenty-one days of October; that year there were shipped from Lemmon 657 cars of stock, and the freight revenue received for the same period was \$25,000. Mr. Dousman is a brother of B. A. Dousman, General Auditor.

The End of the Line

E. A. Lalk.

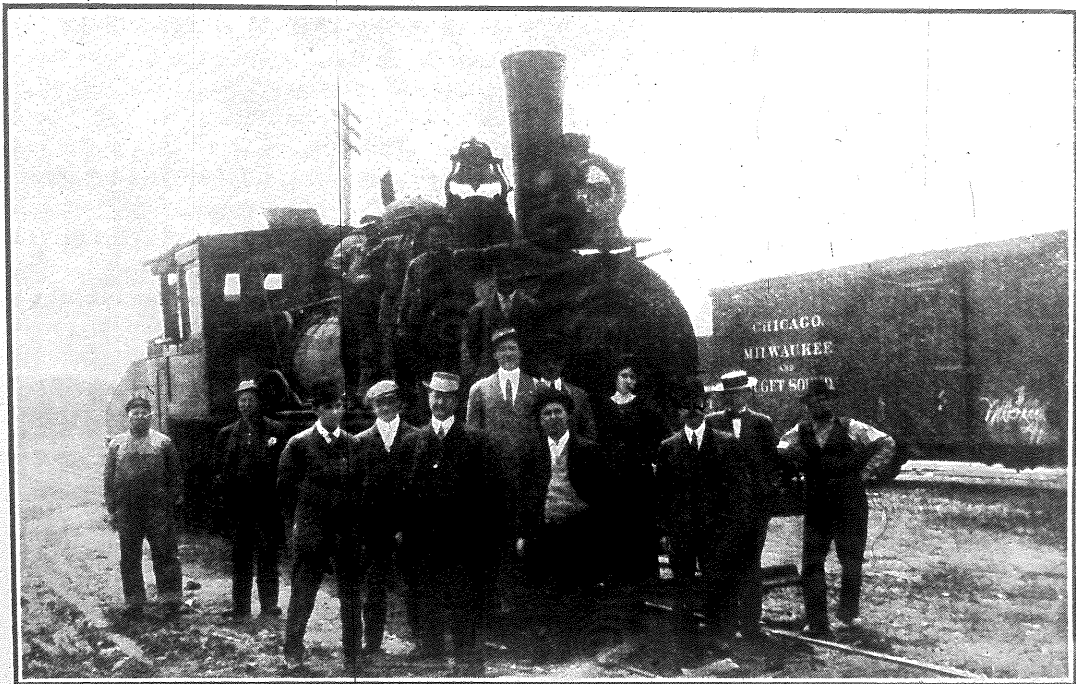
A day or so ago it happened that my business took me to the West End of Hoquiam, Wash., or the end of the Milwaukee Line. It was in the late afternoon, and as I walked out on the wye, which extends out into the Bay of Grays Harbor, the thought struck me at once—the end of the Milwaukee Line was really built on piles, and extending into the Pacific Ocean.

I paused in my walk to look about me. The place had never before looked so beautiful. Fourteen miles to the westward I could see across the bay now and then lines of silver flashing in the light of the setting sun, as the breakers of the open Pacific piled one upon the other, high upon the beach. As I watched, more and more enraptured with the beauty of my surroundings, the sun dropped from sight, and the sky and water burst into a bloom of color—a western twilight, the beauty of which is beyond description, and seen once must linger with one always. As twilight faded into night the great woods which surround the bay made the waters appear

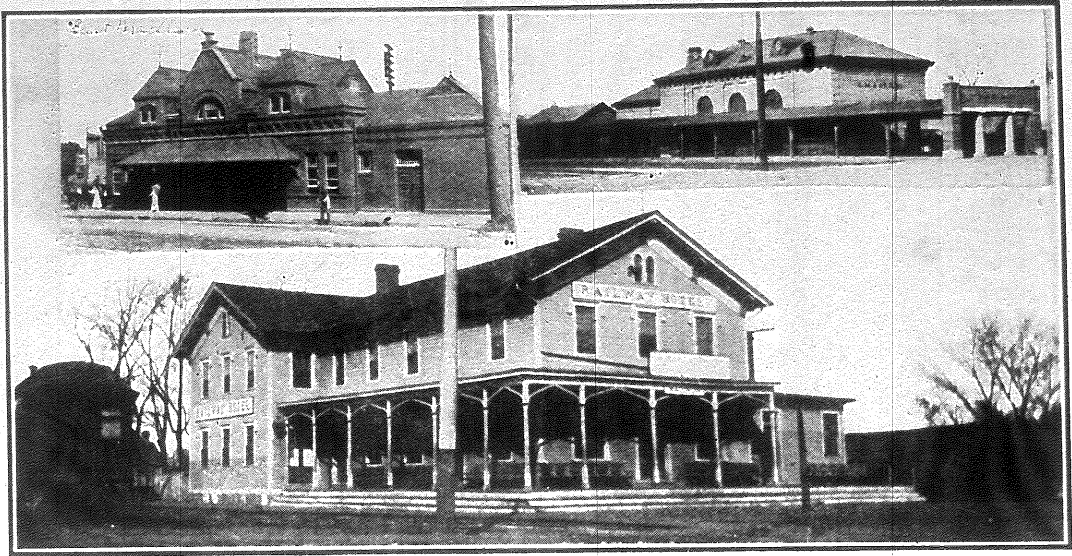
as a silver lining to a great basin. The vessels dropping past to sea with the tide, their masts outlined against the sky, the flash, now red, now white, of the Westport Light on the promontory head of the bay seemed to beacon to the world the beauties of Grays Harbor.

While I watched the beauty of the sunset on the Pacific, darkness fell, and I turned from the beauty of nature to the industry of man. As far as my eye could see along the water front of Grays Harbor the lights of mill after mill came into view; the glare of their refuse burners rose like many moons above the cities. Industry, prosperity and thrift were on every hand.

I walked slowly back along the line toward the city, proud of the fact that I was a loyal member of our great railroad, whose other terminus lies 2,323 miles to the east, and that every employe over that stretch of country swells with the pride of being a member of our family, and to be a party in the upbuilding and operation of the "Grand Milwaukee System," no matter in what capacity.



Freight Office Force, Dubuque.



Old Railway Hotel and Passenger Station at Madison, Wisconsin, and New Passenger Stations at East and West Madison.

Pioneer Days—Madison, Wis.

J. C. Prien.

"Railroad Resurrection," the article prepared by James Nellins in the August Magazine, suggests to the writer additional incidents in connection with the early railroad history.

Writers say railroads are built for reasons which may be military, political or commercial. The political and military reasons are often found in combination; so are the political and commercial ones, and it sometimes happens that all three operate together as moving causes.

The Union Pacific Railroad was built to bind California to the Union; it had its origin in a mixture of political and military purpose. Many competent observers believed there would have been two republics in this country, one east of the Rocky Mountains and one west, but the construction of the railroad prevented this.

The preliminary as well as subsequent policy of the C., M. & St. P. Railway with respect to organization concerned itself only with commercialism and hence was one of the important factors in placing Wisconsin as one of the foremost States leading in timber, agriculture and manufacturing.

A brief illustration as to what the railroad did for Wisconsin and Dane County and its appreciation is told in the following. With the coming of the railroad, which reached Madison in 1854, the development of Dane County (in which Madison is located) entered upon a new period. The railroad came into the county at the southeast corner, and when later it was extended farther west it touched the most important portions of the county. Besides awakening manufacturing energies, the road ushered in a new era for the farmers and was a great stimulus to trade generally. The transportation rates, it is true, were exorbitant, and would in the present day of narrow margins be considered prohibitive, but quick transportation and an easy exchange of the products of agriculture for other necessities of life were what the new commonwealth most needed, and whether they thought the subject out carefully as an economic problem or not, they at least acted out the conclusion that they could afford to let the future work out the niceties of the transportation problem, while they would content themselves with the new advantages of quick exchange.

Dane County, Wisconsin, in 1850 had a population of about 17,000. The last census shows a population of 80,000.

Madison's population in 1850 was 1,871. In 1912 it was 30,000.

Pioneers say in 1850 two yoke of oxen were required to move ten to twelve hundredweight of goods and instances are numerous of \$5 being charged for hauling a barrel of flour from Milwaukee to Madison, a distance of 82 miles. Today it costs 25 cents.

It seems during territorial history charters were annually granted to proposed railroad lines, only one of which ever matured. In the spring of 1847, at the last session of the territorial Legislature, a charter was granted to the Milwaukee and Waukesha Railroad Company to build between those two terminal points. The capital stock was fixed at \$100,000, and Byron Kilbourn, of Milwaukee, was chosen as first president. In February, 1851, the road was completed to Waukesha, a distance of 20 miles, at a cost of \$266,820. Meantime the name of the incorporation had been amended to the Milwaukee & Mississippi Railroad Company.

During the next year the road was extended to Milton and in December, 1853, completed to Stoughton, within the limits of Dane County. But preparations had long since been in progress for building the line to Madison. During the summer of 1853 the piles were driven and the beginning was made for erecting the long bridge across Lake Monona. The present depot stands practically upon the site of the original one, which was erected in 1854. The ground now covered with factories and warehouses was then covered with a thick growth of wood and plum trees.

The road was rapidly nearing Madison, the Monona railroad bridge was completed in the spring of 1854, and on May 18th the first passenger train crossed it. Five days later the track was finished to the depot and Madison held a great celebration.

This was an important day in the history of Dane County. The sky was cloudless and in the early morning the people of the vicinity assembled for the event. By ten o'clock the streets were crowded. Long before the hour set for the train's arrival the throng which gath-

ered about the new depot was an imposing spectacle. It was two o'clock before the train arrived to gratify the impatient populace. Headed by two engines, with thirty-six cars, all crowded with people from Milwaukee, with bands playing and amid the booming of artillery the train rolled into the station.

Contemporary with the completion of the line to Madison a survey had been made with the idea of extending it to the Mississippi River, with the terminus at Prairie du Chien. The contract for the extension was let in 1855. The track was ready for iron as far as Mazomanie by the fall of 1856. The final completion of the Prairie du Chien Division was made April 15, 1857, just ten years after the original charter had been granted by the territorial Legislature for the building of a line from Milwaukee to Waukesha. This was the first railroad system to traverse the State of Wisconsin.

The Chicago & Northwestern entered Madison in 1863 and used for a time the old depot and our tracks.

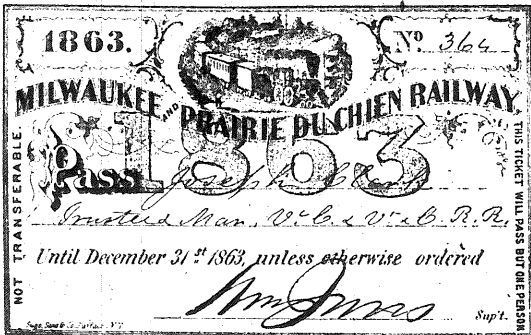
The original terminal station was built of stone and same served the purposes for both passenger and freight business. Later the Railway Hotel and Passenger Station was built, part of the building being shipped in from Mazomanie on flat cars.

In early days the railroads built hotels and eating houses in connection with their depots, seemingly for the purpose of taking care of transients and employes who were compelled to lay over at terminals, the hotel accommodations as offered by the several communities being somewhat limited. Madison was no exception to the rule.

I have been fortunate in being able to have reproduced on these pages a picture of the Railway Hotel and Passenger Station at Madison, which will no doubt bring back to the old employes and officers many fond memories of early railroading and reminiscences of incidents which they very much cherish. Over these lunch counters and dining room tables officers and employes alike broke bread and held many interesting confabs. Yes, officials who today are shaping the destiny of our great system have time and time again made their headquarters at this famous hostelry.

How well the names of Winne, Garrett, Ross and V. E. Peck are remembered, the gentlemen who managed this hotel. Mr. George Winne, the first manager, was an old-time conductor. His son later became the General Auditor and Comptroller of our road. It is said the late W. N. D. Winne and Mr. J. H. Hiland, Vice President, used to make the platform of this old building the battleground for supremacy of the sale of newspapers.

This structure burned about a dozen years ago and was replaced by a modern, up-to-date passenger station, with reconstructed trackage.



Passes in Those Days, Too.

In addition to this station, our company maintains another passenger station at East Madison, about a mile east of the new station. Same is now located opposite the C. & N. W. Railway station. The acquiring of the Madison and Portage and the Madison and Watertown branches made the construction of this station necessary. East Madison is somewhat more centrally located with respect to the business section of the city, being in close proximity to the hotels, capitol and main avenue of access to the street car lines. West Madison station (main station) serves the University section. It may be stated here for the guidance of routing tickets and baggage that East Madison station is preferred from a business men's standpoint, although the accommodations are becoming limited. All trains passing through Madison from Milwaukee to North McGregor land passengers at West Madison and those desiring to go to East Madison will require transferring. Trains from Portage and Watertown land first at East Madison, then pass on to West Madison, where all transfers are made.

Agents C. M. & St. P. Railway

I beg to call your attention to the following circular issued by the Interstate Commerce Commission, Washington, D. C., October 18, 1913, which, if given careful attention by consignees and consignors, as well as employes of this company, will undoubtedly result in better car efficiency. I would be glad to have you call the attention of the shipping public to this circular, and also give it to the newspapers in your town as a matter of information, if they desire to give it publicity.

G. E. SIMPSON,

General Supervisor Transportation.

INTERSTATE COMMERCE COMMISSION.

Washington, D. C., Oct. 18, 1913.

Informal complaints to the Commission indicate that the annually recurring failure of transportation facilities known as "car shortage" is again appearing. The Commission urges on all shippers and all carriers that close attention to methods of loading, unloading, moving, and promptly returning to use the cars now available will go far toward making the present supply of cars sufficient for all purposes.

In order that the business of the country may go forward without interruption, the Commission urges shippers, both individually and through their associations, to co-operate to secure the prompt and full loading of cars and their prompt release. One of the chief causes of failure of car supply in past seasons has been the unnecessary detention of cars by careless shippers and by shippers using them for storage purposes. In the general public interest, shippers should endeavor to release cars at the earliest possible moment, without regard to the free time given by the tariffs.

All the efforts of the shippers will be unavailing, however, unless the carriers also use extraordinary measures to eliminate all delays chargeable to them. The failure of car supply is usually a failure of car movement. The congestion of terminals is the ever present feature at times of such failure. The Commission therefore urges carriers to make every possible endeavor to improve their methods of operation of terminals, in order that cars may move promptly. Also company material should be unloaded with the same dispatch that is required of shippers.

The Commission is moved to make this appeal by its desire to save both shippers and carriers from the losses which are occasioned by failures of car supply, and by its knowledge that measures such as are here suggested have operated in past seasons to save all concerned from heavy losses.

By the Commission,

GEORGE B. MCGINTY, *Secretary*



A. C. & M. Division Crew.

From an Old Milwaukee Man

Venice, Fla., Aug. 18, 1913.

DEAR EDITOR:

Through a friend in Milwaukee I have just received Numbers 1, 2 and 3 of your magazine, and the first thing I saw in Number 1 was a picture of the little old 1087 that I had worked behind many days. It is very interesting to read of the progress of the road, also of the old-timers, as I was well acquainted with most of them that ran out of Milwaukee.

I began work for the company the first night they ran out of the Union Depot and worked for them eighteen years, holding all positions connected with yard work and handling passenger equipment, also two years in Chicago in sleeping car department.

I came to Florida one winter and got sand in my shoes and had to come back. Have been here nearly seven years, but it only seems a few months since I was railroading, and it always seems like seeing an old friend to see a C., M. & St. P. box car.

I am as much interested in the progress of the road as if I was working for them, and I think this co-operation of employees and officials is the best move that could be made toward that high standard of Safety First and Best of all.

Yours truly, W. L. DUNN.

That Tidy Mobridge Station

J. Gillette.

Travelers on our through trains are, as a rule, eager to get off at the terminal points and rest themselves by taking a walk and seeing what they can of the towns during the short stop. The first thing that attracts their attention is a pretty depot and well-kept parks. These features make passengers feel that their money is well spent in coming over a road which takes pleasure in trying to provide comfort and good attractions for the public.

You will travel a long way before finding a more attractive station than the one here at Mobridge. On alighting from one of our through trains the first object that attracts attention is the company's pretty park, with its many relics and the famous, huge cannon balls, that are nature's own formation; pretty flower beds, well-kept lawn, and shapely young trees. Early in the spring Vice President Earling offered prizes for the neatest and most attractive station grounds on each division of the Puget Sound Lines and first prize for the Trans-Missouri Division has been awarded to Agent E. M. Stablein, Mobridge, and second prize to Roadmaster at Marmarth, N. D.

The station employes at Mobridge enjoy keeping everything neat and clean. There is a system to their work and nothing is left scattered around here and there. They start in in the morning to keep things clean, and they keep it that way all day. Every possible courtesy is shown the traveler. No better waiting rooms are found along the Puget Sound Lines, and everything is as convenient as possible.

Yourself and You

Having made up your mind to attempt a certain thing, to pursue a certain course or to accomplish a certain task—get you in consultation with yourself—figure and plan between you and yourself the most satisfactory and safest way to proceed in order to assure the greatest success. Success will crown your efforts, and you will be surprised at the powerful combination you will have, when you and yourself get down to business together.—*The Labor Digest.*

Talks

By a Division Freight Agent.

The student of history is constantly refreshed and his interest in the general subject renewed by legends and footnote incidents—so in the daily life of a railroad agent, if you have the disposition to look about you and can interest yourself also in the things not written down in the book of rules, you may happily discover a stimulation and source of advantage to yourself and your company, and all this without slighting your cash book or car records. An attitude of interest toward outside subjects related to the development of your employer's business will lead you further into the matter and attract his attention toward you at a time perhaps when promotions are being considered. Some of the things not mentioned in the rules may properly be considered here.

There may be a crop of young men in your community that have to leave home and make a start with small means. Write your emigration agent and he will send you a chart showing how many one hundred and sixty acre tracts along your line in each township or State are subject to homestead entry and a description of the country.

If you know of large areas of land about you held by speculators that could be profitably developed, get a map and an approximate price, and your emigration agent will help you out in disposing of it and your town and county will grow.

In the west are many large areas of cut-over lands that could be profitably farmed. Get the facts to the emigration agent. He has inquiries every day for this information.

During your travels through the country you may find running streams that you think could be made to develop power or some mineral or clay deposits. This data goes into a file in the general office, from which may come results some day that you may refer to with pride.

When you are checked into a new station, it is not profitable to assume that your predecessor has written up to his Division Freight Agent all the details of an abandoned mill or creamery or manufacturing plant or brick yard. You will approach the matter from a different angle than did the former agent. Through your instrumentality, there may be new and thriving businesses brought about. It is worth the trial and the response you will get from your write-up to the general office will con-



Round House Force, Mitchell, S. D.

vince you that your superiors are interested in you and your town.

Besides the above, openings for mercantile houses, banks, electric light plants, proposed waterworks and kindred subjects are always matters of great interest to the Division Freight Agent in charge of your territory.

No doubt you know of a shipper or consignee who is hauling his goods to an expensive uptown location for storage. Figure out where you can offer him a warehouse location on a siding served by your company, so that he can save the drayage. You will be making a friend and securing additional tonnage for your road thereby.

There is yet another matter of at least equal importance, made necessary by the trend of events and inspired by political aspirants who are in our midst at all times, endeavoring to take away from the railroads all credit for good intentions and holding them up before the public as creatures of prodigious appetite, but having no souls or consciences. Ask yourself first if you believe this to be true. You will be able to recall more incidents in your career where the public got the best of the company than otherwise. If, then, you feel that your company and employers are fair, go a step further and fortify yourself with a few easily obtained figures for use as an antidote for the misstatements that may be made to you or in your presence. It is not to be inferred that you will aggressively use this information, but it is necessary to dignify your employment by helping to show others its purpose and respectability.

In the State of Washington \$14 out of every \$100 paid into the treasury from taxation comes from the railway companies. Find out from your secretary just what *your* company pays in taxes in your home county. It will surprise you.

Those most interested in the railways of today are in need of honest and voluntary testimony from the rank and file of its employes as to the fairness of its motives and some acknowledgment and meritorious reference to its ever increasing burdens and obligations. If you believe in your "goods," do not feel afraid to defend the character and purposes of your "house."

The Proper Filing of Tariffs

One of the provisions of the Interstate Commerce Law is that tariff schedules, showing rates applying from each station, shall be filed at such station, and in such manner as to be readily accessible to the public.

For the purpose of enabling our agents to keep their tariffs in condition for ready reference, this company has provided a case in which the tariffs are to be filed, together with a chart showing how tariffs are to be classified in filing.

It seems evident, where the tariffs are not kept filed to date, or where placed in the case in a disorderly manner, without regard to proper classification, that we are not complying with the law, a condition which I am sure all of us wish to avoid.

Perhaps some agents do not realize the importance of this, and in the rush of their other duties may neglect this important one. We all know that the calls on a station agent's time are numerous and when he has satisfied all of the different departments with which he is connected it is not, perhaps, strange that the filing of tariffs is left for a "rainy day" or a Sunday, and that they accumulate until filing them becomes something of a burden. I am sure, however, that if the matter is handled in a systematic manner, only a few minutes each day devoted to the work will enable agents to keep their files in good condition, and the following suggestions are made in the hope that they may be of assistance to our agents, especially with reference to the smaller stations, where no regular tariff clerk is employed and where the work necessarily falls on the station agents.

1. All tariffs should be filed in the tariff case supplied at each station, and classified in accordance with the chart. C., M. & St. P. local tariffs should be filed under C., M. & St. P. class or commodity. Joint tariffs with other lines should be filed alphabetically by roads, under foreign lines. Committee or Association tariffs should be filed in the spaces provided.

2. All tariffs and supplements should be removed from envelopes promptly on receipt and inspected carefully to note rates or changes in rates affecting the

(Continued on page 21)

The Refrigerator Car

Gilbert E. Allcott.

A refrigerator or produce car is a car suitable for carrying commodities that need icing in transit. This car is equipped with two or more ice bunkers or baskets and suitable means of draining off the melted ice or briny water. The car is loaded with ice and salt through trap doors in the roof. For a car forty feet in length there usually are two ice bunkers, one at each end of the car. The bunkers are about four feet wide, as high as the car, and hold from three to five tons of ice. The walls of the car are from six to eight inches thick and are lined with material which will keep the cold in and the heat out. The cars have a carrying capacity for products of approximately thirty tons in weight or between 1,600 and 2,000 cubic feet in volume, and weigh, when empty, about twenty tons. The average empty box car weighs about fifteen tons. In 1911 the C., M. & St. P. Railway estimated the cost of the new refrigerator cars they were to build at \$1,375. So the refrigerator cars all over the country probably cost in the neighborhood of that amount.

The history of the rise of refrigerator cars is very interesting. In 1874 Mr. Nelson Morris, one of the large Chicago packers, saw the wastefulness in shipping cattle on the hoof. He determined to experiment with shipping fresh meat. He froze the fresh meat and shipped it in ordinary box cars from Chicago to Boston. The meat arrived in good condition, but as this operation could only be carried on in winter it didn't amount to much. Although the modern refrigerator car was just beginning to be thought of, Mr. Morris had never heard of one.

Mr. Gustavus Swift, the chief founder and almost the creator of the refrigerator car as a factor in modern conditions, was at that time a small cattle speculator of the Chicago cattle market. Mr. Morris' experiment came under his notice and he investigated it. A man named Tiffany had also invented and was trying to introduce a refrigerator car similar to those we have today, and Mr. Swift

studied this scheme also, deciding it was worth trying.

He went to certain railway companies and asked them to build refrigerator cars and operate them summer and winter, and he would fill them with fresh dressed meats for the eastern markets. The railways rejected this proposal for certain reasons, so Mr. Swift then built the cars himself under the Tiffany and other patents and began to ship out dressed meats summer and winter.

At first people thought him insane and prophesied his immediate failure. But he demonstrated that the refrigerator car could do its work and by 1880 the experiment was proven to be a great success.

As soon as it was discovered that Mr. Swift was right a great revolution swept over the meat and cattle industries, and eventually over the whole business of supplying the public with perishable food products. Other packing houses got refrigerator cars and shipments of cattle on the hoof declined, the great economy of the new process brought saving to the consumer and profit to the producer, and the new order began to work vast and unforeseen changes in the life and customs of the nation.

Of these changes, one of the most important was that before long certain parts of the country were supplying all the rest with certain products. As soon as it was discovered that the refrigerator car would safely transport everything perishable, all northern cities and towns began to seek their food supplies wherever on the continent such supplies could best be had. Where peculiarities of soil or climate gave a region special advantages for the growing of any product, that product became there the staple output. Supplies came to be segregated. The nation turned one month to one spot for its food and the next month to another. Ninety per cent of the vegetables and fruits sold daily in all northern cities have been transported on railways. Seventy-five per cent of these have been transported in refrigerator cars.

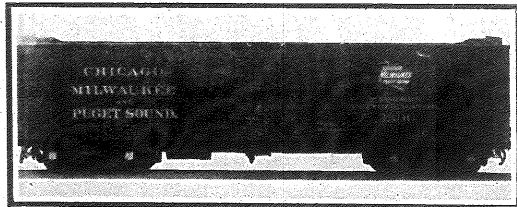
In 1888 F. A. Thomas & Son, commission merchants of Chicago, ran refrigerator cars to California after fruit, a thing which had never before been attempted.

It has been seen that private concerns or people first built and owned these refrigerator cars instead of the railway companies. The railways did not or could not build these cars because it was an experiment which would mean an outlay of a tremendous amount of money, and no railway cared to risk such a sum on an experiment which nobody believed would succeed. Also the railways could not afford it. The last reason is why the use of private cars came into existence in America.

The mileage charge for private refrigerator cars is now about 1 cent per mile.

The cars are "iced" at convenient places along the line. The shipper pays the "icing" charges. The amount paid for this service is too variable to give any estimated average cost.

Refrigerator cars are usually carried on fast trains or regular passenger trains.



Today there are thousands of refrigerator cars in this country. Some are owned by private car companies and some by the railways. The St. Paul Road owns 1,253 refrigerator cars. They all bear the St. Paul's name.

The value of the refrigerator car must never be underestimated. Whether the country is swept with cold winter winds or whether it is roasting under the sun's rays these cars bring us daily all the choicest fruits and vegetables from all parts of the country. Nor are the products so brought mere luxuries of the rich. Instead they are common articles of food that can be found on any man's table and can be bought at reasonable, if not cheap prices. Thus, it can be readily seen that the railways, through their refrigerator cars, have done this country of ours a service that can never be too highly appreciated.

Who's Got a Job For The Panama Gang

Here we are gentlemen; here's the whole gang of us,

Pretty near through with the job we are on;

Size up our work—it will give you the hang of us—

South to Balboa and north to Colon.

Yes, the canal is our letter of reference;

Look at Culebra and glance at Gatun;

What can we do for you—got any preference,

Wireless to Saturn or bridge to the moon? J

Don't send us back to a life that is flat again,

We who have shattered a continent's spine;

Office work—Lord, but we couldn't do that again!

Haven't you something that's more in our line?

Got any river they say isn't crossable?

Got any mountains that can't be cut through?

We specialize in the wholly impossible, Doing things "nobody ever could do!"

Take a good look at the whole husky crew of us,

Engineers, doctors and steam-shovel men;

Taken together you'll find quite a few of us

Soon to be ready for trouble again.

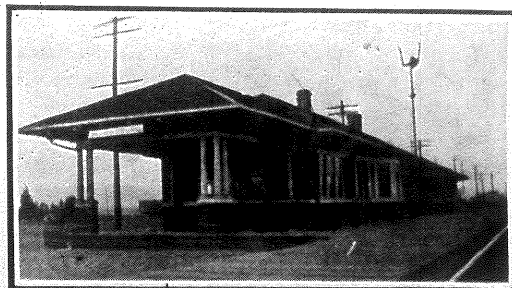
Bronzed by the tropical sun that is blistering,

Chuck full of energy, vigor and tang,

Trained by a task that's the biggest in history,

Who has a job for this Panama gang?

Berton Braley in Collier's.



Ellensburg, Wis., Passenger Station.

The Reins To Them Who Can Drive

A Plea For Saner Railroad Regulation

By Howard Elliott.

REPRINTED FROM THE ARROWHEAD.

This article is written for the benefit of one man. You see him every day. On the car to the office this morning he sat beside you. You noticed that he was neatly dressed, of dignified bearing, and that he was reading a magazine of public opinion on current events. You can tell by his appearance that he was a man of intelligence and culture, one of those whom we class as desirable citizens, neither over-educated nor ignorant, not a radical nor a conservative, neither wealthy nor poor, not seeking publicity nor unduly modest, neither over-zealous in religion nor a scoffer at the pious and devout, not so aristocratic as to be snobbish nor so democratic as to be careless of his associates—in fact he impressed you as one of those whole-souled creatures who is content to “live in his house by the side of the road and be a friend to man,” who is the bulwark of our institutions, and upon whom rests the perpetuity of the government under which we live. His name? He is called the “Average Man,” the “Representative Citizen,” and with respect to his attitude on public questions, the “Man Up a Tree.”

The terms are used synonymously, but when I say “Average Man,” I do not mean a man the extent of whose intellect may be mathematically calculated by using the brains of the entire human family as a dividend and the total population of the universe the divisor. I mean the average after deducting the “froth.” Nor is the term “Representative Citizen” employed to mean the distinguished man of the community, the one who is conspicuous at public functions and dress parades.

The Representative Citizen observes as he moves among his fellows that one of the most popular subjects of discussion relates to railroads, and he is posted on those phases of the question usually featured in the press. He reads the accounts of wrecks and notes the

nation-wide demand for greater safeguards. He reads some of the decisions of the railway commissions, particularly those affecting his own immediate interests. He has read about the 28-hour law for stock and the 16-hour law for men. He remembers vividly the account of an interview with a famous railroad chief who is said to have remarked, “The public be damned.” He recalls clearly the testimony of a certain freight agent to the effect that rates were made on the basis of all that the traffic will bear. He shares the opinion that railroads are grossly overcapitalized and that he is paying tribute to them in order to maintain fictitious values. He knows, too, about the evils of rebating, for has he not himself, before the passage of the Elkins bill, been a recipient of such favors, and did he not regard it as right and proper that the railroads should follow the Biblical admonition, “It is more blessed to give than to receive?” Indeed, he is “loaded” with information in regard to railroads, and has his own notions as to the best methods of financing and operating them.

With his information on the railroad question has come much misinformation. Most of what he knows has come from reading articles in the daily papers and monthly magazines which were written by men who, like himself, had seen no service on the railroad. He has seen the same arguments against railroads reiterated so often that he has come to the conclusion that the dense volume of smoke is indicative of the presence of fire. In spite of his inherent belief in fair play, these articles have created a pronounced prejudice against the railways because he has not seen the arguments refuted by railroad men, and he considers that silence is equivalent to acquiescence. When, occasionally, they do speak, he believes them biased and incapable of telling the truth.

The Man Up a Tree does not know that the uncomplimentary reference to the public which is accredited to Vanderbilt was probably never uttered, but was a distorted report of a disgruntled reporter. He does not know that the General Freight Agent who testified as to how rates were constructed did not say "all that the traffic will bear," but did say "what the traffic will bear," meaning that a rate was applied which would cause the traffic to move freely and leave a profit for both shipper and consignee. He referred, not only to the maximum but to the minimum, and the definition is still considered a good one. The Man Up a Tree does not know that the railways could not be duplicated for their present capitalization, and that capitalization has no appreciable connection with rates, nor rates with the cost of living. He does not know and he does not ask railroad men to tell him. †

The Man Up a Tree regards the regulation of railroads by governmental authorities as a distinct forward step in the march of civilization. In the light of knowledge which he possesses, he is satisfied not only that such regulation is proper but that without it the nation's business would be completely dominated by the transportation interests, and the many exploited for the benefit of the few. He believes of course, in the principle of the square deal and is willing to admit that it applies even to railroads. But he believes that under governmental supervision the roads are prospering and will continue to thrive. He reads about the enormous gross income of railroads and the unprecedented crop movement, and he figures that if railroads are not making money under these conditions, it is due to inefficient management of the properties themselves.

Now is it true, my friend up a tree, that the roads as a whole are prospering? If the kind of prosperity which they are experiencing were felt by other industries, would not a cry of "What's the matter with business?" go up from one end of our country to the other? The financial statements of railroads show that with an increase in gross earnings, there has been a decrease in net. If the wage advances asked for

were granted it would immediately plunge some roads into bankruptcy and impair the credit of others. Something is radically wrong somewhere, and the roads are more efficiently managed than ever before in their history. Railroad men know where the trouble lies, but the Average Man does not know, and with his desire to get at the truth, perhaps a little analysis of the situation may reveal the "cause of causes" of the present predicament.

What is the matter with the railroads?
They are not making enough money.

Why are they not making enough money?

Their rates are too low for the service they render.

Why are the rates considered inadequate?

They do not allow a sufficient return on the fair value of the property devoted to the public service.

Why don't the railroads raise the rates?

The Commissions will not allow them to be advanced.

Why will the Commissions not permit an advance?

They do not appreciate the situation.

Why do they not appreciate it?

Because they are not railroad men.

The yoke is heavier than the railroads can bear. If they cannot throw it off altogether, they may be able to lighten it. There is one point on which we are all agreed and that is that the present situation is unsatisfactory. Railroad managers say it is due to the interference of the Commissions. The Man Up a Tree thinks that instead of curtailing the powers of the Commissions they should be broadened until railroad men shall be so impressed with the idea that they are public servants that they will—like the serfs of old—prostrate themselves and bare their backs for the lash imposed by their masters. They must be taught, says the Man Up a Tree, that we, not they, are the arbiters of their destiny.

Mr. Average Man, methinks railroad managers have learned their lesson and learned it well. Who knows better than they, that their powers are limited—that their business is being controlled by others, and that while they have the responsibility without the authority the Commission maintain the authority without the responsibility. The managers need no further punishment to make them alive to the duties of their positions. But it should

be remembered that the Supreme Court of the United States has said: "The public is in no proper sense a General Manager." Evidently the court of last resort in this country is not in entire accord with the trend that events have been taking.

Mr. Representative Citizen, I should like to present to you a new idea, and that is that the public consider itself the Vice-President of the railways. The Vice-President has greater authority than the General Manager. To him the Manager reports. Surely this suggestion should be received with open arms. But if the public conducts itself as most Vice-Presidents in charge of operation do, the General Manager will have nothing to fear. Nor does this invite the inference that the ordinary Vice-President is a figure-head. Far from it. He is actively engaged in the operation of the road.

But let us see how the Vice-President acts with respect to the General Manager. Does he show his authority by vetoing everything the General Manager suggests? I venture the assertion that nine matters out of ten that are passed up to the Vice-President are carried out exactly as the General Manager has recommended. Yet there is no question about his higher authority, and the fact that he agrees with the General Manager does not lessen his control over him or the respect which the General Manager entertains for his superior. The Vice-President figures, and rightly so, that that road is governed best which is governed least, and that if the General Manager is not running the road properly he should be removed, that the way to produce results is not to take the lines out of his hand but to give him the reins. He can drive. Let him.

Now, Mr. Man Up a Tree, in your capacity as Vice-President you know that your interests and those of the railroad are identical. Your purpose is to produce good service at reasonable rates and with profit to the stockholders—such profit as they have a right to expect from an investment in any legitimate enterprise. You know that you can make a good showing only so long as you earn a dollar by spending less than that amount, and that if re-

ports show that the operating ratio is continually going up, you must do something to stem the tide and insure the solvency of the property. As a business man you know that there are only two ways of making a profit, either reduce the cost of production or increase the selling price, and if you have convinced yourself (as many Vice Presidents have already) that the cost of production cannot be further reduced, then you owe it to the road of which you are an officer, to adopt the other alternative, and raise the rates. And remember, this is something which you can do, and which the General Manager, under present conditions, cannot do. Here is one method by which you may show that your authority is superior to that of the General Manager, and which will inure to the benefit, not only of the stockholders, but also of the country at large whom you represent in the management. * * *

And the strangest part of it all is that you try to defend this system (state commissions) herald it as an unqualified success, point to it with pride, yet you do not extend it to any other business which is supervised by an appointive body. There are boards of Medical Examiners, Dental, Law, Pharmacy and Insurance. Do you appoint insurance men to serve on boards of Pharmacy, or druggists to comprise the insurance commission? Would you have much respect for a Medical Board composed of lawyers or a Board of Law Examiners made up of doctors? But the policy you reject in those appointments you employ with respect to railroads—a greater science than any of the others—for the naked fact remains that with a very few exceptions every appointee on a Board of Railroad Commissioners in this country is a man who never spent an hour in the employ of the business he assumes to govern. The greatest railroad commission in the United States has one member who was formerly a conductor, and he is the only railroad man out of the seven.

There is nothing strange about the proposition of railroad men running the railroad business. It even sounds well. Bakers bake bread. Shoemak-

ers make shoes. Politicians make politics. Watchmakers regulate watches. Why not railroad men running and regulating railroads?

I ask you, Mr. Average Man, Mr. Representative Citizen, Mr. Man Up a Tree, why not be reasonable about this matter? Why not let men do that which they are qualified to do? Instead of handing over the railroad chariots and the great iron horses to our favorite sons, why not leave them in the hands of the experienced fathers? Why not give "the reins to them who can drive"?

Note:—Mr. Elliott, the writer of this article, is an employe in the office of the General Manager of the Salt Lake Route, Los Angeles, Cal.—Editor.

Proper Filing of Tariffs

(Continued from page 15)

station. The attention of shippers should, as far as possible, be called to changes in which they may be interested.

3. Supplements to tariffs, including postponement notices, should be filed with the tariff affected, immediately upon receipt, and not held out until the date effective. In filing supplements before the date effective, the canceled supplements should not be removed from the tariff until same have actually expired.

4. A new or reissued tariff should be filed in its proper compartment on receipt. The tariff, if any, cancelled by same should not be removed from the file until date the new tariff takes effect, but notation should be made on tariff cancelled showing date of cancellation.

5. All supplements should invariably be filed inside the cover of the tariff supplemented. In no case should a supplement be filed loose in the case, as same can only be used in connection with the tariff supplemented. If it is found the original tariff is not on file, request for same should be made and supplement held out of the file until the tariff is received.

6. On account of the possibility of tariffs being suspended by the Interstate Commerce Commission, when filed with that body, all cancelled tariffs and supplements should be retained in a separate file for at least thirty days in order that same may be restored to the files, should the Commission cancel or postpone the effective date of the new issue.

Agents, C., M. & St. P. Railway

Your attention is called to the suggestions contained in the following circular issued by Mr. H. A. Foss, Weighmaster, Board of Trade, Chicago, with reference to cooping cars for grain loading, and I think it would help the cause along if you will get shippers of grain interested in this movement for better cooping of cars.

G. E. SIMPSON,

General Supervisor Transportation.

LEAKAGE AND ITS PREVENTION.

Leakage of grain from cars can be prevented to a large extent by careful cooping. With a view of reducing this source of loss to a minimum, I offer the following suggestions for inspecting and preparing cars for bulk grain loading:

(a) Do not prepare any car for grain until you have thoroughly inspected it, INSIDE AND OUTSIDE, to determine the fitness of the car box, and what must be done to make it grain tight. The writer does not consider cars with door posts loose or broken out at the floor, or cars with floors loose from the sills, safe for carrying grain. And, too, cars with outside sheathings and side sills in such a state of disrepair that the sheathings are liable to tear loose from the sills when the cars are being switched about are not fit for grain. On the other hand, minor defects in cars can be quickly and effectively repaired by the free use of paper or burlap.

(b) Examine the beveled pieces which run along the sides and ends of cars underneath the lining boards, and if any are loose or missing, paper or burlap pads should be applied and secured in place with strips of wood.

(c) The floor boards of many cars are too short; in consequence, there are cracks or openings in such cars where the floors and body braces meet. These openings should be covered with burlap or paper pads held in place with pieces of wood.

(d) Also use paper freely along the floors at the ends of cars. This is a point of frequent leakage.

(e) Patch any broken car linings with paper and boards.

(f) Paper applied over cracks in the floor, and over points of possible leakage, will go a long way toward keeping your grain from leaking out of cars.

(g) A paper or burlap pad placed over the face of the door post will insure a tight joint between grain doors and door post. These pads should overlap the floor.

(h) To prevent a weaker door or board from bulging more than a stronger door or board, apply an upright brace near the center of the doors, extending the brace from the floor; or double the doors near the bottom, especially when cooping cars for heavy loads.

(i) It is of the utmost importance to draw the sheathings tight against the car

(Continued on page 36)

The Love of the Game

A Few Thoughts For Thanksgiving

By John J. O'Connor.

"Yo! Heave! Yo! Heave!" The low, deep murmur of a dozen heavy voices rolls out onto the sharp, crisp, morning air. The sounds of scraping ties and sliding gravel are dear to the old, gray-headed foreman, as his practiced eye lines in the awkward track. His men are tried and true, and every back bends in unison to the task before them. Old are some, while others have the freshness and strength of youth. They are the lubricating oil that makes the trains run smoothly. A broken rail, a poorly constructed joint, and the "limited" is ditched; the work of a lifetime done for naught. Guardian of destiny is this be-whiskered, blue-jeaned old veteran, from whose eagle eyes no defects escape.

There is a sudden succession of noisy puffs, and around the bend comes the tiny speeder of the roadmaster. On his morning tour he stops to give a few words of advice and counsel, as well as to commend the work already finished. Young he is, and the alert poise of the head, the sharp, decisive answers seem to be a prophecy of the executive that maturer years will develop. A kind word of farewell is spoken, after which he is off to another section, looking for difficulties to match his ability.

Soon the long, shrill whistle of The Olympian is heard in the distance. It is a sound that opens up an unknown valve in the heart, causes the blood to throb a little faster and makes the true railroad man tackle his work with increased vim and vigor. You may rant of your rebel yell, you from the south, or your younger years may have been spent within an alma mater's treasured walls where the college yell was as sacred as your religion, but none of these can compare to that lonely, homesick whistle that you heard away down the track.

A rush of wind, a hundred clicks as the heavy wheels pass over the rail joints, a low trail of smoke and The Olympian has gone. A vision of golden coaches led by the mighty steam monster plows its way into space on its never-tiring

journey. Yet it is guided, ever so gently, by the steel-ribbed trail that has been placed and planned with such infinite care by the engineers, the forerunners of civilization.

As the last car of that magnificent train rumbles by from the observation car comes a hand-wave of good cheer. It is from one whose whole attention has been centered on the men along the track. They are his boys and he is responsible for their welfare as well as their work. Back in the city there is a black-lettered legend on a windowed door telling the observer that the Superintendent may be found within. Yes, most always he can, but the caller should not feel neglected should he find that this man's heart is far away. Out with his boys he is happy, whether it be in the roundhouse, the station or on the road. He knows them all by name from the engine-wiper to the lowest section hand. Their troubles and joys are his, and, to a man, they would fight for him.

No night is too stormy, no day too long; when the "boss" needs help a thousand ready hands enlist. You may dwell with enthusiasm upon the deeds of the heroes of war; you may sing the praises of those who died in battle, but just as great heroes have made even greater individual sacrifices in the everyday life of our modern railroad.

On a summer's morning, yes, any summer's morning, this little scene can be re-enacted. Each actor is a cog in that mighty machine called the railway system. Infinitesimal and unimportant as some of the cogs may be, yet, let the harmony be incomplete, the co-operation lacking, and the indescribable something takes place which causes the beginning of the breakdown. "Rome," so the old sage grinds, "was not made in a day"; neither did its fall come with the same sunset. It is only by the foresight, the attentiveness, and the spirit of service in the heart and mind of every man on the railroad that a colossal system can be run satisfactorily.

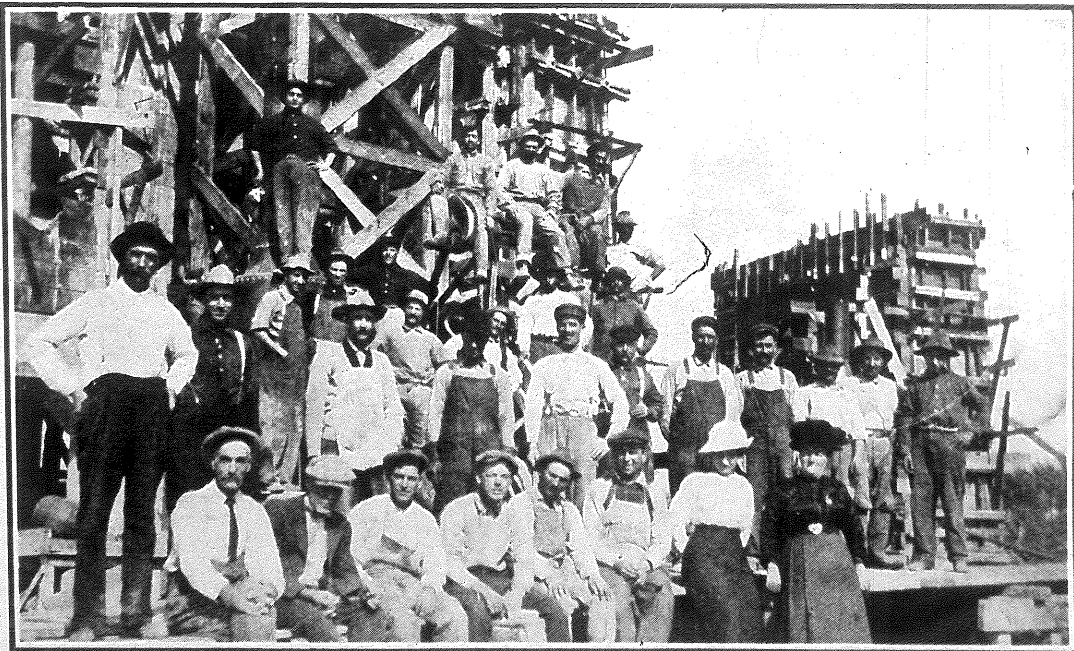
Call it what you will, in your blood you have got to feel the "love of the game." Yours is a life of service. Out of your life you are going to get just what you put into it. Your job and your railroad doesn't mean the eight or ten hours of work you do every day, with a pay check at the end of the month to live on. You have got to breathe, live, think, eat; yes, and even dream railroads from sunrise to sunrise without interruption. You, each individual worker, are a living, walking, talking advertisement of the road you work for. It is your life, your ambition, your happiness, and if you are not desperately in love with it, you have missed your vocation. No, you are not a failure, not by any means, but railroading is not your business.

Things will go wrong, life is not a pathway of roses. Difficulties and obstacles will arise and work will seem dull, full of care and drudgery. You are tired and worn out, that is the trouble. Get to bed and sleep until you are rested. In the morning you will feel fresh and full of enthusiasm. If the sleep test fails to help you, then beware, for you are on the danger line. If your work is not attractive, absorbing or interesting enough to take up every single minute of your time, get out of railroading.

You have to love the game to make headway. You're not put into this life to make a living. You are put here to make it a little better for your passing. Are you making the most of the talents and abilities that God has given you? Have you accomplished what you would have if you had your heart in your work? It is very true that our salaries are necessary for our existence, but does a salary necessitate the limitation of our service. Should we give only in proportion to our compensation? The greatest inventions and discoveries of modern times have only been made at enormous sacrifices, yet we, weak mortals, are tempted to return only what we receive.

Cheer up, old friend! What if the work has not been running smoothly, if Dame Fortune has been playing sad pranks of late; your turn is coming. Get those faltering feet back into line, and let new blood course through your veins, throbbing and pulsating with the joy of living. Put your shoulder to the wheel with a do-or-die spirit, and let a feeling of friendliness, harmony and co-operation surge through your body.

Life is worth living, sorrows forgotten, all thoughts focused on the task at hand, and every heart throb rings in your ears, "I'm in love with the game, I'm in love with the game."



Concrete Crew at Manning, Iowa.

The Get Together Section

Correspondents and contributors will please take notice that all contributions for The Magazine should be sent to Carpenter Kendall, Editor-in-Chief Libertyville, Illinois, with the following exceptions: Articles of interest to the At Home Department may be sent to Mrs. Scott; Chicago general office news and local items from Fullerton avenue may be sent to Mr. Waugh, if so desired; and Seattle general office news may be sent to Mr. J. H. Ginet, Jr., Seattle.

By attention to the proper address, delays and loss will be avoided.

The attention of our readers is called to the long list of personal and local items that appear every month from the C. & C. B. (West) Iowa Division, which has been the "banner" division for correspondence ever since the first issue of The Magazine. News of this kind is always pleasant, for everywhere, all over the system, there is sure to be some one, and probably very many, who are thus put in touch with their old friends, and in a way it is like getting a letter from the old home town.

Now the correspondent on your division is dependent on you, every one of you, to keep him, or her posted as to what is going on up and down the line, and if you bring in a news item every few days, or each one of you brings in but one during the month, you will be surprised when these appear in The Magazine, how interesting you will all find that page or column devoted to your own particular corner of the world.

Miss Eckman, the correspondent for the C. B. West, has been away on her vacation, but her constituents have been faithful to her and she writes: "I may have overlooked a few items this month, account of being away, but tried to get my friends lined up so they would keep track of them for me. I believe the employes at Perry are just as proud of the showing our division makes as the correspondent is." That's the right spirit. If every one is proud of the good showing from his locality, "The Steel Trail" will have a "long drag" from every division.

An interesting bit of news comes from the office of Superintendent E. W. Morrison, in the announcement of the engagement of Miss Mary Sullivan, for a number of years chief stenographer of the C. & M. Division, to Mr. John C. Dilworth of Detroit, Mich. Miss Sullivan has a host of friends all over the division and in the general offices, who join in wishing her the blessings and happiness of a long and prosperous life. As one of "the boys" put it, "We certainly hate to have her leave us, but we hope she will be as happy as she has always tried to make all of us who have worked with her." Miss Sullivan is the correspondent of the C. & M. Division, and her column has been char-

acteristic of her—bright, full of good cheer and kindness. No date has been set for the marriage, but it is quite likely to be "a June wedding."

In the list of guests at the luncheon tendered Conductor John H. Flynn on his golden jubilee of service with The Milwaukee, the name of "Charley" Mitchell was omitted quite by accident. The Magazine apologizes to Mr. Flynn and to Mr. Mitchell, and recognizes that in the interest of safety first no accidents should occur in its pages. Mr. Mitchell was one of the promoters of the jubilee luncheon and is one of the oldest and most popular conductors in the service.

The list of old employes with service date has received the following additions:

C. A. Persons, Chief Lineman.....	1877
Geo. N. Strong, Conductor.....	1875
Geo. N. Cooper, Crossing Flagman....	1855
William Henry Orth, Conductor.....	1873
M. R. Schmidt, Car Dept. Foreman....	1883
G. Anderson, Car Dept. Foreman....	1880
J. E. Banyard, Engine Despatcher....	1881
T. M. Dunbar, Boiler Washer.....	1884
David Gordon, Locomotive Engineer..	1880
David Gordon, Loco. Engineer.....	1880
Nick Schneider, Boilermaker.....	1862
Dick Smith, Boilermaker.....	1872
Billy Kells, Boilermaker.....	1872
Charles Haag, Boilermaker.....	1872
Charles M. Josh, Conductor.....	1873
C. McCullum, Loco. Engineer.....	1863
Geo. H. Grant, Loco. Engineer.....	1873
W. B. Chamberlain, Loco. Engineer....	1877
Wm. Mackey, Loco. Engineer.....	1880
R. J. Patterson, Loco. Engineer.....	1880
A. J. Urtebees, Loco. Engineer.....	1880
J. W. Parker, Loco. Engineer.....	1880
Wm. R. Evans, Loco. Engineer.....	1882
R. B. Scott, Loco. Engineer.....	1875
Wm. Ballard, Loco. Engineer.....	1882
S. Cleveland, Loco. Engineer.....	1882
G. Karch, Loco. Engineer.....	1882
N. Kaiser, Loco. Engineer.....	1884
Jas. S. Lee, Loco. Engineer.....	1887
Wm. Ivens, Loco. Engineer.....	1887
M. D. McDons, Loco. Engineer.....	1887
R. N. Pritchard, Loco. Engineer.....	1887
Mike Collins, Loco. Engineer.....	1887
E. J. Summers, Loco. Engineer.....	1887
A. J. Klumb, Loco. Engineer.....	1887
Thos. Dwyer, Loco. Engineer.....	1888
F. J. Bliss, Loco. Engineer.....	1862
J. H. Hassett, Loco. Engineer.....	1879
Jas. Marten, Loco. Engineer.....	1880
Ed Wall, Loco. Engineer.....	1880
Mike Nurkhardt, Loco. Engineer.....	1880
C. E. Kimball, Loco. Engineer.....	1881
N. H. Snow, Agent.....	1866
T. V. Robinson, Roadmaster.....	1869
W. R. Morrison, General Office.....	1873

The Golden Rule Again.

The Editor is occasionally in receipt of such letters as the following from a section foreman on the line:

"I read sometimes in the magazine, of section foremen watching for fallen brake beams or hot boxes on passing trains. While working on the main line for three months last spring I noticed several dragging brake beams and hot boxes, but only in two or three cases could I get a signal to either end of the train; and when I did I got a very surly answer for my pains, which naturally has a tendency to discourage one from interfering along this line. In fact during my six years as section foreman I have oftener gotten surly answers than pleasant ones, which does not seem to me to be the right way to promote Safety First."

This foreman is quite right in his conclusions as to the wrong way to promote Safety First, or any sort of that co-operation which is the slogan of all business now. Surliness never "got anybody anything"—at least nothing good, and it is quite as easy to pass along the smile as the grouch. It is quite as important that the "boss" should remember this as that the men of the line should bear it in mind. We are all anxious to receive the commendation of our superiors in the work, whether we boss a gang of section men or occupy a desk at the head of the department, and it ought to be easy to remember that those who work for us would be as glad of praise when it is deserved as we, ourselves are, when we have accomplished something especially creditable.

Margaret H. Foster, a stenographer in the advertising department, has the true idea of co-operation and efficiency. She has saved the stumps of all the pencils she has used since she started with the company, a year and eight months ago. A count developed that there were forty-two in number, and those forty-two pencils were used until the collection in the box averaged one inch and a quarter in length before they were discarded. This was accomplished by using a small metal pencil holder.

In this day when all railroad supplies are constantly increasing in price, this young lady, with no other thought than to get the maximum amount of service from the tools furnished, has given a fine example of the economies that we can effect by eliminating unnecessary waste.

"This is the gospel of labor,
Ring it, ye bells of the kirk.
The Lord of Love came down from above
To live with the men who work.

This is the rose he planted
Here in the thorn-cursed soil;
Heaven is blessed with perfect rest,
But the blessing of earth is toil."

HENRY VAN DYKE.

Delay in acknowledging receipt of the following letter with its enclosures has resulted on account of lack of space. The editor now writes with a genuine goose quill.

Dear Editor:

Allow me to present you a genuine old-fashioned quill pen which is over fifty years old and is a sort of historical pen owing to the fact it was formerly the property of Nelson Dewey, first governor of the state of Wisconsin, who served two terms from 1848 to 1852. This pen came into my possession through marriage relations and was laid aside with several others for many years. Am writing this letter with one of them.

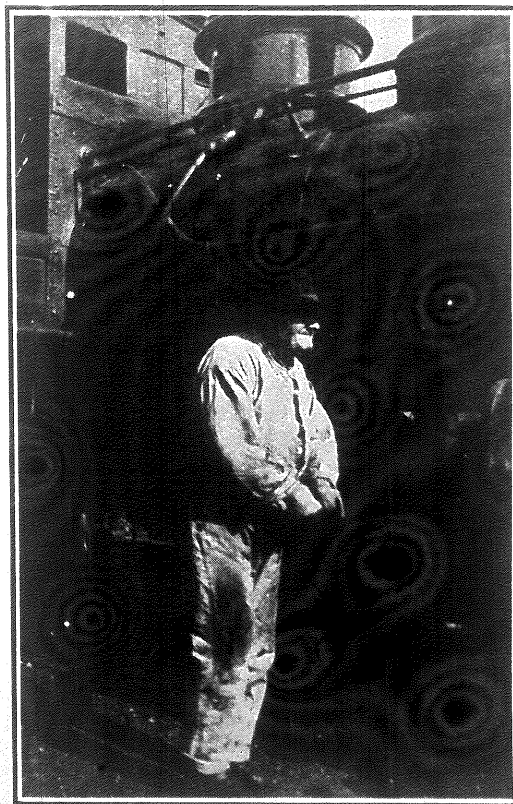
Respectfully yours,
H. J. BULLOCK.

Wedded in Butte.

Deer Lodge, Mont.

Miss May Hurst and Mr. John A. Kemp, two popular people of Deer Lodge, were quietly married at the Christian parsonage, Butte, on Wednesday afternoon, Sept. 17.

The bride is the daughter of Charles W. Hurst, conductor on the Olympian between Deer Lodge and Malden. The many friends of the young couple join in wishing them a long and happy life together. Mr. and Mrs. Kemp are now at home to their friends in Deer Lodge, where they will make their home.



Engineer Wm. McCauley, a Veteran in the Service.

At Home

Anna M. Scott, Editor

What Well Dressed Women Wear.

Eminently practical and pretty is a street dress of charmeuse. The bodice is made in plaited coat effect with a broad moire girdle and dainty net vest with frill. The skirt is draped.

Charmeuse and velvet are charmingly combined in a gown suitable for luncheons and afternoon affairs. The skirt is made of charmeuse and the coat of velvet, with a plaited chiffon vest.

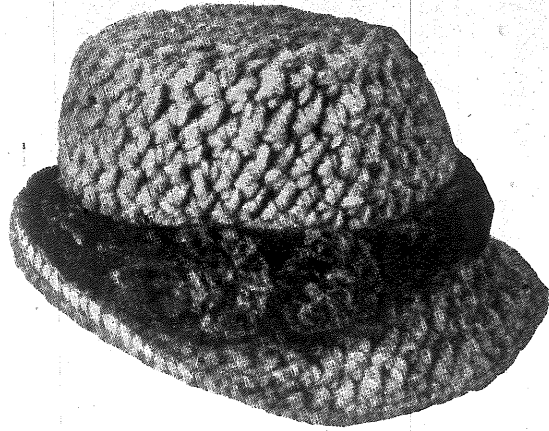
The tailored suits of this autumn are unusually attractive. The new fabric called *peau de peche* gives to the figure a suppleness that many of the other heavy fabrics deny it. It is warm and yet soft, and can be easily draped. The colors in it are good, for there is something about the weave that gives out, or, rather takes in, soft, smoky tones of red, gray, purple and green, which most women can wear.

There are some very beautiful blouses of chiffon and colored laces, showing the new effects in both long and short sleeves. A decidedly new style is of white chiffon unlined, with the new French fold collar of moire taffeta. Blouses of colored net to match the shades of the fall or winter suits are very much in demand. Every variety of wrap, long and short, is being displayed, and all are trimmed with fur, are loose, yet shapely and seem to quite hang away from the shoulders, yet they are so cunningly designed as to have the appearance of at least a half fit.

Christmas Fancy Work

As the long, dreary evenings of winter are almost here and we are obliged to remain at home the time would not seem so long if we had some fancy work or crocheting at hand, so I have concluded to give a few samples. The very newest idea in a crocheted hat is made in star stitch, of eiderdown wool, for the cap itself, and auto chenille for the band and bow. Four skeins of eiderdown wool are worked with a No. 10 bone crochet hook, and the chenille with a celluloid hook somewhat larger than a lead pencil.

Begin at the center of the crown, working with the eiderdown wool. Chain five and join in a ring. Chain three, skip the chain next to the needle and pick up a loop in each of the others, then another loop in the ring. Draw through all four loops on the needle and chain one. This completes the first star of the center of the crown. For the second star pick up a loop in the little hole beneath the chain just made (called the eye of the star), a loop in the twist behind the last loop of first star, a loop in the ring. Draw through all and chain one. Repeat the second star until



The New Crocheted Hat.

nine stars have been made in the ring, then join.

For the second round two stars are made on each star of the first round, as follows: Chain three, skip the chain next to the needle, pick up a loop in each of the others, then a loop in the back of the first loop of the first star of preceding round. Draw through all and chain one. For the second star pick up the first two loops as the first two loops of the stars of the preceding round were picked up, the next loop in the back of the first loop of first star of preceding round, the next loop in the eye of same star. Draw the wool through all of the five loops which are on the needle and chain one. Then make two stars in this manner on each star of the preceding round. The first star of each couple, made with four loops, is the increased star, the five-looped star is the regular star. Join at the end of the round.

Third round—Make one increased star and two regular stars, and alternate in this way throughout the round.

Fourth round—Have three regular stars between the increased stars. The crown now should be large enough, but if it is not, add more increased rounds, always increasing at the same nine points and making regular stars between. Then make six rounds without increasing, for the sides of the crown, and two rounds more, in them again increasing nine times at regular intervals in the round. These two rounds are for the brim of the cap. Make a final round of one single crochet in each stitch and fasten off.

For the band use the needle and chenille as explained above. Chain three, turn, skip first chain one single crochet in each of the others. *Turn one, one single crochet in each single crochet, picked up on the double thread. Repeat from * until the

length is sufficient for band and bow, fasten off and sew in place.

For a Mannish Aviation Cap three skeins of gray eiderdown wool, one skein of auto chenille and a No. 8 bone crochet-hook were used. The cap was made as follows: Chain three and join in a ring, chain three, eighteen double crochet in the ring. Join.

Second round—One single crochet in each stitch of first round, picked up on the double thread. Between the single crochet chain two.

Third round—One single crochet in each space, two chain between.

Fourth round—Chain three to start, three double crochet in each space. Join.

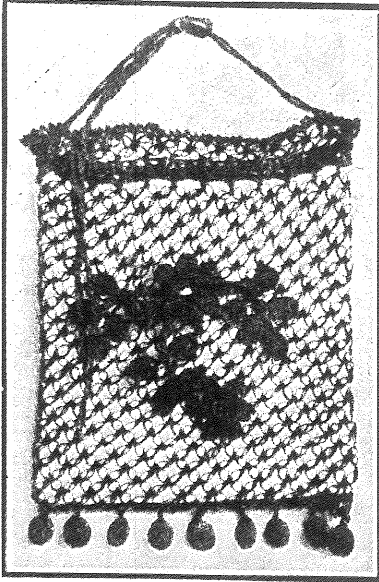
Fifth round—One single crochet in every second stitch, two chain between.

Sixth round—Work like third round. Repeat last three rounds.

Tenth round—Two double crochet in each space.

Eleventh round—One single crochet in every third stitch, two chain between. Repeat the third round fourteen times and then fasten off.

With a large celluloid crochet-hook and the chenille now make one single crochet in each space and one chain between. At the end fasten off and roll back for turnover.



Here is a bag made in knot stitch with spray of flowers appliued on both back and front. Use silkateen, or a cotton of the same size, and a rather fine hook. Make a chain twice as long as the desired width of the bag—probably 16 or 17 inches—and join. Draw out the loop on the hook to between $\frac{3}{8}$ and $\frac{1}{2}$ an inch in length, thread over and draw it through the loop, pass the hook between this loop and the thread just drawn through it, thread over and draw through, thread over again and draw through both loops. This is really a single

crochet through a long chain stitch. Draw out this last loop and complete it as the previous one, catch with sc. into the foundation ch. at such a distance from the starting point that the two long stitches and the chain will form a right-angled triangle, the two long stitches making the right angle. Continue around the circle. If the last pair of long stitches (1s, hereafter) ends where the first ones began, draw that final st. long enough so you can pass the hook under the loop of the first 1s, close to the center sc., thread over and draw through, then thread over and draw through both loops. In the same way make sc. at the left side of the center sc. Draw out this loop on the hook and make another pair of 1s and fasten with the 2 sc. in the center of the next pair of 1s. If it should happen that the last pair of 1s in the first row ends a half space from the beginning pair, make a pair of 1s, instead of a single 1s., and fasten as directed. Continue round and round the bag till the work is as deep as it is wide, ending under the beginning. Make a single 1s, 2 sc. into the middle of the 1st pair at the left, make another single 1s and 2 sc. into the middle of the 1st pair at the right, a single 1s and 2 sc. into the next pair at the left. Continue this zig-zag row to the opposite side of the bag and break the thread.

Sprays for knot-stitch bag—Chain 25, 1 sc. into 2nd st. from hook, 1 sc. into the next st., 1 dc. into each of next 5 st., 1 sc. into next st., 1 sl. st. into next st.; turn, 1 ch., 1 sc. into the sc., 1 ch., 1 sc. into the 2nd dc., 1 ch., 1 sc. into the 4th dc., 1 ch., 1 sc. into the 1st sc., 1 sl. st. into the 2nd sc.; turn, 1 sc. into the sl. st., 1 sc. into the sc., 5 dc. into the next 5 st., 1 sc. into the next, 1 sl. st. into the next, 1 sl. st. into the same stitch in which the sl. st. of the first row was made, 1 sl. st. into each of the next two stitches of the chain; 18 ch., make a leaf like the last, 16 ch., make another leaf omitting the two sl. st. at the last and making 1 sc. into each stitch of the chain as far as the next leaf. Here repeat the first leaves, making sc. along the stems as far as the end of the chain.

Make four of these sprays and two similar ones, omitting the leaf at the end.

The flowers which are tacked on in place of the omitted leaves are made with a sewing needle and the same thread. Take a thread about a yard and a half long, wind the end four times around an ordinary lead pencil and work 24 buttonhole stitches over the ring. Now work buttonhole stitches in four stitches of the ring, reverse and make 5 stitches back by putting two into one in the middle of the row. Reverse again and make six stitches and again making seven. Repeat the seven in the next row and then narrow off by leaving out the first and next to the last stitch in each row. Run the thread down back of the petal and make five other petals. This is the smaller of the two flowers. The larger is made in the same way except that the stitches are increased to eight in a row, that row of eight



Engineer Harry Kingsbury, of Arizona & Eastern R.R. He has carried a Hamilton Watch No. 960 for a number of years with perfect satisfaction.

The Watch that Stays Right

To the railroad man who is thinking of buying a watch we say: Ask some man who carries a Hamilton what he thinks of the Hamilton Watch. Pick out some old man if you wish—one who has carried the Hamilton for 10 or 15 years even. Ask him. We have absolute confidence in what any Hamilton owner will say for his watch, because we know what good service they give.

Hamilton Watch

"The Railroad Timekeeper of America"

Your watch troubles are over when you buy a Hamilton.

Over one-half (56%) of the railroad men on American Railroads maintaining Official Time Inspection carry Hamilton Watches.

The Hamilton Watch is made in all standard sizes and sold by jewelers everywhere. For Time Inspection Service, Hamilton No. 940 (18 size—21 jewels) and No. 992 (16 size—21 jewels) are the most popular watches on American Railroads and will pass any Official Time Inspection. For general use you can buy a Hamilton movement from \$12.25 to \$150.00.

Write for "The Timekeeper"

It illustrates and describes the various Hamilton models and is a book well worth reading if you are thinking of buying an accurate watch.

HAMILTON WATCH COMPANY, Lancaster, Pennsylvania
Master Builders of Accurate Timepieces

is repeated and the narrowing is made to two stitches.

The sprays are laid in place on the bag, basted down, and sewed in position from the wrong side with needle and fine thread.

Top of knot-stitch bag—8 sc. over the chain in every space at the top; close; ch. 5, 1 tc. (thread over the hook twice) into 1st sc., *2 ch., skip 2 sc., 2 tc., into next 2 st.,* repeat around, making every other pair of tc. come above the sc. of the knot st. into the beginning chain.

Make two rows of knot stitch matching those of the lower part.

Next 7 ch., 1 sc. in the middle of the 1st pair, *3 ch., 1 dc. between pairs, 3 ch., 1 sc. into the middle of the next pair,* repeat around, catching into the 4th st. of the 1st ch. to close.

Make the picot edge with 5 ch., catch back into the 5th st. from the hook, 1 sc. in the 1st space,* 5 ch. p., 1 sc. into same space, 5 ch. p., 1 sc. into next space,* repeat around.

Balls—Begin at the bottom with 3 ch., 6 sc. into the 1st stitch of the ch., then 2 sc. into each st. till you have counted 16 sc.; after which make 1 sc. in each st. till there are 6 rows in all. Narrow off by skipping every other st. and break the thread, leaving an end to use in sewing the ball in place. Press the balls flat to resemble leaves.

Raising Flowers Indoors.

If you want a house plant sure to bloom at Christmas time get a poinsettia. Keep it in a pot you may think too small for the plant, and give it a sunny window and plenty of water. It will seldom disappoint you, and its brilliant scarlet blossoms will be in evidence from the middle of December and through January.

Some Useful Hints

Before using cake tins rub them well with lard and heat them in the oven. This prevents them from rusting after they are washed.

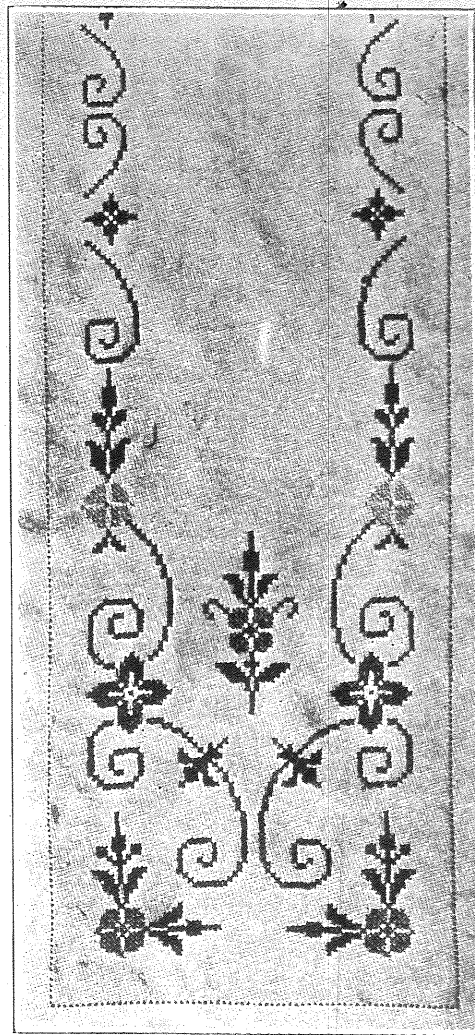
Country housekeepers can dye articles in beautiful shades of fast brown by drying and using the green and brown lichens from rocks, trees and fences. Boil the moss in water to more than cover it. Strain and put in the goods.

A tiny emergency oven may be made of a large-size biscuit tin with an asbestos plate in the bottom to prevent burning. Set the tin over an ordinary oil stove.

Cereals with fruit make very economical luncheon desserts. The cereal should be moulded and smothered in fruit—either fresh or stewed in a sirup.

Tulle veils that have become limp may be pressed with a warm iron, being careful to put a layer of thin muslin between the tulle and the iron.

Some people like their potatoes to have the additional flavor given by a pinch of sugar added (as well as salt) to the water while boiling.



Cross-stitch is popular and very simple to work if design is stamped on material. Here is a very pretty design for a scarf worked on a natural color or dark tan crash for a library, living-room or a den. The colors are rich and subdued in tone. The scrolls and the forms separating the scrolls are in olive green, the small flowers in dull blue, and centers of flowers in dull gold, with the four pointed forms connecting the scrolls also in dull gold. The edge of this scarf would look handsome with a knotted or straight fringe, or cluny lace.

An Indoor Fernery.

Fill a window box with good earth—earth from the woods is excellent. Get from a florist in November the small ferns which are often sold for 10 cents apiece or three for 25 cents. Plant carefully, after setting the tiny pots in water for a few hours; slip out the ball of earth, disturbing the roots as little as possible. Spray or sprinkle every day, and never allow them to become drv. but do not keep the earth saturated with water. A window which receives a little sun is an excellent place for a fernery.

DIETZ "PIONEER" Street and Platform Lamp

Cold Blast — For Post or Bracket

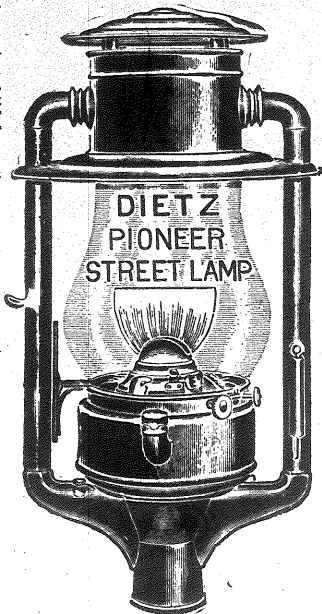
THIS Popular Street and Platform Lamp has been on the market for more than 34 years. It is the original of all globe tubular street lamps and while it has been imitated it has never been equalled. It requires no chimney and gives a steady light double that of an ordinary gas street lamp at much less cost. The "Pioneer" may be filled, lighted and regulated without removing the globe. Has a self-extinguishing device that may be set to burn for a certain number of hours. For years it has been the standard of the U. S. Government and many railway systems.

**R. E. DIETZ
COMPANY**

LARGEST MAKERS OF
LANTERNS IN THE WORLD

Founded 1840

New York City



Requires No Chimney
24½ inches high—1½ inch Wick.
22 Candle Power

Some Favorite Recipes.

Dropped Fried Cakes.

One egg, one-fourth cup sugar, pinch of salt, one-third cup of milk, one cupful of flour, one teaspoonful of baking powder, and one teaspoonful of melted butter. Mix all dry ingredients, beat egg well, add to the milk and beat into flour; add melted butter, beat smooth and drop from teaspoon, which must first be dipped into fat; that is, the hot lard. See that the fat is hot enough to sear the surface as soon as the batter is dropped in, but after that decrease heat somewhat so cake will cook through. When toothpick comes out clean, take up in skimmer, drain well and lay on sheet of brown paper to drain. If carefully cooked these cakes should be oval balls and quite dry and fluffy inside.

Milwaukee Cake.

One-half cup butter, one-half cup sugar (creamed), yolks of four eggs beaten, six tablespoons of milk, one and one-half cups flour, one and one-half teaspoons baking powder in flour. Put mixture in square pan well greased. When ready for oven, beat whites of four eggs stiff, add two-thirds of a cup of sugar; beat well together and cover cake mixture; sprinkle chopped nut meats in frosting. Bake in slow oven forty-five minutes. Be careful not to burn frosting.

Fudge Cake.

One cup sugar, one-half cup butter, creamed, three eggs, one cup milk, one and one-half cups flour, two teaspoons of baking powder, two bars sweet chocolate, three-fourths cup chopped walnuts, one teaspoon vanilla; filling, one cup sugar, one-half cup milk, one bar sweet chocolate, one teaspoon butter, one of vanilla. Boil about thirteen minutes, beat until stiff and spread on cake while warm. (Very good.)

Peanut Kisses.

Shell and remove the brown skins from one quart of roasted peanuts; put them through a nut grinder or pound them to a paste, add half pound of powdered sugar and the unbeaten whites of four eggs. Beat all well together, drop by teaspoonfuls on paper and bake in a moderate oven until golden brown. (Delicious.)

When moths get into a carpet, spread a damp towel over the part and iron it dry with a hot iron. It destroys both larvae and eggs.

Hirsch Uniforms

Are now being worn by the majority of trainmen on seventy-seven railroads in the United States.

Made by Union Tailors

Using the best standard cloth and workmanship has won for us a reputation among railroad men.

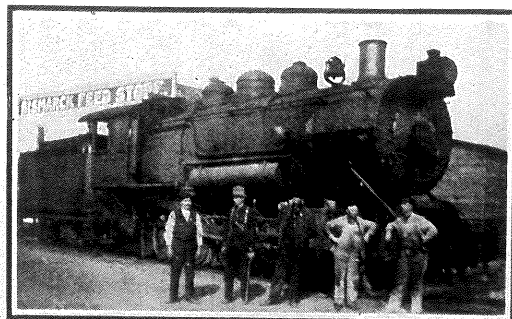
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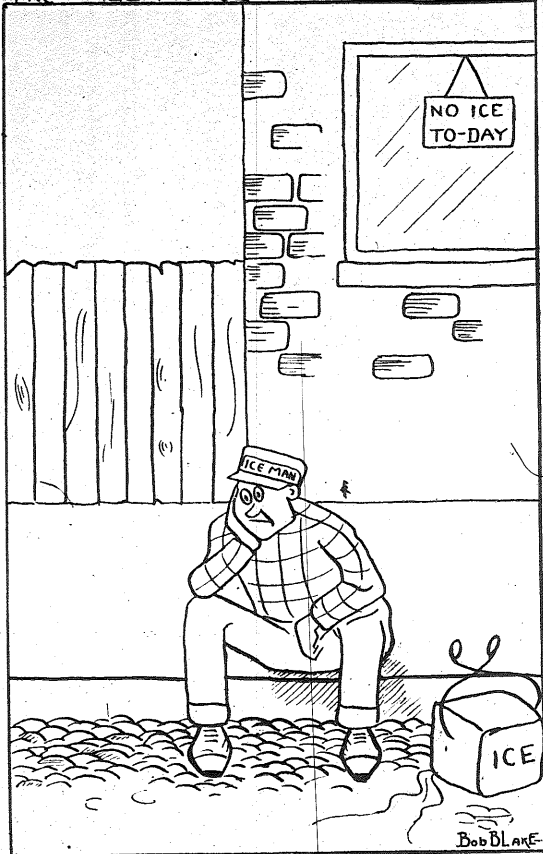
CHICAGO



A Tacoma Eastern Switching Crew.

Smiles

The MELANCHOLY DAYS have come—



Try It, But Quickly.

Betty Botter bought some butter.
 "But," she said, "this butter's bitter;
 If I put it in my batter,
 It will make my batter bitter.
 But a bit of better butter
 Will but make my batter better."
 So she bought a bit o' butter
 Better than the bitter butter,
 And made her bitter batter better.
 So 'twas better Betty Botter
 Bought a bit of better butter.

Fixed.

"Has Dinty got a stiddy job yit, Mrs. Mulcahey?" asked Mrs. Brannigan.
 "He has that," said Mrs. Mulcahey.
 "They've sint him to the pinitinchery for twenty years."—Harper's Weekly.

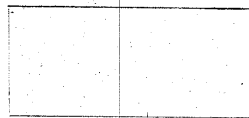
Answered.

Bishop Goodman was one day addressing a Sunday school when he said, in a most expressive way: "And now, children, let me tell you a very sad fact. In Africa there are 10,000,000 square miles of territory without a single Sunday school where little boys

and girls can spend their Sundays. Now, what should we all try and save up our money and do?"

And the class, as one voice replied in ecstatic unison "Go to Africa!"—Exchange.

Photograph of money a man saves by abjuring the use of tobacco and shaving himself.



A Railroad Man's Prayer.

By John Williams, Porter on Coast Train,
 N. O. & M. Div.

An old railroad employe was converted at a meeting and was asked to lead in prayer. He hesitated a moment, then with trembling, but clear, resounding voice, he said reverently:

O Lord! Now that I have flagged thee, lift up my feet from the rough road of life and plant them safely on the deck of the train of salvation.

Let me use the safety lamp known as prudence and all the couplings in the train with the strong link of love; and let my hand lamp be the Bible.

And, Heavenly Father, keep all switches closed that lead off on the sidings; especially those with a blind end: O Lord! If it be thy pleasure, have every semaphore block along the line show the white light of hope that I may make the run of life without stopping.

And, Lord, give us the ten commandments for the schedule and when I have finished the run on schedule time and pulled into the great dark station of death, may the Superintendent of the Universe say: Well done, thou good and faithful servant come and sign the pay roll and receive your check for eternal happiness. Amen.—L. & N. R. R. Passenger Bulletin.

She Knew the Count.

Mayor Whitlock, of Toledo, was talking about a Toledo heiress who had married a count.

"Well, at any rate," said he, "the girl seemed convinced that the count had no unworthy motives."

"Don't you know," a friend said to her, some months before the wedding, "don't you know that the count is simply marrying you for your money, so that he can pay his bills?"

"Nonsense!" she replied. "The count never thinks of paying his bills."—New York Tribune.



Wherever you wear them, these shoes will give you real satisfaction. They have a distinctive smartness of style and are built for lasting service.

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FOR MEN, WOMEN AND CHILDREN

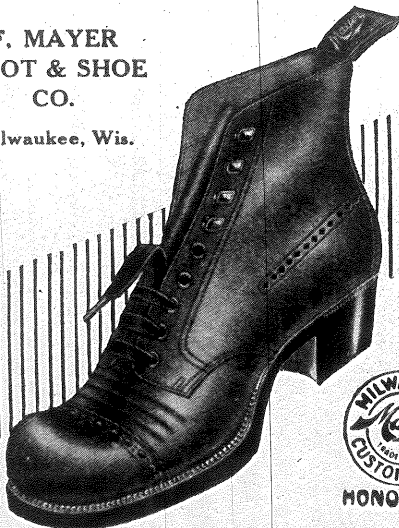
They set a standard of value reached by no other shoe at the price. Equally suitable for business use and dress-up wear. For solid comfort you can not find their match.

Caution! Be sure to look for the Mayer trademark on the sole

We make Mayer Honorbilt Shoes in all styles, for men, women and children; also Drysox Wet Weather Shoes, Yerma Cushion Shoes and Martha Washington Comfort Shoes. If your dealer does not handle these shoes, write us and we will tell you where to get them.

**F. MAYER
BOOT & SHOE
CO.**

Milwaukee, Wis.



U. S. Senator "Stole" His Hat.

Mr. O. C. Anderson, chief train despatcher of the Dubuque division of the Milwaukee railroad, returned to his work Wednesday after a several weeks' vacation spent in the east, a good portion of the time being spent in Washington, D. C.

While in the national capital Mr. Anderson met Maurice Connolly, the Iowa congressman, and was taken into the capitol building where he occupied a seat in the balcony while watching the work of the Democratic congress.

"I had a rather amusing experience while in Washington," said Mr. Anderson. "After going through the capitol with Congressman Connolly we took dinner at the Capitol cafe. During the course of the meal my hat was taken and when I was ready to leave I found myself bareheaded. Mr. Connolly thought I might have left it in the balcony, so we looked. It wasn't there. Back to the cafe and it wasn't there. Then Connolly set a force of colored porters to the job of finding it. I furnished them with a description. At last the hat was located. A United States senator was wearing it! I made my loss known to him, and he recognized the mistake, returning my hat with his apology. I have forgotten his name, but that he was one of the few Republicans left I know, for from the way the Democratic congress is going I am certain that if one of the party in power should have taken it I never would have gotten it back."—*Dubuque Times.*

Pat Scanlan Has One of His Little Anecdotes Again.

"Sure, business is good, could not help but be good," said Pat Scanlan of the Milwaukee road, who is over from Helena. "There was a splendid crop over the state generally, which has been harvested and stored away. The farmers have money and every one in the farming districts feels rich. Merchants are buying larger stocks than ever, all of which means increased freight and passenger business for the railroads.

"Yes, our Olympian continues to attract the discriminating traveler and is running full. It is seemingly the favorite train for all the newly weds. On a recent trip from the east, while riding on the observation platform, a pair of them attracted my attention. They were bound for the Bitter Root valley, where they intended locating on a fruit ranch, satisfied with the apple as long as they could not have the orange blossoms. 'Yes, darling,' said he, 'a perpetual honeymoon—sunshine, fruit and flowers. Life will be one long, sweet poem.' 'But, dear,' she said quickly, 'short poems are the most popular nowadays.' She may have had a divorce court in view, but just then we ran into a tunnel and I beat it for the buffet."—*Butte Inter-Mountain.*

Safety First

A. W. Smallen

On Monday evening, Sept. 15, the initial meeting of the Safety First Movement on Puget Sound Lines was held at Eagles Hall, Tacoma. About 350 employes were present. The meeting was pronounced one of the most successful ever held in connection with the Movement.

After listening to a couple of lively musical selections, rendered on the piano by Mr. Roy Hawk, the meeting was called to order by Superintendent Richards, who was acting Chairman for the evening. He opened the meeting with a short talk, explaining the nature of the movement, its purpose, etc., after which balloting was commenced for the election of temporary Committeemen for the following six months.

A number of worthy candidates were nominated in each branch of service and the balloting was spirited and carried out with great interest from beginning to end; the successful candidate being elected by standing votes. As each Committeeman was elected he was called to take a seat on the stage with Chairman and permanent members of the Committee. After all Committeemen were elected and had taken their places on the stage, each was called upon to make a few remarks. A few responded, but as most of them had little time to prepare, they begged of the Chair to be excused.

The next in order was an address given by Mr. A. W. Smallen, Chairman General Safety Committee. He prefaced the opening remarks of the local Chairman and then explained in detail the benefits to be gained by the movement, relating a number of interesting anecdotes from the every-day life of a railroadman.

In connection with Mr. Smallen's talk, a number of pictures were thrown on a screen showing the many ways in which it is possible for accidents to happen which could easily be avoided had we ever in mind "Safety First."

Everything Mr. Smallen had to say was listened to with great interest by all concerned, and it set us all thinking of what we can do for the protection of our fellowmen.

The members of the permanent Committee are:

OPERATING DEPARTMENT

Mr. J. F. Richards, Superintendent.
Mr. A. E. Campbell, Trainmaster.
Mr. W. H. Wingate, Chief Dispatcher.
Mr. F. M. Webb, Roadmaster.
Mr. W. R. Hunt, Roadmaster.
Mr. N. Johnson, Roadmaster.

MECHANICAL DEPARTMENT

Mr. T. J. Hamilton, District Master Mechanic.

Mr. F. D. Campbell, General Car Foreman.

Mr. A. J. Kroha, Storekeeper.

Mr. B. W. Zilley, Roundhouse Foreman.

B. & B. DEPARTMENT

Mr. A. J. Buck, Chief Carpenter.

CLAIM DEPARTMENT

Mr. H. T. French, Claim Agent.

SIGNAL DEPARTMENT

Mr. H. L. Smith, Assistant Signal Engineer.

Those elected for a period of six months:

Mr. J. F. Richards, Superintendent.

Mr. A. E. Campbell, Trainmaster.

Mr. W. H. Wingate, Chief Dispatcher.

Mr. F. M. Webb, Roadmaster.

Mr. W. R. Hunt, Roadmaster.

Mr. N. Johnson, Roadmaster.

Mr. A. J. Buck, Chief Carpenter.

Mr. H. T. French, Claim Agent.

Mr. L. W. Smith, Assistant Signal Engineer.

Mr. W. S. Johnson, Conductor.

Mr. W. T. Emerson, Engineer.

Mr. E. B. Mider, Yardman.

Mr. J. Hubbard, Brakeman.

Mr. John Bell, Fireman.

Mr. F. C. Clover, Agent.

Mr. Chas. Hoyt, Machinist.

Mr. M. T. McHugh, Boilermaker.

Mr. Otto Schutze, Blacksmith.

Mr. Ben Hogan, Woodworker.

Mr. George Day, Car Repairer.

Mr. C. Nolan, Section Foreman.

All who attended the meeting were given a "Safety First" button as they entered the Hall and since the meeting the calls for buttons have been heavy. Nearly 1,000 having been distributed already.

A number of cards have also been received by the Chairman calling attention to menacing conditions which were liable to result in injury to employes and which are being corrected as rapidly as possible after attention is called to them.

The "Safety First" Movement has certainly been established firmly on the Coast Division and Tacoma Eastern Railroad.

Be a Careful Employe.

If all employes who receive the "Milwaukee Magazine" would contribute a short article occasionally, how much bigger and better our journal would be! It's splendid as it is, but let us all try to make it the best of its kind.

"Safety First!" There are thousands of improvements that can be made by each and every one who is alive and has his eyes open for the best interests of the Company. For instance, pick up that board with a nail in it, that tie or stone or piece of coal a man could trip over, cover up that little open culvert, cut up or shovel away that bit

of ice, look after that little lip on the switch point, look out for that low joint that might break an angle bar or rail, look after that little piece of spread track—don't let it go till morning, fix it now; watch that train for broken rods or brake beams; put that guard rail bolt in now; square up that inside rail on the curve (it is canting), before the engine turns it over. These are a few of the improvements I could enumerate for "Safety First."

To have safety we must have safe employes. It doesn't tend to safety to place an incompetent man in a responsible position.

Of what avail is the most careful dispatcher, the most faithful conductor, the most vigilant engineer, against that little washout, that weak place in the track, that small spread in the rail, that lip on the point, that flat place in the curve, or those rotten ties with spikes loose, or taking out that rail (with flag out around the curve, five or six hundred feet away), or failure to read the order to fix that bad spot at once? Practical examinations for every employe who has a responsible position would be a great move for "Safety First!"

Yours for the success of the best magazine and of the Milwaukee Railway.

A SECTION FOREMAN,
Kittitas, Wash.

Sioux City, Oct. 20, 1913.

Dear Editor:

Last Saturday we held a Safety First Committee meeting in my office at Sioux City, with Mr. A. W. Smallen present.

We had a very useful meeting and I enclose herewith a letter written by E. Martinson, Section Foreman of the S. C. & D. Division, for the Railway System Employes' Magazine. Yours truly,

L. B. BEARDSLEY,
Superintendent.

It is with pleasure I notice the interest taken in the Safety First movement. I

think it will show what cooperation will do in promoting an undertaking. Safety First should be the watchword of every employe of this company.

The man on the ground has occasion to notice this in many ways. The section foreman out on the road must be on the engineer's side of the track if possible and he must have a man on the fireman's side who understands the signal if anything is wrong, such as brake shafts, beams, or rods dragging; hot boxes, broken journals, swinging side doors, etc., and immediately signal the train. He is the man to whom every engine crew looks for the condition of the track—and it is not safe for an engineer to board his engine to start on his run after an electrical storm, tornado or prolonged heavy rain without having a word from or knowing that the section men are out looking for trouble.

Many accidents happen on account of the tools on hand cars or motor cars being carelessly thrown on and when the cars are in motion these fall off in front, many times resulting in fatalities.

The General Manager issues directions from his office, which are reissued from the roadmaster's department, how to put tools, for example, a track jack, on the rear end, so there will be no danger of their falling off in front, causing derailment of the car and injury to its occupants. The rules that are disobeyed sooner or later will bring their own fruits, coming probably in the shape of an accident, with possibly a large loss of life and property.

In conclusion, let me ask you one and all to co-operate with this movement. If any mishap comes your way do not seek to put it on the other fellow. Throw away grudges and partisanship; put your shoulders to the wheel and pull in harmony, thus making Safety First the greatest safeguard to prevent destruction of life and property.

E. MARTINSON,
Section Foreman, S. C. & D. Div.



Dubuque Wood Working Mill Force.



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Startling Scholarship Offer

For a limited time we are making a most startling offer to the readers of this magazine. It cuts the cost of a complete law Course down to less than one-half and brings it within reach of everybody. This includes Text Books, Lectures, Faculty Talks, everything. But you must act *at once*. Use the free coupon at top of this page immediately. It brings all the facts without cost or obligation. Sign the free coupon, tear it out and mail to us, *now*, before you turn this page.

Safety First in Miles City.*Charles F. Negley.*

In railway and industrial accidents last year 2,350,000 men were killed or injured. These are the figures that led to the inauguration of the Safety First Movement at the Empress Theater in Miles City, October 6th. The meeting was called to order at 8 p. m. and addressed by A. W. Smullen of Chicago, chairman of the Safety First Movement. He was listened to with intense interest by an audience of about 275, chiefly Milwaukee employes. After the address was completed, stereopticon views were shown illustrating the cause of accidents, and the means that are being used to prevent them were shown, and were forcible arguments in support of the movement. Two committees, one from the employes on the road and the other from the employes of the Milwaukee shops, were organized. The object of the committee, as is well known, is to bring about means of co-operation between railroad companies and the employes on the road and in the shops that will prevent injuries to life and limb of employes. A more extended notice of the Miles City meeting was received too late for this number, but will be included in December.

To Practice Safety First We Must Be Loyal.*John W. Marshall, Milwaukee.*

We must rise in love and work in love,
 And rest in love at evening;
 This is the way our Savior said
 To live in peace forever.
 Then let us all as one unite,
 And be a full partaker.

Editor The Magazine:

We know that the railroads are doing all in their power to eliminate the large number of accidents and injuries to both employes and the public, but there is much yet to be done. Not long ago N. Z. Co. tank car loaded with muriatic acid, billed from

Kansas City to Milwaukee, was hauled over the R. & S. W. Division with a wooden plug in top of car to prevent the acid from coming out. We know this acid is so strong that it burns whatever it comes in contact with except metal and iron. The acid in the car above mentioned caused a shrinkage of the wooden plug and the sudden movements of the train caused the plug to come out, the acid running out of the top and burning everything it came in contact with. It would not be a very nice thing if passengers were standing on the platform of any of the stations along the way when the acid fumes came out of the car. Would suggest a metal plug be put in cars so loaded, and if a vent be necessary for the contents pin holes be put in the metal plug. Would like to see and hear from some one else in the columns of this magazine on this subject. Yours for Safety First,

T. KINNEY,
 Conductor R. & S. W. Div.

Agents C., M. & St. P. Railway:*(Continued from page 21.)*

sills, therefore use eight or tenpenny nails freely on any doubtful sheathing board. Cement coated nails are most effective for this purpose.

NOTE.—I have found it a good plan to tap the sheathings all around the car after the car has been loaded. Where such tapping shows leakage symptoms all along the sides, as it sometimes will when cars are old, a paper or burlap pad placed underneath along the sill, and secured in place with a strip of wood, will prevent possible loss of wheat at such points.

In closing I would call attention to the fact that the percentage of leaking cars reported each year is almost doubled during the wheat handling months. This plainly indicates the need of more care in preparing cars for the smaller grains.

H. A. Foss, *Weighmaster,*
 Board of Trade, Chicago.

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They all say that—We simply say U. S.

And most everybody knows that the Policy issued to Railroad men by us has made famous the

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Mechanical Department

The First Locomotive in Wisconsin.

H. W. Griggs, Milwaukee Shops.

In the September number of The Magazine there appeared a picture of old "71," the first locomotive to turn a wheel in Wisconsin, and which has long since gone to the happy hunting ground. The original of this photo I had taken in 1883 and it has gone the rounds of the principal mechanical journals of the country.

The principal dimensions and data of this engine may be of interest to our readers. Its cylinders were 14"x26"; firebox 36"x45"x41". Water space 2½"; diameter of boiler 36". Diameter of dome 45", which is larger than the rear end of the boiler account of the old-fashioned style of carrying the firebox up above the cylindrical part of the boiler, terminating in a smaller dome. The number of flues was 108; diameter of flues, 2"; length, 10'. Gauge of track, 4', 8½". Diameter of drivers 51" (centers). The weight of the engine was 46,000 lbs. It was built in 1848 and the parts in the photo not belonging to the original engine were the side rods, drivers, engine truck, cab, headlight, brackets, smoke stack, pilot beam and tender complete.

This engine was successively the old P. du C. No. 1, "Bob Ellis," "Iowa," etc., and was one of the four engines doing business in the early 50s when the Milwaukee Road was in the making, as that Nestor of employes, my old friend Johnnie Fox, recently

called it, and of which he was later engineer, sitting on a letter S spring seat that nearly threw him out of the cab window, and with S. S. Merrill, conductor, too.

Editor M. R. W. System Magazine:

I was pleased to read the article from Mr. Cross of Mason City in the May issue of The Magazine, and might say he deserves great credit for the big day's work, wrecking at Otranto in 1882.

I was working for the company at Sanborn, Iowa, at that time and witnessed some of the same experiences as Mr. Cross has, but I was never lucky enough to get any "fat hog" to eat.

We all know the kind of cars we had in 1882. Most of the cars were 28,000 capacity or less and our 80,000 and 100,000 capacity cars and our steel coaches and sleeping cars were unknown at that time. The engines used in 1882 were mere toys compared with the engines of today.

Our wrecking outfit at Mitchell at the present time consists of about the same equipment Mr. Cross used in 1882, a switch rope and a few jacks.

We have our derailments out here the same as in other places and we get them picked up in the same old way; and no cars or engines are lying along the right of way at the present time.

P. H. McGRATH,
Car Foreman, Mitchell, S. D.

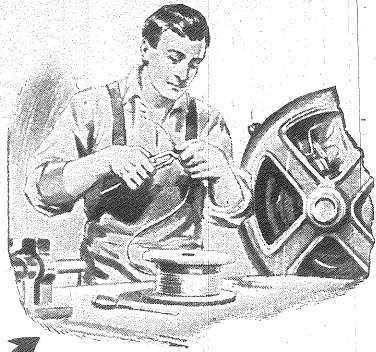
Thanksgiving

DOWN below, the wild November whistling
Through the beech's dome of burning red,
And the Autumn sprinkling penitential
Dust and ashes on the chestnut's head.

Up above, a music that entwineth
With eternal threads of golden sound,
The great poem of this strange existence
All whose wondrous meaning hath been found.

—W. Alexander.

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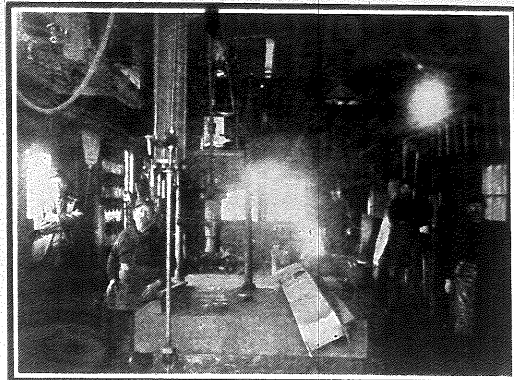
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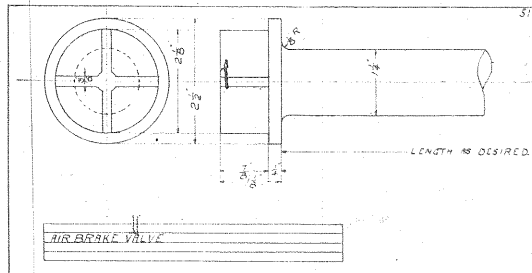
Address.....

Shop Kinks



Flange Fire Shop, Dubuque.

The work of this shop is confined entirely to repairs of steel cars, necessitating the services of one flanger, one blacksmith and two helpers the year round. The inside dimensions of shop are 16x60 feet, and it is equipped with two traveling air hoists, one flange fire, one blacksmith forge and one 9x12 foot facing plate. Attached to facing plate is a 100-ton capacity hydraulic press which is driven by a 7½ horsepower electric motor; and this device has proven its worth on extra heavy work such as steel end sills, steel longitudinal sills, cast steel truck sides and bolsters; in fact, on anything where the sledge cannot be used to an advantage. The electric motor also furnishes power for driving the air blast fan.

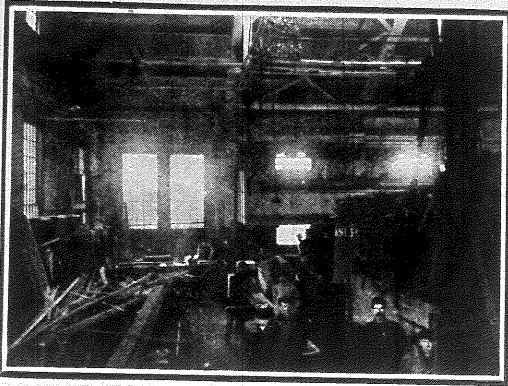


Forging No. 5 Air Valves.

Arthur Bennett, General Foreman Blacksmiths, Milwaukee Shops.

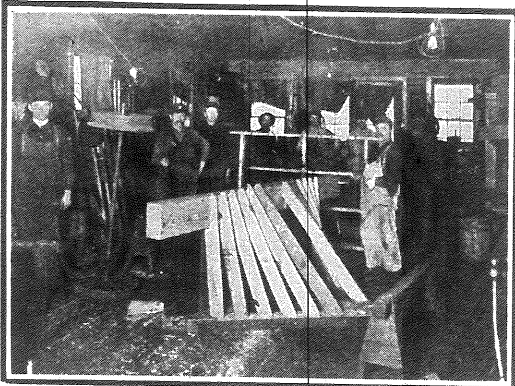
The accompanying drawing shows valves made on our 4 inch Ajax forging machine from 1¼ inch cold rolled steel, and are made in three operations. The first two operations are made in the dies, which are slotted to shape the wings; the third and last operation is made on the header, which upsets the collars and wings to proper size.

This valve is one of the most difficult forgings that we make on the machine. The wings are very thin and delicate and cannot stand a very high heat, and must be made to the exact size, as the only machine work is on the collar. They are heated in coke furnaces and are turned out eleven per hour.



West End Car Shops, Dubuque.

On the work benches to the left is where all coach work is done, such as sanding, smoothing and light repairing, while the work benches in center are used for heavier repairs such as doors, mail tables, etc. To the right is seen a slope leveler undergoing repairs. In the background midway between floor and roof is the toilet room. It is the duty of one of the shop sweepers to devote at least two hours of his time each day to keep this apartment clean, consequently it is at all times in excellent sanitary condition.



Pilot and Hand Car Shop, Dubuque.

The inside dimensions of this building are 20x45 feet. The south end is used for building and repairing hand cars, push cars and track velocipedes. Three men are employed on this class of work and about sixty of the above mentioned cars are built and rebuilt here monthly. The north end of the building is consigned to the building and rebuilding of engine pilots. Three men are employed at this work and the average monthly output is about sixty-two pilots built and rebuilt.

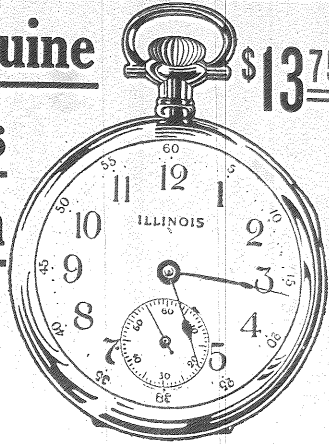
Some Good Habits.

- The habit of work.
- The habit of honesty.
- The habit of attention.
- The habit of happiness.
- The habit of usefulness.
- The habit of politeness.

**A Genuine
Illinois
Watch**

\$13.75

**\$1.00
Cash**



I have decided to make employees and readers of the Chicago, Milwaukee & St. Paul Ry. Employees' Magazine this watch offer that is the sensation of the watch trade. I have enough of these superb watches to satisfy all who order promptly. Don't wait until the last day the offer closes.

Arthur H. Spiegel
Pres't & Gen. Mgr.

Here's the chance for every employee, no matter what his income or financial condition may be, to own a really fine time-piece. Think of a genuine "Illinois," made by the Illinois Watch Co. of Springfield, Ill. Seventeen-jewel movement, 20-year gold-filled case, and only \$13.75, on easy credit terms of \$1.00 a month.

17 Fine Jewels. The movement is the highest type known, containing 17 jewels, which means perfect running qualities. Will give as good service as the highest-priced watch.

20-Year, Gold-Filled Case is a beauty, made in open-face style, with handsomely engraved back. It is warranted for 20 years. Being screw-back and bezel, it is dust-proof.

Guaranteed 25 Years. We send you a certificate with this watch that positively guarantees it for 25 years' service. Think of a watch sold for only \$13.75 that is guaranteed for almost a lifetime of usefulness. No watch selling for \$100 or more is any more perfect time-keeper. Ask anyone who knows watches.

Big Jewelry Book FREE

In our special jewelry catalog are many other styles and sizes of high-grade watches, also some wonderful diamond and jewelry values, all sold on credit. You should have this book, because we can save you money on all jewelry.

Tear Off This Blank and Mail

NOT GOOD AFTER 30 DAYS

SPIEGEL, MAY, STERN CO.
3578 Wall Street, Chicago.

I enclose first payment of \$1.00, for which send, express paid, the 17-jewel Illinois Watch No. X1275, described in your advertisement. If I keep it, I will pay \$1 each month until \$13.75 has been paid. If I return it within the 30-day trial period, you are to send me back my \$1.

Name.....

Post Office.....

St. or Box No..... State.....

Spiegel, May, Stern Co.
3578 Wall St., Chicago (422)



Council Bluffs Car Department.

COUNCIL BLUFFS CAR DEPARTMENT.

Mrs. Helga Hackstock.

The Car Department at Council Bluffs was established in the early spring of 1882, with David Twombly, now foreman at Austin, Minn., in charge. Mr. Twombly in those days shared office room with our esteemed President, Mr. A. J. Earling, who at that time as Superintendent was in active charge of the building of this division.

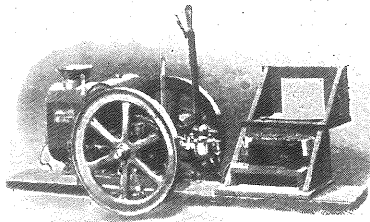
The same office building used by Mr. Earling is still in use here and the cross arm that held the wires on which he

worked, it is said from 15 to 24 hours each day, are still in evidence.

Mr. Twombly remained in charge of the Car Department until March 21, 1884, when he was transferred to Chicago. The present foreman is Mr. M. P. Schmidt, formerly car foreman at Van Horn, Iowa.

At the present time there is a force of 60 men employed in the Car Department here and the Inspectors take care of nine interchange points. The recent installation of the wood working machinery has greatly increased the output of heavy repairs and it has only been found necessary to send such cars to the shops as need heavy repairs to steel under frames.

GET YOUR MOTOR CAR NOW



Cold weather won't bother if you have a

FAIRMONT HAND CAR ENGINE

"My 3 H. P. Fairmont starts easy in extremely cold weather and has plenty of power. It is the best engine I have ever used, and I have had experience with several other makes under all kinds of conditions." C. E. KEMP, Section Foreman, C. M. & St. P. Ry., Webb, Iowa.

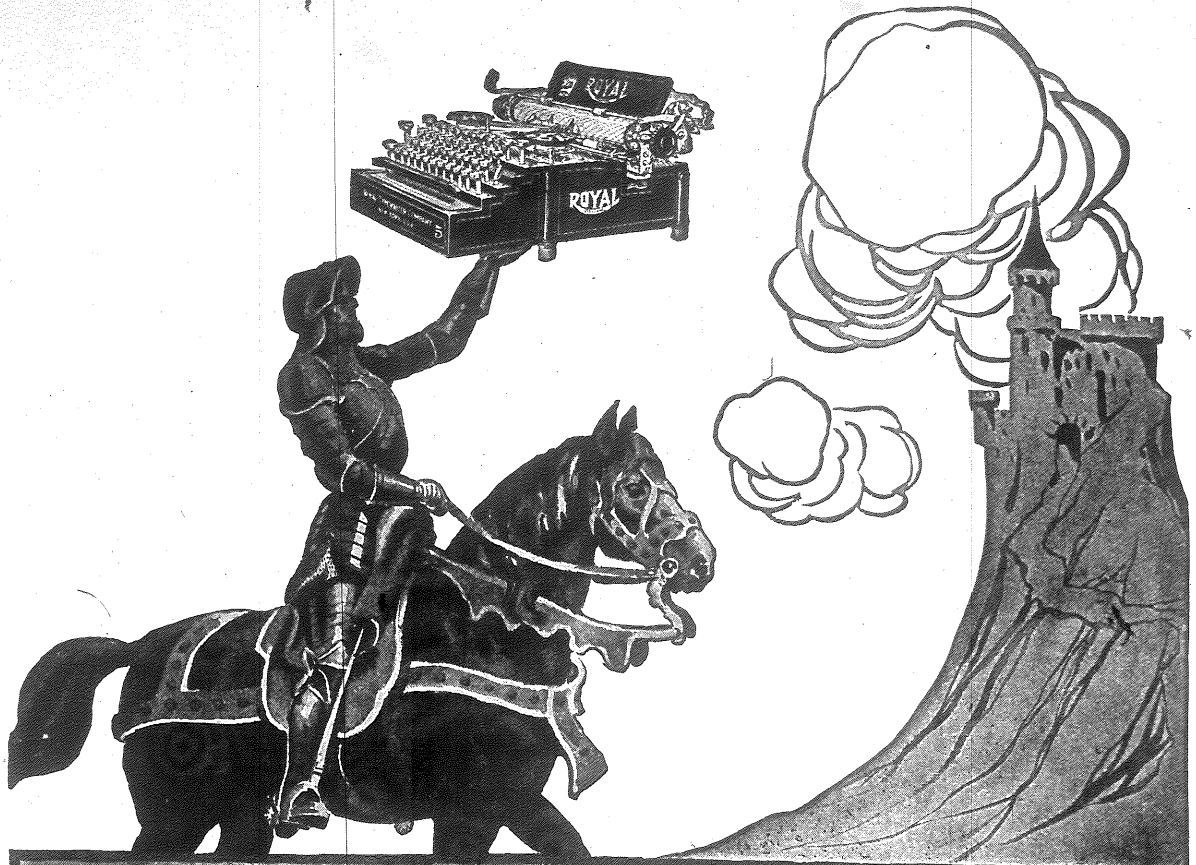
"Have had no trouble with my engine whatever. It starts as easy and runs as smoothly during this cold weather as it did in the warmer months." JOHN LOTTES, Section Foreman, C. M. & St. P. Ry., Wykoff, Minn.

You need a motor car this winter to inspect track. One man alone can handle a car equipped with the **MIGHTY FAIRMONT ENGINE**. Send in the coupon for our easy payment plan.

FAIRMONT MACHINE COMPANY, FAIRMONT, MINN.—Send catalog and easy terms.

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The Royal has cut another Gordian knot of "Big Business"—has solved another high-priced problem. The same standard model of the Royal that turns out your correspondence does the "special" classes of billing work without any special attachments, and typewrite tags, tabs, tables, record-slips and cards of every known form.

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ROYAL TYPEWRITER COMPANY

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Special Commendation

Engineer Oscar Woods, of the C. & C. B. Iowa Middle division, prevented an accident the middle of October account of his watchfulness. He discovered a piece out of a rail notified the section men and also flagged No. 37.

DeWitt Maxey, a brakeman on C. & C. B. Iowa Middle division, discovered a piece about fourteen inches long broken out of a rail at Madrid. He reported the matter and had the rail changed before a derailment occurred.

Coast Division Engineer Leon Winegar has had record mark placed to his credit for stopping his train at Bridge FF-150 at Black River on September 15 and putting out fire on the bridge. Engineer Winegar's action in this case prevented serious damage.

While at South Omaha recently Edward Shannon, Milwaukee switchman on the bridge run between Council Bluffs and South Omaha, observed a Rock Island passenger train coming east which had the brake rigging down on the third car from the engine. He promptly notified the conductor of the train and repairs were made with but a short delay to the train, thus preventing a serious accident which might have occurred if the train had attempted to cross the Missouri River bridge in that condition.

Engineer Harvey Reed on the River Division was given a credit mark for his prompt action in reporting a defect in track on October 8. Mr. Reed was running over the westbound track near Weaver when he noticed something wrong with the eastbound track, and made telegraphic report of same. Section foreman was sent out and found a broken rail. Mr. Reed's action doubtless prevented a serious accident.

Sleeping car porter John Jackson on sleeping car Fairmont September 19 has been given a credit mark for his prompt action in notifying the train conductor when he discovered a draw bar pulled out of sleeping car Bristol in train No. 101 of that date.

Brakeman H. B. Smith, train extra, east, E. R. Golden, conductor, discovered a piece of flange broken out of a wheel on C. & A. car 20076, at West Davenport, October 18. Such caution on the part of employees is highly commendable, and this act on the part of Mr. Smith may have resulted in the prevention of untold loss in the destruction of property which might have followed had it not been discovered and reported. It is needless to add that this precautionary vigilance has been placed as a credit mark on the service record of this employe.

Mendota, Ill., Oct. 18, 1913.

Editor Milwaukee Employes' Magazine:

On October 15, while train No. 96 was passing Scarboro station, Frank R. Wiley, agent at that point, discovered a brake beam down and stopped the train, which, no doubt, prevented an accident.

Mr. Wiley is an old trainman and it is a practice with him to watch trains as they pass his station, looking for any defect in equipment, and if he had not been on the watch on the date mentioned there is no doubt that an accident would have occurred. His alertness and interest prevented a derailment and he is entitled to special commendation for this act.

Will you please give him credit for same in the special commendation department of the Employes' Magazine?

W. E. TYLER,
Supt. and General Agent.

Letter of Commendation from Supt. Rupp.
Chicago, Ill., Oct. 16, 1913.

Mr. H. J. Duffy, foreman, Galewood; Mr. W. Jones; Engineer, care Mr. A. Young.

Gentlemen—I have before me at this date your trip report dated October 13 covering the handling of sixteen cars of stock to U. S. Yards, five of these being P. S. stock from White Sulphur Springs, one car from Morristown, S. Dak.; eight cars from Dorsey, Mont., and one car from Lemmon, S. Dak., and at this date I want to compliment both of you on the time made in the handling of this stock.

C. & M. Extra, Jensen conductor, passed Pacific Junction 9:27 p. m., Oct. 13, enroute on our No. 4 main to Galewood. Stock taken off at Hermosa and you departed from there arriving at Western avenue 9:45 p. m., departing Western avenue 10 p. m. and arriving at U. S. Yards chutes 10:35 p. m., a total running time from the time this stock passed Pacific Junction until arrival at U. S. Yards of 1 hour and 10 minutes. This is positively one of the best runs made on stock this year; the best run having so far been made in 1 hour and 30 minutes. Continue the good work.

Yours truly,
P. L. RUPP,
Superintendent Terminals.

Train 4th 65 on the H. & D. division was given a meeting order with a light engine in charge of Conductor Fay and Engineer Ellis Schmitz at Nubia, a closed station east of Milbank. As 4th 65 was passing Engineer Schmitz signaled to the conductor on the caboose to stop, which he did by pulling the air from the caboose, and an inspection of the train disclosed that there was a brake beam dragging in the middle of the train. Both brake shoes were riding along on top of the rail and a derailment would certainly have occurred had it not been for Engineer Schmitz stopping train.

"On Sept. 30 Operator G. J. Johnson, employed in the Montevideo, Minn., yard office, discovered something dragging on the mail car of No. 16 the eastbound Olympian. He notified the dispatcher and No. 16 was stopped

at Wegdahl, the first station east of Montevideo, and a piece of the truck frame was found to be dragging. The prompt action on the part of Operator Johnson is worthy of commendation.

Section Foreman W. M. Knot, C. & M. division, is entitled to special merit for watchfulness. He discovered a dragging brake beam on car in middle of train near Zenda, Wis., Oct. 25. He signaled the conductor and train was stopped within half a mile. No damage had been done to the track and train was stopped in time to prevent an accident.

Editor Employes' Magazine:

I have read with interest your article on old employes in your Get Together Section in the October number of the Magazine and submit you herewith my service date, March 28th 1883.

I note from the service date of Brother James C. Fox that he was in the employ of this company six years before I was born which of course tends to make me feel that I am still only a spring chicken.

M. P. SCHMIDT,
Foreman Car Dept.

More Praise for the Olympian.
Milwaukee, Wis., Oct. 25, 1913.

A. J. Hillman,
Butte, Mont.

I am mailing you today following communication from Gus L. Rocker, Chehalis; Dr. Wm. H. Caswell, Soldis, Alaska; Jos Gapen, New York; J. V. C. Taylor, Butte; Dr. A. R. Proeles, Seattle; L. G. Robinson, Vancouver, B. C.; S. D. McCauley, Walla Walla, and Lorenza Dow, Tacoma.

We, the undersigned, traveling on the "Olympian," desire to say that for service, courtesy, sanitary conditions and excellent meals and solid comfort, the "Olympian" stands unequalled in every respect, and is far superior to any other continental trains we ever traveled on.

(Signed) E. A. PATTERSON.



Edward Lester, Miles City Ticket Office.

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NEW JOBS OPEN, BIG PAY

Thousands of large shippers and all Railroads need trained Traffic experts and Managers—newly created positions are open every where with salaries of \$35 to \$200 weekly. The demand for trained men is greater than the supply. Recently enacted railroad rate laws and interstate commerce regulations have produced new conditions that necessitate trained specialists—men who know how to route shipments, to obtain shortest mileage, quickest deliveries—lowest rates. With such knowledge you can qualify for an important, big-salaried position with a future—quick.

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at home, in spare time, without giving up your position or income. The cost is small—we make the payments to suit you. All you need, to get into this powerful, big paying occupation is our training. No matter where you live, what you work at now, how small your pay, how long your hours—no matter what your age or education—if you can read and write—our Interstate Commerce Course will train you expertly to handle proficiently a big Traffic Manager's job—to merit and retain influence, respect, power and \$35 to \$200 weekly.

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The LaSalle method is simple, practical, logical—anybody can readily master it. It is the work of some of the greatest Traffic Experts in America. It covers thoroughly every feature of the profession you will ever need to know—it is different and more complete than any other method of home-training in Interstate Commerce ever known. This is the largest home-study Extension University in the world—our graduates are recognized as real experts—they are trained to do the kind of work that commands big positions.

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This is a new uncrowded occupation—there's room for you if you prepare at once. Let us train you now for a big future, with power, dignity, respect and a big income, with almost unlimited opportunities. All you need is a desire and our home training to become a big man with independence and a big income. Don't remain in a small job that thousands of men are constantly after—let us make you the master—the big man—a successful leader among men.

FREE—Wonderful Book

Send the coupon below now and receive free copy of our much talked-of book "10 Years Promotion in One"—learn more about the opportunities afforded Traffic Experts with our training—learn about the big positions now open—learn how easy it is for us to make you a traffic specialist. Remember only trained men can secure the big positions now open—remember that big employers are seeking our graduates because of their efficiency. Send the coupon—no money.

La Salle Extension University, Chicago

La Salle Extension University, Dept. 437 Chicago, Ill.

Send at once, without expense to me, FREE copy of your famous book "10 Years Promotion in One"; also book telling how I may, without interfering with my present position, prepare myself as Traffic Expert.

Name

Address

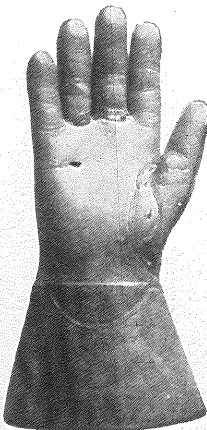
Occupation.....



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The value of your hands and the work they must do, demand nothing less perfect in gloves than the pliable, strong and adaptable Hansen. It is the only glove which gives you detailed, personal service—worthy of your work. Ask to see this Protector—it has earned the name.

Hansen's Gloves



include the strong, but moderate weight "Glad Hand" Gauntlet, flexible, durable. No binding seams; no scratching rivets. The leather in all Hansen's Gloves retains its softness, smoothness and shape to the last. Washing in gasoline leaves them as clean and shapely as new.

The many styles fully described in booklet, for every wear everywhere, include the Protector Gauntlet of strongest horsehide, the Slip-off Switchman's Mitten, etc. Gloves and mittens for driving, farming, motoring, motorcycling and ordinary wear. If yours is not a Hansen, eal-er, write and we will tell you where to buy. Address—asking for our Free Book—

O. C. HANSEN MFG. CO.
287 Milwaukee Street
MILWAUKEE, WIS.

And Here's One for the Pioneer.

The Geo. Harland Printing Co.
71-73 Shelby Street

Detroit, Mich., Sept. 24, 1913.
Chicago, Milwaukee & St. Paul Railroad,
Chicago, Ill.

Gentlemen: It was my good fortune to enjoy one of your famous "Pioneer Limited" dinners on your train between Chicago and Milwaukee Sunday evening, Sept 14. Since returning home I have attempted several times to describe the meal to my friends but have, I am sure, missed some of the dishes served.

May I have you mail me one of the bills of that evening, or if not of that evening, one close to it, so I can make the mouths of my audience water.

I am to deliver a little talk about our trip and it will be incomplete without a description of that meal.

Yours truly,
(Signed.) GEO. HARLAND.

Our Omaha Service Is All Right, Too.

Mr. F. A. Miller, G. P. A., Chicago.

Chicago, Milwaukee & St. Paul R. R.

Chicago, Aug. 16, 1913.

Dear Sir—A short time ago when traveling on your 6:05 train to Omaha, my family took dinner with your Mr. Oscar J. Peterson, conductor on the dining car, and I just want to say that this fellow is on to his job. We were in the dining car probably longer than the average individual because of our little folks who were with us, and I heard many warm words said in favor of this man's service and I always like to take advantage of an opportunity to say a good word for any man who is being loyal to his employer.

Yours very truly,

GEO. L. EMRICH,

Western Manager McCall's Magazine.

L. B. Hess, Brakeman,
Miles City.

Mobridge, Sept. 30, 1913.

I wish to commend you for your strict attention to duty on train No. 18 the 26th, when you discovered a defect in one of the coaches in your train leaving McIntosh. This discovery, no doubt avoided a very serious accident and possibly loss of life.

F. G. HILL, Supt.



Chopping Hammer, Dubuque Car Shops.

On The Steel Trail

C. & C. B., Iowa (West).

Ruby Eckman.

A. R. Jewell, foreman of the coal shed, nights, expects to return to work in a few days. He has been off duty on account of an injured hand.

Roy Horner has taken a position as day yard clerk at Perry yard, and Zora Anderson has taken the position nights, Perry yard having been allowed an additional man day and night.

Switchman Strippler was called to his home in Kansas City the latter part of October on account of sickness of his family.

Switchman Keelan went to Kansas City the last of October on account of the illness of his sister-in-law.

Conductor John Clark and family were called to Kansas City the last week of October on account of important business.

Yardmaster F. Bruegman expects to be able to move soon into the new home he is building on Fourth street in Perry. C. L. Gregory and Wm. Gregory, Perry yard switchmen, are also building a home in the same locality.

Switchman Frank Mehan and wife enjoyed a visit with relatives and friends in Council Bluffs the latter part of October.

Agent W. W. Stahl of Capron was called away during the latter part of September on account of death of his father, who died quite suddenly. Our sincere sympathy is extended to Mr. Stahl in his bereavement.

Operator Wm. Wells of Capron tower is off on an extended vacation, being relieved by Operator Chas. Kassel.

We are glad to report that W. H. Robinson, agent at Collins, who has been in the hospital in Arizona for the past two months with typhoid fever, was able to leave the hospital Oct. 19th, and we hope to see him back in the harness before many weeks.

Owing to big freight wreck east of Maxwell the latter part of this month, Maxwell station again enjoys the distinction of being classed among the continuous service telegraph offices, as two operators are at work there temporarily while wrecker is at work.

A new telegraph office is to be opened east of Tama, where the steam shovel is located, so there will be no delay moving dirt trains that are handling dirt from the big shovel.

Elwell is again a one man station, as both second and third trick positions have been discontinued. "Happy" Foster says it reminds him of old times on the farm before he was married.

Operator O. H. Darby, third Madrid, off a couple of weeks getting his stomach re-lined, relieved by Operator Millette.

Mr. Miller, day operator at Madrid, is back in the harness after having traveled over most of Minnesota.

Effective with turning of traffic over the new Des Moines River bridge between Madrid and Wodward, Phild, a station, becomes a one man position, and as only way freights, a coal train, and an occasional work train fall down into that valley, it seems to be the ideal sort of a place for a man who has a desire to get back to nature. Any nature fakery desiring to make a change where they will be nearer their affinity will probably do well by consulting Mr. Rittmeyer, the present agent there.

Agent A. C. Hutton at Herndon has been enjoying a vacation back among the home folks around Olin, and reports the finest time ever.

Operator W. H. Kestig of Herndon is away on a three weeks' vacation, visiting relatives and friends around Milwaukee.

G. L. Arrasmith, agent at Bayard, was off a couple of weeks attending the grand encampment I. O. F. of Iowa.

Agent P. J. Rogers and Operator L. W. McMahon of Earling were off a couple of days each, filing on the government land which was open for registration at North Platte. Understand Joe has decided to work mules in breaking up the sod on the section Uncle Sammy is going to give him.

Agent Patton of Yorkshire was off the job a couple of weeks to relieve his better half, who had taken her vacation a few days previous, and that's co-operation, too.

Mr. E. T. Farnham of the Council Bluffs yard has been given a three months' leave of absence, and will spend it in Wisconsin.

Agent Mozeny of Louisa has returned to work after an extended vacation of three or four months spent in Dakota.

O. H. Huyck, agent at Newhall, is laying off superintending the construction of a house into which he will move upon its completion. Guess "Doc" has tired of lugging coal up stairs to keep from freezing.

Agent Kruse of Van Horne was off a couple of weeks, relieved by Operator Roland, who was in turn relieved by Mr. Bean.

Account of Elberon being at the end of a double track, three operators are on the job at that point for the present.

Agent C. H. Tanner of Tama was off on a ten day vacation during the early part of October, relieved by H. F. Storm, who upon Mr. Tanner's return, hid himself away on a vacation of his own, for which he has been waiting all summer.

Mike Coughlin, who deserted the Western Iowa Division to go to the East Marlin yard about a year ago, is again with us, and any one owing "Mike" anything or to whom he is indebted will find him during office hours at Potter. It's always open season at Potter anyway, so any hour you choose will find him around the reservation.

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3% Interest on Time Deposits—Depository of the United States, State of Montana and City and County of Missoula

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The Pacific National Bank of Tacoma

Tacoma's Oldest Bank
United States Depository

Capital and Surplus, \$800,000.00

The third operator at Ferguson has been pulled off, and now Agent Wright is working a six hour telegraph stunt in addition to his other duties, such as being yardmaster, call boy and freight solicitor.

The depot at Haverhill was robbed of about twenty dollars one morning recently while Operator Skinner was at breakfast. The county official at Marshalltown managed to catch the offenders and from latest reports it is hardly possible the men will have to worry themselves regarding the high cost of living for some time to come.

C. B. Brown and family and G. E. Curran, switchmen in the Perry yard, contemplate a trip to the west coast during October.

Firemen Eischied, Cortner and Stein have passed mechanical and time card examinations and are now being used as engineers.

Miss June Clark, daughter of Engineer H. A. Clark, is visiting with relatives and friends in Storm Lake.

Fireman M. J. Costello had the misfortune to slip and break his leg, so that he will be off duty for some weeks.

Fireman H. Elliott had the misfortune to hurt his finger, so that he had to be off duty during October.

Fireman J. C. Dake and wife are the parents of a twelve pound boy, born to them in October. They are looking for suggestions for a name for the lad.

Chas. Tomer and wife were called to Indiana the middle of October on account of the illness of one of their children.

Engineers Oscar Woods and F. L. Hanner are building new homes in the Third ward in Perry, where they will be close to the new terminals. They expect to celebrate Christmas in the new houses.

Engine Despatcher Banyard, whose duty it is to keep the grounds around the roundhouse looking beautiful, has been putting in all his spare time on the work lately, and from the amount of advance work he is doing it looks like the Perry round house will have some beautiful grounds next spring.

Eli Bortherson of the round house supply force had the misfortune to be thrown from his buggy in a runaway and receive some injuries which kept him from work for a few days.

The cold weather which came rather unannounced in October gave the round house and engine men a taste of what they would expect the coming winter, as the breezes blow pretty cold on the route to the new terminals.

Claude McMahon, who was formerly yardmaster for the company at Perry, took unto himself a bride in October. The young lady was Miss Johnson, a daughter of Charles Johnson, machinist at the round house.

Richard Barker, one of the employes at the round house, has taken a vacation and has gone to Fargo, N. D., for a visit with relatives.

Meeting of Superintendents' Clerks*Geo. E. Waugh*

The accounting department adopted a most effective way to present several auditing department requirements to superintendents clerks and representatives of the bridge and building departments. A meeting was called Sunday morning, October 12, in the auditor's offices in the Railway Exchange Building, Chicago. J. Welch and G. J. Bunting, Assistant General Auditors, called the meeting to order and upon roll call it was found that all divisions were represented by clear-eyed, clean cut intelligent men. The attendance totaled fifty-five. The concentrated endeavor of these men to apply the simplest and most comprehensive measures to the question under consideration, is bound to be fruitful of results which will operate to the benefit of both the accounting department and the superintendents' clerks. It would have been impossible to convey to the fifty-five men who attended this meeting the matters discussed, through the medium of correspondence and have produced anything like the results of this "Get Together" conclave. Efficient team work and co-operation are integral parts of all lines of business today. How to inject these requisites into a working organization is the constant object of systematizers. The accounting department has adopted an effective method.

It was decided that the tie specifications presented by the tie agent should be printed on the back sheet of the new track time book for the information of roadmasters and section foremen.

It was also decided that page one of the Recapitulation of Track Time Book and Labor Distribution should be changed from two to three columns.

It was further decided that roadmasters and their clerks should be carried on separate rolls from those incorporated in the time book when their pay is chargeable to maintenance of way and structures, and that distribution in the accounts should be made on the back of such pay rolls and not incorporated in the track time books.

Where pumpers are carried on station rolls, their wages should be distributed direct on pay rolls to "water for road and yard locomotives" or to such accounts applicable without attempting to charge same to stock or material and pass through the track time books.

Upon roll call it was ascertained that the following divisions have sections that extend into two states:

Sioux City & Dakota.
Racine & Southwestern.
Chicago & Council Bluffs in Iowa.
Chicago & Council Bluffs in Illinois.
Kansas City.
Iowa & Minnesota.
River.
Chicago & Milwaukee.

It was decided that requests would be made of the superintendents to so arrange their sections that there will be no one section extended into two states.

"Read This"

*Of Interest
To All Railroad Men*

A GOOD, live business, largely in the control of the railroad men, a greenhouse at Libertyville, located on the tracks of the St. Paul road, is making good. In three years it has increased from one small building to a six-acre proposition. New additions this year is the reason for placing new stock on the market. This stock has realized for the stockholders 22½ per cent in three years and has been in the process of construction all the time. The stock is non-assessable, sells at \$10.00 per share and guarantees 7 per cent dividend.

Send your money to the secretary or inquire for more complete information. We will gladly grant any courtesy in our power. Place your money in a good, healthy, reliable investment, where it will bring you a good income. Attend to it now, as stock is going rapidly.

**Meredith
Flower and Vegetable Co.**
LIBERTYVILLE, ILL.

J. E. MEREDITH, President C. W. STENT, Secretary

**Chicago
Wilmington & Vermillion
Coal Co.**

McCormick Building, Chicago

Genuine Wilmington Chunks

Genuine Wilmington
Washed Egg

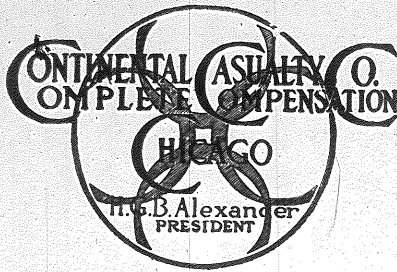
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1208 Michigan Ave. Chicago, Illinois

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Employs More Ex-Railroadmen
THAN ANY OTHER
COMPANY**

Before I'm hurt tell me how little Income Insurance costs.

Name

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Age..... Occupation,.....

Taylor Quality

Trade at the
old stand

The

Grossing Store

and save
money

Taylor Quality

Section foreman's time should be reported only for such period as his crew is actually working, that is to say, no report of time should be made for section foremen on Sundays unless his crew is also working on that day; this for the reason that the number of hours actually worked by section foreman does not normally affect his pay. If overtime is to be paid him for Sunday work or for any emergency work off his own section or for any work for which overtime is allowed, a separate line should be made on time roll to cover such time separate and distinct from his regular pay.

The representatives of bridge and building department were requested to see that salvage was reported as a credit in actual amounts to all A. F. E's for which salvage allowance has been made in ascertaining cost under replacement or otherwise.

No further business appearing, the meeting adjourned subject to call by the accounting department.

G. E. Simpson, general supervisor of transportation and G. L. Whipple, superintendent of transportation, have been provided with additional space, allowing a private office for both of these officials and more extensive office room for the working force.

The rearrangement has relieved the congestion in some departments and assembled them in better correlative positions to interchange department business. Every one seems well pleased in their new headquarters.

On October 16 trains commenced running over the new Des Moines River Bridge. With its approaches this is the longest double tracked structure in the world and is one of the finest ever constructed. The bridge proper is 2,400 feet long and 142 feet above the water. It is approached on the east by a high grade 3,000 feet in length, making the span of the valley over a mile long.

The double track work has been completed over 135 miles of the division, and the stretches in use are between Huxley and Perry; Capron to a point two miles west of Maxwell, Dawson to Herndon, Marion to Louisa, Covington to Elberon and Oxford Junction to Morley.

Changes on the Superior Division.

J. M. Clifford has been appointed superintendent of the Superior Division; E. E. Peters goes to Green Bay from the La Crosse Division as chief dispatcher on the Superior; Martin Fleisher, formerly clerk in the office of the superintendent of terminals at Milwaukee, has been appointed clerk in Mr. Clifford's office; I. A. Fries also goes to Green Bay as dispatcher on the Superior division; and William H. Hart succeeds F. S. Rodgers as assistant district master mechanic; he is one of the veteran engineers of the line and is well known in his new district.

Miles City Note.

Four hundred and forty-two thousand, nine hundred and ninety-three cubic yards of gravel have been taken from the big Paragon gravel pit just west of Miles City for re-ballasting the Musselshell Division, principally between Miles and Melstone, a distance of 55.2 miles. This part of the work has been finished and there are 55.8 miles of gravel distributed, which has yet to be dressed.

Depot at Woodman, Wis., Burned.

During a severe storm in October the station at Woodman was struck by lightning and destroyed. Operator Otto J. Jaeger was severely burned and his wife, who was in the office with him, was stunned by the shock. Jaeger had time to remove the money drawer and the telegraph instruments. Several barrels of gasoline and one barrel of oil were rolled to a place of safety, thereby preventing a terrific explosion.

George E. Cooper, 73 years old, now stationed as flagman at Twelfth avenue and H. & D. Division tracks, Minneapolis, claims to be the oldest employe of the company. He has been in continuous service for fifty-eight years. Mr. Cooper began as news agent and has occupied the various positions in the train service. He ran for many years between Hastings and Minneapolis, and later had one of the Short Line passenger runs between Minneapolis and St. Paul. He was a contemporary of many men now famous in the railroad world, and is fond of talking of his friendship with "Fred" Underwood, now the president of the Erie Railroad. Ill health compelled him to leave the train service, but he is anxious to remain with the company a full three-score years, and in his present position bids fair to do so.

Kansas City Round House News.

C. A. Holcer.

Fireman Lindville of Seattle was visiting friends in Kansas City recently.

Night Foreman George L. Anthony and Engineer Keating registered at North Platte in the recent land drawing. Evi-

Established 1883 Official Inspector C. M. & St. P. Ry.

D. G. GALLETT

Railroad Watch Inspector

Jeweler and Optician

Pianos, Phonographs, Kodaks,
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JOHN H. TUCKER, Sec'y
Helena, Mont.

JOHN T. COTTIER, Treas. & Mgr.
Great Falls, Mont.

**Murphy-Maclay
Hardware Company Inc.**

Wholesale and Retail

**Machinist Tools, Railway Supplies
and Heavy Hardware**

GREAT FALLS MONTANA

**Fun Costs the
Young Man**

a lot of money. As a young man you need the money.
—Save it.

For as you grow older you will need it even more.

It requires money to enter business. What you save now may be the very foundation of your future business success.

We encourage young men to save. Your money in this bank will earn 3%. Interest helps!

Your Savings Account may be open by mail if desired

**Merchants National
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CAPITAL \$2,000,000.00
SURPLUS and PROFITS \$2,000,000.00

ST. PAUL, MINN.

**Spokane & Eastern Trust
Company**

SPOKANE, WASHINGTON

THE RAILWAY MEN'S BANK

Depository for the

Chicago, Milwaukee & St. Paul
Northern Pacific Great Northern
Idaho & Washington Northern
Chicago, Burlington & Quincy Trains
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We Pay 4 Per Cent on Savings Deposits

First National Bank

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Especially Interested in Railroad Men

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G. W. LA LONE, Cashier. O. L. CULBRO, Asst. Cashier

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Special accommodations furnished
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Savings deposit of \$1.00 or more receive
interest compounded quarterly
at 4 per cent.
Insurance of all kinds in first class companies.
Safe deposit boxes \$1 50 per year.
We keep open Saturday evenings.

Pay day will soon be here

Let us cash your check
Your savings account or checking
account is welcome at this bank
4% interest on savings

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National Bank*

Deer Lodge, Montana

CITIZENS STATE

Mobridge **BANK** S. Dakota

5%

Interest Paid on Savings Accounts

S. H. COLLINS, Pres. W. F. MAILAND, Vice-Pres.
OSCAR A. OLSON, Cashier

dently neither had a "rabbit's foot," as their names never appeared again after being put into the box.

Our old friend "Daddy Heims" was recently married to Mrs. Alta Long of this city. Hearty congratulations to daddy and his bride. May there be many years of happy life in store for them.

Firemen Earl Jones, Roy T. Cawby and August Miller were recently promoted to the position of engineer.

Mrs. Joseph W. Davies, wife of Round House Foreman Davies, was recently called to Marion, Iowa, to the bedside of her mother, who has been ill for some little time.

Engineer Eddie Hacket of Ottumwa, Iowa, was in Kansas City a few days ago, shaking hands with friends.

It is said that Machinist Willard E. Perry, in a contest in which \$500 is at stake, is drinking an ounce of Heinz's best vinegar every morning.

Engineer S. J. Standart has gone to Madison, Wis., to attend the funeral of his brother.

Engineer Simon Flanigan and family are visiting friends and relatives at Monroe and Madison, Wis.

North La Crosse, Wis., Notes.

H. J. Bullock.

Charlie Williams, an old time locomotive engineer, died here October 8. Mr. Williams was one of the pioneer enginemen on the La Crosse Division, but had not rendered any service for the past twenty years.

Operator Earl Adres is holding second trick here and Bob Williams third trick.

Operator C. J. Higgins and Yard Clerk P. J. Keaveny have departed for a trip to southern points.

Conductor B. Carleton and wife have departed for Los Angeles, Cal., on account of his wife's health.

Chief Bridge and Building Carpenter A. A. Wolf transacted important business here October 15.

Mr. J. F. Voltz has been appointed chief train dispatcher on the La Crosse Division vice Mr. E. E. Peters transferred to the Superior Division.

So. Minnesota Division Locals.

T. P. Horton.

Once more it devolves upon me to chronicle the events which have transpired on this division. Trust no one will feel slighted if they are overlooked, as thus far I have received no news items whatever, but I have hopes.

Operator Wilson has returned to duty after a thirty days' vacation.

Relief Agent Lehmann went from Houston to Spring Valley, allowing Agent Hendricksen a few days' respite from the strenuous duties of looking pleasant and keeping the wheels moving.

From Spring Valley understand Lehmann went to Fulda to relieve Agent Turner for a couple of weeks, from there to Junius, on account of illness of Agent Hurlbut.

Last report he was en route to Colman to take charge of that station, Relief Agent Clancy, who was in charge during absence of Agent Newton, having decamped in the wee small hours of the night with the proceeds of the day's collections.

Operator Nolte at Spring Valley, who in the last chapter sprained one of his drivers sliding bases, is still on the hospital list, with Operator Stevens still on the job.

Operator Solberg from Jackson bid in Pipestone second operator position.

Operator Williams blew in one day and was sent to Jackson, third operator, and is still walking the straight and narrow path that leads to a continuous meal ticket and full month's pay. Let us hope he keeps it up.

Agent Harmon, who comes on duty at Welcome as regularly as the sun rises and sets, was called home by the serious illness of his father, Ralph Trickel from Fulda relieving him.

Joe Kalaher, clerk at Wells, has accepted a position in the office of agent at St. Paul in the same capacity.

Passenger Conductor Wheldon was off duty for a week on account of the illness and death of his father-in-law.

Conductor Root was sick at his home in La Crosse for a couple of weeks, but is on his run again.

Agent Fogarty at Sherburn waiting for relief in order that he may take his son to the Mayos at Rochester.

Agent Burdett took charge of Chandler station so Relief Agent Lambert could go to Ramone, on account of illness of Agent Felker.

The third-trick man in Madison dispatcher's office has been taken off. This gets J. W. Malone's goat for the present, as he is working at Madison, while J. M. Moore is in La Crosse consulting physicians. This puts C. A. Berg on as acting-chief in his absence. Chief at Madison now works trick from 12:30 p. m. to 6:30 p. m., one trick man from 6:30 p. m. to 3:30 a. m., and the other from 3:30 a. m. to 12:30 p. m.

C. & M. Div. Notes.

Mary C. Sullivan.

The "boys" are smoking good cigars on Conductor J. J. Corbett. "Jack" was married a few weeks ago at Superior, Wis. The bridal party spent their honeymoon in Michigan and Canada, returning via Toronto and Buffalo. Heartiest congratulations and best wishes from the C. & M.

Extra gangs have finished relaying new steel on the Janesville line, Rondout to Fox Lake. Foreman M. Behrens has returned to his section at Walworth.

Mr. F. H. Guyot, operator at Rondout, is on his vacation. He will visit Little Rock, Ark., and other points in the South.

Conductor W. W. Hill of the Libertyville local is on a hunting trip in Wisconsin. He expects to find some fine duck shooting in the vicinity of Omro. "Bill" is relieved by Conductor J. J. Corbett.

H. HAMMERSMITH

JEWELER

*Watches, Diamonds, Silverware
Etc.*

Watch Inspector For
C. M. & ST. P. RY.

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Farmers-Merchants State Bank

Malden, Wash.

A Strong Bank—A Booster for
the Milwaukee Road and
Milwaukee Men

Any Correspondence Cheerfully Answered

Your Bank

YOUR choice of a bank is a matter for your most careful consideration.

Your savings cannot be too carefully guarded.

In ten years, the deposits of this bank have grown from \$1,500,000 to \$10,200,000—evidence of confidence on the part of an increasing number of depositors.

On its record of satisfactory service, it solicits your account.

The Old National Bank

Of Spokane

Capital, \$1,000,000

Careful attention paid to out-of-town accounts. Interest paid on saving accounts.

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BIG BUSINESS
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CHICAGO, ILLINOIS

"Here is Your Answer;" in **WEBSTER'S** **NEW INTERNATIONAL** -THE MERRIAM WEBSTER

Even as you read this publication you likely question the meaning of some *new* word. A friend asks: "What makes mortar harder?" You seek the location of *Loch Katrine* or the pronunciation of *fujutsu*. What is *white coal*? This **NEW CREATION** answers all kinds of questions in Language, History, Biography, Fiction, Foreign Words, Trades, Arts and Sciences, *with final authority.*

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B. J. Simen of Libertyville's new station enjoyed a two weeks' vacation, spending his time in southern Illinois visiting relatives. He was relieved by Operator H. I. Derrickson.

Conductor W. B. Carr has been on the sick list for the past few weeks. He is suffering with an attack of typhoid fever. He is slowly improving but is not yet able to leave his bed.

Elmer Schroeder, our genial pay clerk and general utility man, has just returned from a trip to Niagara Falls, Buffalo and Detroit. From the happy smile he's wearing we're inclined to think it was a honeymoon trip, though Elmer won't fess up.

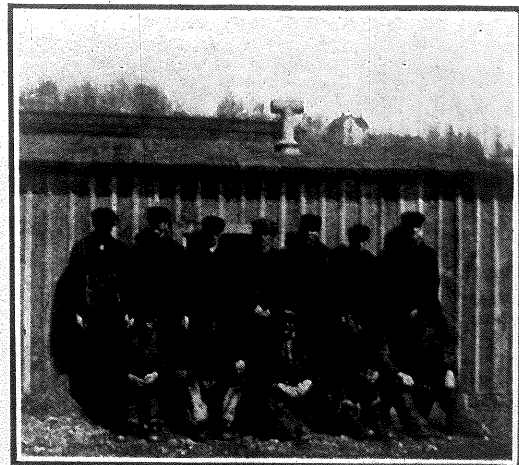
With a shortage of show tickets and a surplus of girls, a fellow's up against it—but for the solution of the problem, we refer you to the society representative of the southern district. He'll tell you in the next how he worked it:

Discovered by one of the officials on the tank of engine 442 at Corliss:

"Little engine, little engine,
Don't you cry;
You'll be a C-5
Bye and bye."

Conductor "Billy" King has become a connoisseur in hats—so much so that, recently, when dining in the Republican House, he was seen to appropriate the best looking hat in the place. Now, the motto with the conductors is, "Watch your hat, boys," instead of "watch your step."

Mr. H. I. Derrickson has been appointed second trick operator at Walworth.



Day Inspection Force, Savanna, Ill.

One of the Bettendorf gasoline motor cars is being given a trial on the West Union line, taking the place of steam engine and coaches, and connecting with trains Nos. 30 and 31 on the main line.

F. H. Cosgrove, brakeman on Dubuque division, is now at Excelsior Springs, seeking relief from a sudden attack of rheumatism.

D. Schaffner and family spent a few days in Chicago.

C. M. Bacon has again returned to work as agent at Caledonia, Minn., after an extended vacation.

William Bruning, section foreman at Guttenberg, has departed on a short visit to Milwaukee.

Kansas City Division.

A new son has arrived at the home of Engineer Chas. Overturf.

George Adams has resigned his position as clerk at the roundhouse and will enter the grocery business.

Arthur Hollenbeck has entered the service as roundhouse clerk.

C. J. Liston, lineman, spent Sunday with relatives in Toledo, Iowa.

J. A. Macdonald, superintendent at Milwaukee, spent Sunday with friends in Ottumwa.

F. R. Moore, trainmaster, Dubuque, made a short business visit to Ottumwa recently.

Wm. Roberts, agent at Haskins, has returned to his duties after a short vacation.

Miss Mary G. McCarthy has resumed her duties as agent at Sturges after a short absence on account of illness.

Terence Owens has relieved Wm. Morton as chief yard clerk at Ottumwa Junction, the latter having resumed his duties as conductor on the Middle Kansas City Division.

Chas. Black, clerk to Trainmaster H. W. Druen, accompanied by Mrs. Black, visited the Keokuk dam last week.

Elmer Bock, bridge inspector, and C. A. Keller, chief carpenter, are making a tour of inspection over the Marion line on motor car.

J. W. Reynolds, the genial Middle Division conductor, is acting as yardmaster at Laredo.

Conductor Geo. Parish has reported for work, having been off duty on account of illness.

Conductor E. B. Sutton was suddenly taken ill at Nahant night of Oct. 18th, and was removed to St. Luke's Hospital, Davenport. He is reported as improving rapidly and is expected to be out in the course of a few days.

At Ottumwa, Iowa, on the night of Oct. 19th the business buildings of the Ottumwa Hardware Company, Hall-Ekfelt Furniture Company, Haw-Simmons Wholesale Hardware Company, Ottumwa Gas Company, Cooper & Sons Furniture Company and Ottumwa Seed Company were entirely destroyed by fire. This represents almost a total loss of one of the finest business blocks in the city.

The National City Bank of Seattle, Washington

CAPITAL AND SURPLUS \$600,000.00

Offers Unexcelled Facilities to all Persons
Seeking Up-to-Date Banking Connections

*Every new customer is met
by an officer of this bank*

J. W. MAXWELL, Pres. F. W. BAKER, Vice-Pres.
J. H. BLOEDEL, Vice-Pres. J. L. MCLEAN, Cashier
C. B. WEST, Ass't Cashier

First National Bank of Miles City

Organized 1887

Capital, Surplus and Profits . . .	\$ 375,000.00
Loans	\$2,000,000.00
Deposits	\$2,300,000.00

Open Your Account With Us

H. B. Wiley, Cashier

Cast Steel

Buckeye Truck Frames, Truck Bolsters,
Key Connected Yokes and Journal
Boxes, "Major" Top Lift and
Side Lift Couplers

The Buckeye Steel Castings Co.

Works and Main Office: COLUMBUS, OHIO

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W. L. ADAMS, Pres. G. H. EMERSON, Vice-Pres.
A. G. ROCKWELL, Cashier
A. M. CAMPBELL—Ass't Cashiers—F. H. SHAINHOLTS

The First National Bank

OF HOQUIAM

Capital and Surplus \$200,000

Directors

Geo. H. Emerson W. L. Adams Harry C. Heermans
O. M. Kellogg P. Antzen N. J. Blagen
Fred. G. Foster

Frank C. Appley of the Libertyville station force has taken an extended layoff for the purpose of having his eyes treated by a noted oculist who promises Frank his eyes will be as good as new after he has given them the necessary rest. It's quiet around the old depot now without F. C. A.

C. & C. B., Iowa (East) Locals.

P. J. Harlan.

Dispatcher Held attended the funeral of his brother, who died recently in the Cream City.

That The Magazine is highly prized by its army of readers is evidenced by the fact that its arrival is anxiously awaited, and frequent inquiries concerning it are now the rule rather than the exception. If every employe who knows of anything that would enliven its pages would constitute him or herself a committee of one to see to it that the substance of such items is sent to the correspondent at Marion, the magazine would thus be rendered still more readable. Every employe is invited so to do.

Roy Murray, machinist at the round-house, had the misfortune to lose the end of one of the fingers of his left hand recently.

Dave Saunders, porter on business car 134, has been assigned to the duties of night baggageman at the passenger depot. He served in a similar capacity last winter, but longs for the time when he will again be on the old job. Dave's favorite aphorism is

"let me shine on old 134 and I care not who smashes the baggage."

Chief Clerk Applegate of the locomotive and car department was a recent business visitor to the Twin Cities.

Mrs. Dummler and daughter Lucile, mother and sister of Traveling Car Tracer Dummler have gone to Nebraska to spend the winter with relatives. In consequence Ralph has become a full-fledged member of the Knights of Bachelorhood, though not particularly enamored of the modern "beanery" with its seductive doughnut and its flesh-reducing sandwich.

Dispatcher Van Wormer and family have moved to Cedar Rapids, having disposed of their property on North Eleventh street.

Leon Layton, formerly of General Foreman Hennessey's office, is a new attache of the office of Superintendent Van Vliet.

Conductor Pringle, in charge of trains 23 and 24 on the Farley run, is now a full-fledged citizen of Farley, having recently purchased property in that town, to which he will henceforth pay allegiance. What "Jimmie" and "Davy" don't know about good side-tickling anecdotes wouldn't fill a very ponderous volume.

Auditor of Material Accounts Harvey of Chicago was a recent business caller at division headquarters in this city.

The boys in the various offices are wondering why Carl Frazier always exhibits more or less nervousness on Saturday afternoons, just prior to the arrival of No. 26. Savanna must be wonderfully attractive to those who have ever resided there any considerable period, and we presume Carl is no exception.

Mineral Point Division.

E. J. McCauley.

Roadmaster Franklin and men are just completing a new 2,500 foot sidetrack at Brodhead, which will hold about fifty cars. It is to be used as a storage and passing track, and will be a big help to the Brodhead yards, as it is nearly always plugged with cars.

They have put the switch run back on the Platteville line, which was taken off last March.

L. Rooney, the engineer on the switch run on the Platteville line, was married Oct. 21st, and Louis Michels, an extra freight conductor, on the 22nd. Good luck and best wishes, boys.

Born to Mr. and Mrs. E. J. McCauley, a bouncing baby girl, Oct. 15th.

Business on the Mineral Point division has been good. Lots of extras and the regular trains are all hauling full tonnage.

J. J. Leaky, conductor on Shullsburg branch, took a vacation a few weeks ago out to South Dakota to look after his land interests.

Assistant Chief Operator Taylor, in company with one of Marion's prominent divines, passed a very pleasant two weeks' outing curtailing the finny population of the classic Wapsie between Olin and Slide Rock. As a piscatorial expert Lee is "some artist."

OVER

25,000

**Pyle National
Electric Headlights**

IN SERVICE

**Pyle National Electric
Headlight Company**

900 S. Michigan Ave.,
CHICAGO

Items of Interest Around Tacoma Shops.*Thos. Hughes.*

The rotary snow plows and all other snow-fighting equipment have been put in first-class condition, and are waiting call for active service in the Cascades.

The Tacoma shops are situated almost two miles from street car service. The large number of men employed here have patiently trudged that distance since the shops opened up, and the agitation for extension of street car lines is about ready to bear fruit. Assistant to Vice-President Ingersoll has taken an active part for several years in the agitation for a street car system to these shops. The cars will be appreciated if they ever get here. Your correspondent has figured it out that he has walked no less than 5,000 miles to and from work at these shops in the past four years.

News Items on Dubuque Division.*C. E. Mutschler.*

O. C. Anderson, chief dispatcher, has returned to work after a two weeks' trip through the East. While in New York he attended the world's series.

F. R. Moore has been appointed train-master on Dubuque division, the same taking effect Sept. 27th. He was formerly chief dispatcher at Ottumwa.

George Childs of Harmony is acting as

agent at Prosper, Minn., in place of E. Dorival, who is seriously ill.

C. H. Stainbrook has been appointed agent at Canton in place of S. Glynn, who has resigned.

Peter Ott has resumed the agency at Preston, Minn., after an extended leave of absence.

Miss L. Scharff, formerly employed as stenographer at Dubuque shops under J. E. Dexter, has accepted the same position with Mr. Baird, D. F. & P. A. She takes the place of John Palmer, who has been transferred to the master mechanic's office.

John E. Ricketts has been appointed foreman of the car shops at Dubuque shops, vice Edward Milligan, resigned. W. H. Murphy, formerly car foreman at Savanna, takes the places of Mr. Ricketts as foreman of the repair yards.

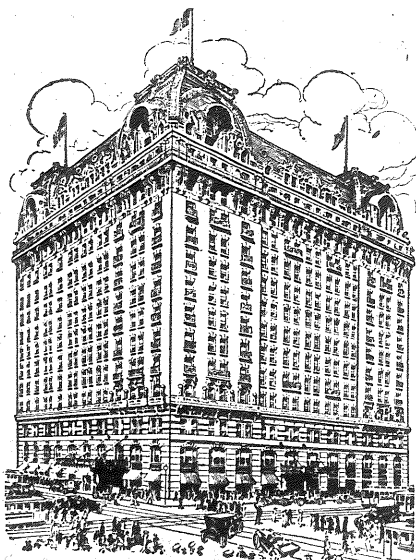
Miss Helen Hoffman, clerk in the road-master's office at Dubuque, spent Sunday in Chicago.

W. O. Wright, train dispatcher at Dubuque, is spending his two weeks' vacation in Chicago, Milwaukee and Minneapolis.

The extra gang under Martin Whalen have completed the new wye at Reno, Minn. They are now busy extending the passing track at New Albin.

Frank Barker departed Oct. 8th for a visit with friends at Chicago.

H. M. Schwartz is visiting relatives at Kansas City.

**RATES****At Hotel Sherman**

Single with bath	Double with bath
\$2.00	\$3.50
2.50	4.00
3.00	5.00
3.50	6.00
4.00	Suites \$5 to \$15

Tell Your Passengers

that the prices at Hotel Sherman average one dollar per day less than those of any other hotel on the same plane of excellence in all America.

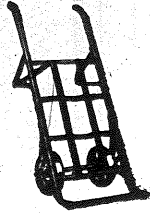
Hotel Sherman City Hall Square Chicago

offers every luxury and convenience that the equipment of a three million dollar hotel can provide. 750 rooms—every room with bath. Service organized through years of experience. The unsurpassed cuisine of America's most famous restaurant, the College Inn.

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Incorporated
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Manufacturers of a complete line of all steel warehouse and store Hand Trucks, of every description. Special designs to order. For Domestic Use.



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Mechanical Rubber Goods
Inlaid Linoleum Upholsterers' Leather
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Domestic Use

WOOD'S

Flexible Nipple End Air Brake Hose Protector
Great Northern Building
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thing else

Whether it be the stringers under
your feet or the shingles over your
head, we furnish them and
furnish them complete

Pacific States Lumber Co.
Mineral Lake Lumber Co.

TACOMA, WASH.

Manilla News Items.

By Roundhouse Foreman J. H. Bell.

A very sad accident occurred in Manilla yards a few days ago when our yard foreman, Fred Reinfeldt, was struck by a switch engine and lost a leg. He being a man well along in years, the shock was too much for him, causing his death October 24. Fred was a very faithful and well liked man among all who knew him. He had been in the company's service as foreman for the past ten years and was planning on retiring from railroading in a short time. To those who are left behind we as a body of railroad employes offer our sincerest regret and sympathy.

We are all glad to welcome our car foreman, George McDermott, back from a pleasant trip spent in the East. We were under the impression that he would bring back a better half, but were disappointed, still older birds than George have been captured.

Yardmaster C. B. Hill spent a few days at Perry last week.

Engineer P. J. Ryan of the night switch engine should, I believe, have a credit mark attached to his record. A few nights ago the roundhouse foreman caught him knocking his own fire over the cinderpit. This night the night force was up against it hard, and to save any delays Pat cleaned his own fire and got the engine out on time.

We are waiting on Mr. Carroll, chief pipe-fitter, of Milwaukee to get our steam plant in good shape and believe we will then be able to pass the winter all O. K.

We are all glad to see Fred Crawford back to work at his old place. Fred had the misfortune to lose a finger in the performance of his duties here some time ago.

Wife of Boilermaker Cruise is spending a few weeks in Ottumwa visiting at the home of Richard Kling, formerly machinist here at Manilla.

The president's special paid us a visit a few days ago. As we have not heard any comments we are in hopes that no news is good news and that conditions around Manilla were satisfactory.

George Natzel, our worthy clerk of the locomotive and car department, was called away a few days ago to attend the funeral of one of his classmates at Lost Nation, Ia.

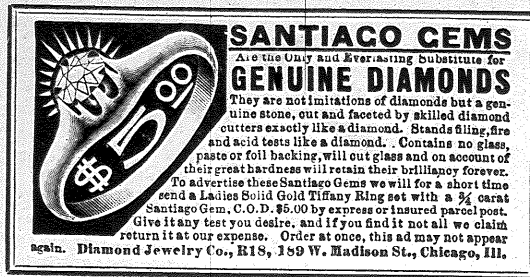
Our boiler washer, Jerry Murphy; his helper, Henry Schroeder, and as a body guard, John Opperman, paid the Aksarben at Omaha a visit, and I am told that after getting downtown they were unable to find their way back to the Union depot and it was necessary to secure an automobile to get them back to Manilla.

Henry Wiese has been appointed foreman of Manilla yards in place of Fred Reinfeldt deceased.

Machinist George Fenner and his wife spent the week in Omaha and Council Bluffs with friends. They report an enjoyable time.

Machinist J. C. Bell is spending the week with his parents at Olwein, Ia.

John Opperman, one of the company's faithful employes at Manilla, spent a few days in



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his potato patch last week. He raised about eighty bushels of the finest potatoes in this section. John says that he is going to live on spuds this winter.

Mr. Collings, chief carpenter, has had a gang of men at Manilla for some time and has the roundhouse closed up in very good shape for the coming winter.

Clarence Barrett, our genial clerk at the freighthouse, was off duty a few days last week nursing a couple of broken ribs, which he says he accidentally sustained from colliding with a buggy when returning home from the basketball game the other evening. The game was played between Defiance and the local team, resulting in the defeat of the visitors, who were not at all pleased with the result. Perhaps this accounts for the accident.

W. H. James has been appointed yardmaster at Manilla to succeed C. B. Hill.

Council Bluffs Notes.

Helga Hackstock.

Mr. Clyde Paffenberger of the car department was united in marriage to Miss Euta Hiddleson on Oct. 18th at the home of the bride's parents, Mr. and Mrs. C. R. Hiddleson of this city. The Rev. Jones of the First Congregational Church officiated.

Engineer Herman A. Reimers passed away Thursday evening, Oct. 16th, at 8:30 o'clock at his home. Death was due to heart failure. He was sick but three days and his illness was not at any time considered serious. Mr. Reimers was thirty-six years of age and is survived by his widow and two children, Gerald, aged seven, and Dorothy, four. Funeral services were held at the home on Saturday afternoon, Oct. 18th, at 3 o'clock, the Rev. Case of the First Baptist Church officiating. His remains were sent to Savanna, Ill., for burial. Mrs. Reimers expects to make her future home with her parents in Savanna.

Mrs. Jim Johnson, wife of machinist helper at the Council Bluffs roundhouse, has been seriously ill. She underwent an operation at Mercy Hospital on Oct. 28th and was in a very precarious condition for some time. Today her physician reports a slight change for the better, and it is our earnest hope that she may continue to improve.

Car Repairer Nels Anderson suffered the loss of a finger while at work, on the morning of Oct. 3rd. He seems to be getting along nicely and will report for work on Nov. 1st.

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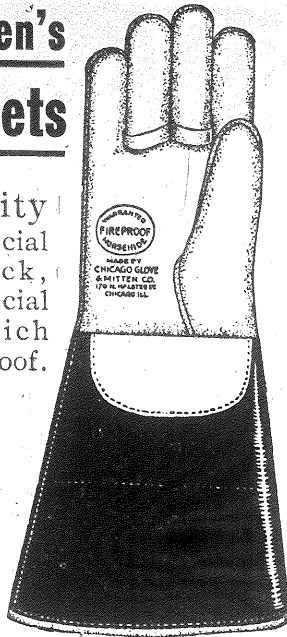
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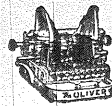
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Mr. Geo. Wehrhann of the Council Bluffs car department has returned from his vacation. He left the city in August, accompanied by a friend, expecting to make a trip from here to New Orleans by boat, but ere they reached St. Louis they decided not to brave the perils of the river any longer and they returned to Council Bluffs minus the boat.

Coal Chute Foreman Baker recently suffered an injury to his scalp, having been struck by a piece of coal. Mr. Baker had his wound dressed by the company physician, Dr. Macrae, and continued work.

The carpenters are at Council Bluffs making repairs preparatory to the cold weather.

We had quite a snowstorm on Oct. 28th for a starter, and it set some people to wondering what they had done with their summer wages.

Charles Flint of the car department has been ill for two weeks.

Foreman M. P. Schmidt has returned from his vacation, which he spent at Excelsior Springs, and appears greatly improved in both health and spirits. He reports having a good time, and from what we hear on the side this is true. He says the fishing was good, but had nothing to show for it.

The family of R. H. Foreman Yates have arrived, and it's a good thing, for he couldn't have stood it much longer without the youngsters.

"Some Service"

A party of distinguished Canadian officials and business men arrived in Chicago on No. 6 the early part of the month, and were entertained by the Chicago Commerce Association. Among the travelers who were enthusiastically pleased with "Milwaukee Service" were Sir Rodman Roblin, the Canadian premier; W. J. Bulman, president of the Winnipeg Industrial Bureau; Lieutenant Governor Cameron, Mayor Deacon, and a score of other prominent men in Canadian affairs. We had a photographer at the Union Station to take a picture of the group, and fifty-five minutes after the arrival of the train, finished pictures, neatly mounted, were presented to the party with the compliments of the railroad. An English gentleman who laconically remarked "My, but you Americans do things with thoroughness and dispatch," seemed to express the pleased impression of the entire party regarding "Milwaukee Service." W. B. Dixon, assistant general passenger agent at St. Paul, accompanied the party to Chicago.

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May 1 is generally "moving day," but the activities in the general offices in the Railway Exchange Building, Chicago, indicate that we beat custom by eight months.

Friday, October 17, marked the last day of the purchasing headquarters on the twelfth floor of the Railway Exchange Building. After three weeks in the new offices on the fifteenth floor things are moving along more smoothly than before.

Private offices have been provided for Mr. Crocker, Mr. Linn, Mr. Jennings and Mr. Nelson. Mr. L. W. Ingalls has been given charge of the office force, which has developed into a perfect organization. The stationery and lumber section of the department have quarters of their own, which greatly relieves the crowded condition of the office, and the enlarged reception room is an improvement which is necessary and much appreciated by the numerous salesmen who make daily calls at the office.

O. D. Aepli, general adjuster, whose offices were on the thirteenth floor, has moved to the fifteenth floor with rooms adjoining the purchasing department.

F. S. Pooler, tie agent, has taken quarters on the thirteenth floor.

G. E. Stolp, oriental freight agent, has taken the space formerly occupied by J. R. Veitch, who was transferred to Seattle.

Gus Woodworth, chief mail clerk, moved from the seventeenth to the thirteenth floor.

J. B. Stubbs of the pass bureau moved from the twelfth to the thirteenth floor.

On the twelfth floor the readjustment of office space gives the accounting department an additional floor, which is occupied by J. Welch and G. J. Bunting, assistant general auditors.

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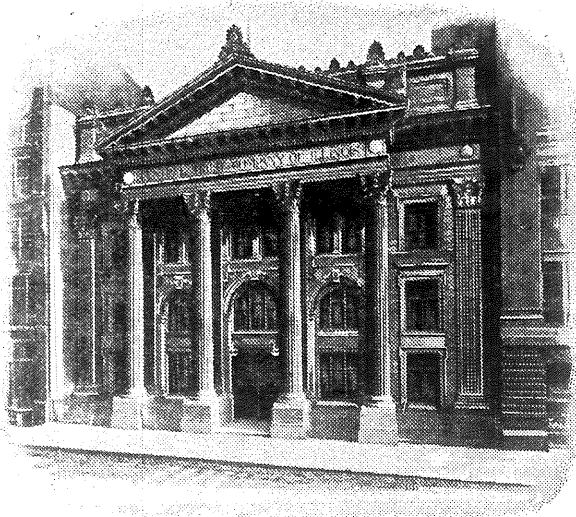
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