

THE MILWAUKEE RAILWAY SYSTEM EMPLOYEES' MAGAZINE

April

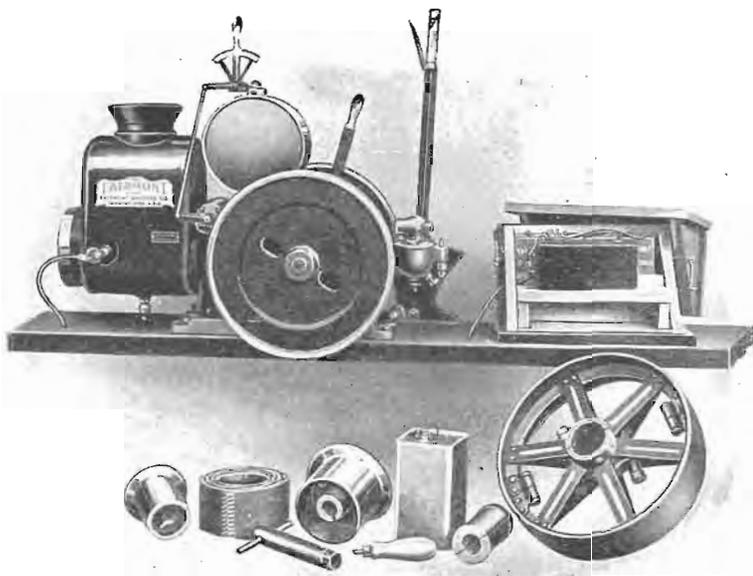
1916



VOLUME 4.

No. 1.

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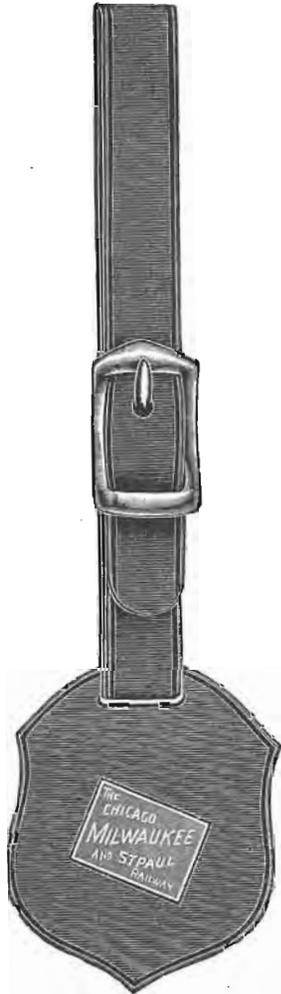
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The Milwaukee Railway System Employes' Magazine

Railway Exchange Bldg., Chicago

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

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Single Copies 10 cents Each

Outside Circulation \$1.00 Per Year

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

VOLUME IV

APRIL, 1916

NUMBER 1

The Railroads Interest in the Upbuilding of Agricultural Communities

J. H. Ginet.

Unfortunately for the railroads and likewise unfortunately for the public dependent on the railroads for freight and passenger transportation, there has been until recent years a sad lack of mutual understanding. The people generally have failed for many years to recognize the serious problems of the railroads and too often the railroads and their managements have been subjected to unjust criticism and even unjust laws made in many instances with but little knowledge of the actual facts from the railroads point of view. It is not so long since the great majority of the American people really believed that the railroads were endeavoring to wrest from them the most possible revenue and give in return the least possible service. Of late years, however, the people of the United States have learned (very largely through the educational efforts of the railroads themselves) that the railroads interests and the interests of the people they serve, are, and must of necessity be identical and inseparable. The railroads too have come to realize more and more that they cannot hope

to operate successfully without hearty and full co-operation with the communities which they serve.

Perhaps the greatest problem of our Eastern railways is to keep the standard of their service on a par with the immense volume of business which they are called upon to handle, and to satisfy the ever insistent demands of the public for the very latest and most up to date service.

The railroads operating through the more sparsely settled sections of the West, however, have an additional problem of even greater magnitude, in devising and working out practical ways and means for increasing agricultural and industrial production in the thinly settled territory which they traverse. We all understand, of course, that railroads, like other business enterprises, are endeavoring to pay operating and maintenance expenses, and reasonable returns on the necessary capital invested, and to do this they must handle a certain amount of traffic.

In order to secure this necessary traffic they must work for and co-

operate with the communities which they serve. There is practically no end to the variety of ways in which the railroads can and do endeavor to increase production.

While without doubt industrial advancement in our country is due more largely to the railroads and their co-operation than to any other single agency, there is no question but what the railroads have even a greater influence in the agricultural development of our country.

To begin with, simply the construction and placing in operation of railroads has, of itself, made possible practically all of the agricultural development that has taken place in the west; but the efforts of the railroads to promote agricultural development does not end here; on the contrary this is the point at which their direct efforts along the lines of development actually begin. The Chicago, Milwaukee & St Paul Railway, as an example, spends annually a large sum of money for agricultural advertisements in the various newspapers, farm journals, magazines, etc., in the middle west and east; other large amounts are expended annually in the publication and distribution of attractive illustrated books, maps and pamphlets, giving detailed information with regard to the agricultural opportunities to be found in the west. The "Milwaukee" operates during the winter months so called "Exhibit Cars" containing exhibits of grains, grasses, fruits and vegetables raised by the

farmers of the Northwest. These exhibits are labeled so as to indicate the name of the growers, the districts in which they are grown, the yield per acre, price of the land on which grown, etc., in order that fair comparisons may be made with the farming results secured in other sections. These cars are operated throughout the middle west and eastern states and are accompanied by lecturers who are equipped with stereopticon lanterns and who illustrate their lectures with actual views of farms and farming in the Northwest.

The "Milwaukee" maintains Immigration Bureaus in both Chicago and Seattle, employing a large force of men who devote their time exclusively to the building up of our agricultural communities. Their colonization agents spend most of their time traveling in the east and middle west exploiting the wonderful agricultural resources of the West. These men send and bring thousands of homeseekers to the Western farming districts each year. The heads of these Immigration Bureaus, the traffic officers and even the executive officials of the road are constantly on the alert for opportunities to bring about conditions which will make it possible for settlers to locate on the immense areas of vacant land which might otherwise remain in an unproductive state for years to come. The Milwaukee road has always made it a point to co-operate with the State Agricultural Colleges and other similiar



Yard and Office Force, So. Omaha.

institutions in their efforts to educate farmers in the "business of farming". The company often operates without charges so called "Better Farming Trains" consisting of from ten to fifteen cars specially fitted out with latest farming implements, thoroughbred dairy and beef cattle, hogs, poultry, and horses, prize winning grains, grasses, etc. These trains are accompanied by an efficient corps of agricultural college professors and teachers who give lectures, make practical demonstrations, etc., for the benefit of the farmers. The trains are advertised in the local newspapers along the line and the farmers for miles around visit the train on the day it is scheduled to reach their town.

We also co-operate in every way consistent, with the managements of County, State, Interstate and National Fairs, Apple Shows, and similar organizations. In fact, as stated above, there is practically no end to the various ways in which railroads interest themselves in the agricultural development of the communities which they serve. In this article it is impossible to do more than briefly mention those things of greater importance. Nothing, however, can be said, that will indicate more clearly perhaps the interest which the Milwaukee road has in agricultural development than to state as a fact that one of our roads slogans, in use by all officers and employees from the President down, is "co-operate with the farmer."

Veteran Employes' Association.

In spite of the repeated notices in The Magazine, and the published account of the organization in the March number, there seem to be, still, a few who do not know the purpose of this Association, or where they can procure application blanks for membership. Attention is again called to the article on page 15 of the March Magazine, and to the list of membership committeemen on page 16. In addition thereto, it may be said that persons wishing blanks may procure them, or information as to where they may be had, from the Division Superintendents, who will gladly co-operate with "the Vets" in all possible ways.

Intelligent Haste.

*W. J. Splon, Chief Dispatcher,
R. & S. Division.*

The "Safety First" meetings held on this Division have accomplished much in the way of increased safety to employes as well as in the installation of improvements having that end in view. We have listened to exceedingly interesting talks by the visiting officials in which special stress has been laid on the need of that carefulness in the performance of duties which is of first and paramount importance in the "Safety First" campaign.

All speakers in authority make it a point to emphasize the fact that the railroad company does not desire its employees to hurry and take chances where by so doing they will invite personal injury, and all official speakers assert further that the property of the railroad is to be regarded as a negligible quantity when compared with the personal safety of the employes. Without a question of doubt all employes feel that the action of the railroad Co. in the protection and care of the employes is commendable beyond measure.

Our employers are constantly endeavoring to protect our safety and for the compensation we receive the Company is entitled to expect a just return in the form of intelligent and conscientious service.

Therefore, while avoiding unnecessary risks in the performance of duty, the employes should co-operate and meet their employers half way; and not take advantage of the fact that the officials do not desire them to hurry insanely in the performance of hazardous duties.

It surely must occur to the majority of employes that while the railroad Co. does not desire its men to invite injury by a careless hurry but rather, advocates the making of haste slowly, yet the Company is entitled to and expects the employes to work in co-operation and when necessity demands it to think for themselves and give their

employers the best that is in them in the way of prompt, efficient and intelligent service.

In other words:—

Eliminate insane, unintelligent and unprofitable haste and inaugurate sane, intelligent and profitable promptness in the performance of such duties as are assigned to us.

“Co-Operate with the Farmer.”

On account of any early frost last year, much of the corn yield was spoiled for seed purposes. On account of this unfortunate condition, it will be necessary for farmers to exercise extraordinary care in the selection of seed corn to insure a good crop.

As most of the planting will be done between the 10th and 29th of May, it would be well for station agents and employees in sections where corn is the staple product to agitate the question of securing the best seed obtainable.

The local prosperity of many of the communities on the Milwaukee road is almost entirely dependent upon the successful yields of corn and obviously any condition which minimizes the fullest measure of prosperity for the farmer from this staple, means a loss in tonnage and revenue to the Milwaukee road, and though our interest in the successful operation of the farmers along the line may not be as apparent as those of strictly local surroundings, an analysis of our interest makes it readily apparent that the farmer and the railroad are co-partners. A crop failure while it strikes the individual hard is none the less severe on the road for the reason that the road sustains an aggregate loss which represents many thousand dollars because the harvest is not shipped.

The mutual interest of both can not be too strongly impressed upon the farmer by the railroad man and anything that employes of the road can do to stimulate the desire on the part of the farmer to get the maximum results from his land will redound to the benefit of both.



Joseph M. Cornor.

High Honors Paid to Veteran Employee at West Milwaukee Shops.

Edward Assman.

Friday, March 3rd will long be remembered by the employes of the West Milwaukee Shops. The occasion being the retirement from active service of one of our shopmates and friends, who, for nearly a half century, has given the Milwaukee Road the best a man can give—namely, his life-long service.

Mr. Joseph M. Cornor on that day was the recipient of many congratulations and well-wishes, as well as numerous gifts from friends and shopmates.

After forty-seven years of continuous service for the Milwaukee Road he retires, for next September he will have reached the ripe old age of eighty years.

Mr. Cornor is a Canadian by birth, and before he came to Milwaukee was employed at the Grand Trunk shops at Point St. Charles, Canada. He entered the service of the Milwaukee Road on March 29th, 1869, at the Humboldt Avenue Shops and was transferred to the West Milwaukee Shops after their completion. During his career for the Company he served as gangforeman a number of years and also was general foreman for nine years, and for the last twenty-five years has worked at the vise.

Mr. Cornors' name can be placed along side of those pioneers who have helped build up this great railroad from its infancy, for it is really such service and devotion which has made the Milwaukee Road what it is today. And we of the younger generation can well take for example the record these old employes have left us.

Mr. Cornor, during his employment for the Company, has lost very little time, and in those forty-seven years was never late to his work—a record which, no doubt, will stand for a long time.

The writer of these few lines does not wish to go into any more details for fear of not giving due credit to all of them. But we all truly wish that his remaining years of life will be enjoyed in well-earned rest and happiness.

The Greatest Transportation System

Traveling Freight Agent.

People seldom stop to consider that many things made by man are quite similar to things in nature. One of the most remarkable of these comparisons is the transportation system of our country as compared to the transportation system of the human body.

For efficiency nature is supreme and her transportation system should be the envy of every railroad manager.

Nature has a large supply house called the Stomach and a supplementary station called the Intestine. The lines of travel are the arteries, veins and capillaries, and scientists tell us that all of them together make several thousand miles of tubing.

The carrying unit of the human system is the red corpuscle within the blood stream. The blood in passing the station Stomach is given a partial load of material which is necessary for the maintenance of the human economy, the same as the commodities hauled by a railroad are necessary to the territory which it serves.

The blood then goes to the lungs and the red corpuscle completes its load by absorbing oxygen which is necessary to enable the body to make use of the food that was absorbed at the Stomach station.

The blood is then sent to the heart again, the heart being the great central power station, where it is given a fresh impetus which is required to send it to the most remote part of the body if necessary. Having arrived at billed destination, it there discharges its freight which gives life and vigor to the parts to which it is sent, the same as the commodities carried by a railroad are required to keep any part of the country in the best condition and furnish life and prosperity to all.

Now comes the point where the human system is far more efficient than are the railroads. It has been the dream of traffic managers to find means of securing loads for their carrying units both going and returning, but nature seems to have the only system which can do this.

After the delivery of the cargo just spoken of, this red corpuscle is reloaded with carbonic acid, a poisonous matter that must be carried or else there will be trouble in the community, and the blood also absorbs other waste matter, and having received another load is again enroute to other stations where this matter is eliminated.

The most of this is done in the lungs where the red corpuscle again gets a supply of oxygen and the balance of the deleterious substances absorbed by the blood are taken to the kidneys for elimination.

Thus you see that nature's cars are carrying a full load both ways and must do so to maintain health in the body. If they carry a light load on the out trip there will not be sufficient nourishment and if they carry a light load returning, it allows an accumulation of dead and poisonous material at the terminal stations, which are in every part of the body, and this is a menace to the health of the entire system. If a railroad does not carry sufficient material to the country which it serves, there will be starvation and stagnation in business just as there is starvation and stagnation in the human system when her transportation system is in any wise defective. Every part of a country is dependent upon her transportation system for success, as much as the life of your hand is dependent upon the transportation of your body to bring it nourishment and vitality. So no far-seeing person should allow anything to be done that will in any manner lessen the efficiency of either transportation system.

The human system accomplishes most of its work without interference from headquarters (the brain) as the superintendent (the sub-conscious mind) looks after all wants.

If the hand or any other part of the body has been subjected to a bit of heavy work, this information is immediately

sent to the subconscious mind over the human telegraph system, the nerves, and an increased supply of material is at once dispatched to the district needing aid, supplying it with nourishment to rebuild the wasted and worn out parts, and thus does nature maintain harmony throughout her organization. All minor details are cared for by the subconscious mind (the superintendent) leaving the headquarters (the mind) to look after things of greater importance, such as securing food and material for the maintenance of her system and in keeping it out of danger. This action can be compared with the action of a railroad in rushing equipment to the various parts of a country to take care of exceptional movements of grain or other commodities.

As long as the human transportation system is in good order it will pay dividends in good health and happiness, but as soon as there is a continued and excessive drain it breaks down and cannot carry sufficient material to keep the system going—and then we have disease. Frequently this is caused by not furnishing proper food and frequently by not furnishing sufficient oxygen, which is necessary to develop heat and energy in the body. This difficulty is generally caused by improper breathing.

Frequently more food is furnished than the system can care for and this excessive tonnage causes a useless drain upon the motive power of the system, which is waste and inefficiency and causes disease, just as waste and inefficiency in a railroad will cause bankruptcy. The converse is also true when insufficient material is furnished for the upkeep and maintenance of the system; only this causes a strain on the other parts, which try to make up for the loss.

When more food is provided than needed, nature stores this up as fat in various parts of the body, so when there is insufficient material being received by the transportation system to keep its equipment working, she sends to these parts for a load so as to continue the efficiency of her system, but this accumulation of fat will only continue to a certain point, and if you continue to eat more than needed, you are putting a use-

less burden on the motive power of your system, as it takes energy to carry this extra burden, energy which should be used in a more useful manner.

What would you think of a railroad manager who had charge of furnishing material for reconstruction of his railway, who did not ascertain to a certainty the amount of material required? What if he would say, "Well, I'll send enough," and proceed to send 25 per cent more than needed. The material is started and sent to the various parts of the system and every place they would say, we have more than needed now, take it away from here. It cannot stay in one place or it would congest the traffic. So after wasting 25 per cent of the motive power of his road hauling this useless material from place to place, further power would be required to get it out of the way, by dumping it some place. You would say that he was a fool and he would be, and he could not keep his job long because the road would soon be out of business, if they did not get a manager who had more fore-sight and you will be out of business soon if you are using the same system in the management of your transportation system.

Stop and think, are you one of the 75 per cent of the people who are doing this very thing.

Another sample of nature's preparedness is that she carries in her transportation system (the blood) an element called fibrin, which is used in certain cases to save her system from disaster. If there is a break in the line caused by a cut, this fibrin causes coagulation of the blood and thus fills up the gap and prevents further loss and then proceeds to take another route around the obstruction until further repair is accomplished.

If some harmful substance happens to get in this wound, bacteria, etc., the superintendent (the sub-conscious mind) is in some manner informed of this condition and immediately calls on another element in the transportation system that does not have to follow the regular lines of travel, this is called the white corpuscle or leucocyte, which represents the police service of the system. These leucocytes go through the wall of the arteries and veins at will, to any point where there are invaders like bacteria

or other poisonous matter which they destroy frequently at the loss of their own life. We see the result of this action in pus which is simply a mass of dead leucocytes which gave their life to save the human body from possible death as these poisonous invaders might reach the vital parts of the body and disrupt the whole organization.

So friends you see that within you is the most wonderful transportation system in the world and being greater than the most efficient railroad, you should give it thought the same as the manager of a railroad looks after the efficiency of his organization.

In giving it thought you must ascertain the exact amount of food needed to maintain health in your case and do not burden your system with excess baggage. You must learn the proper amount of exercise needed as this increases the speed of your transportation system and makes the blood flow faster, thus carrying greater amounts of energy to all parts and also causing a quicker elimination of waste material.

Give these things thought and take care of your system and see what a big increase you will have in your dividends of health, vitality and happiness, and when you have these things you will have all the wealth you need even if it is not as much as you would like.

Are you going to be an efficient manager of your system or are you going to allow it to go into the hands of the receiver (the undertaker) years before your creator intended.

A HORRIBLE COMEDY.

By a Long-time Railway Employee.

It was, I believe, in the fall of 1856 when it was my duty to walk from Horicon to Iron Ridge on the Northern Division of our system, inspecting cross ties that had been delivered on the right of way. Some distance east of Horicon there is a summit at which there is a highway crossing on which fronted the shanty of the section boss. As I walked towards it I noticed something beyond the summit bobbing up and down. When I was about three hundred feet from her I saw it was the wife of the section boss, who had setting on her shoulders what appeared to be the headless and armless body of a man, with his legs astride her neck, which she grasped with her hands to hold the body upright. She then went along the highway to her shanty and tried to enter it, but the doorway was too low to admit her to enter with the object she was carrying. She then lowered herself to her knees, which allowed her to lean forward and dump her horrible load into the doorway, after which she got up and entered her shanty, closing the door behind her.

By this time I was at the summit and looking forward, down the grade, I saw what apparently was the cause of the disaster; a freight train was derailed, some of the cars had overturned and their contents strewed along the right of way, and among which were flour barrels, some of which had burst open and the flour was going to waste. The first man I met was the Norwegian section boss, who told me that when he saw the flour going to waste he sent for his wife to bring her children down with all the pots, pans and kettles she had and save as much flour as she could. This she had done and then she thought was there nothing else that was hollow or could be made hollow—when it occurred to her that she could use that Norwegian garment that would reach up to the wearer's armpits, her husband's Sunday breeches.

God Give Us Men

God give us men! A time like this demands
 Strong minds, great hearts, true faith, and ready hands;
 Men whom the lust of office does not kill;
 Men whom the spoils of office cannot buy;
 Men who possess opinions and a will;
 Men who have honor—men who will not lie;
 Men who can stand before a demagogue
 And damn his treacherous flatteries without winking!
 Tall men, sun crowned, who live above the fog
 In public duty and in private thinking.

(The above, written by Dr. J. G. Holland, of New York, more than thirty years ago, seems peculiarly applicable to the national need of today, while clouds and uncertainty are rimming the national life. Editor.)

The Magazine in the Trenches.

The following letter received by one of the boys working in the Chicago office, is sure to interest our readers. The names are withheld for personal reasons.

London, Eng., _____, 1915.

Dear Jack:

Here I am propped up in bed, writing a shaky fist, but still alive and will soon be ready to try it all over again. When I joined the forces in Canada it seemed like the last chance for me, or so I thought then. I had been up against it for six months; could not land on a steady job, was dead broke, clothes about gone up, and in a dilapidated condition morally, mentally and financially; my physical condition was average, if I could only have gotten something to put in my stomach. They were enlisting recruits and as I possessed neither kith nor kin, and life looked hopeless, I joined the British army; since that eventful day this same existence called Life has taken on a few bright lights and until I ran into a German bullet things were so lively that I forgot my former troubles over night.

It is alright to imagine you are down and out in times of peace and in a land of plenty because you can't land on a piece of work, but when you climb down in the trenches and some fellow tries to put you down and out with a neat little hard pointed bullet—well, about that time old man Life seems a pretty good side kicker after all.

We have had severe work and some terrible fighting, and the best I can say is that I am lucky to be able to write you at all. A fighting soldier's life is a varied experience and vigorous existence. With no training and only a longing for a square meal and respectable habiliments I became a soldier—not of Fortune—but of War—real war where men stand up and face each other with tools that deal death and destruction.

It is difficult to describe ones first impression in actual conflict between man and man—only it is not man against man—to

me, who at first was nervous and apprehensive, it seemed like mob against mob with a medley of riot thrown in, but this feeling soon wears off and it becomes a daily routine of duty, the same as writing at a desk in an office or any other daily vocation, only of course it is not so monotonous and there are moments when it is decidedly exciting. Also were the gases nauseating. They not only made one ill and put you down and out for the time being, but to some of the boys the after effects were demoralizing. Also, at times, ear drums suffered; some days with the continued roar of artillery around one could not distinguish a sound, everything was a muffled roar. Some of the boys will be affected permanently from this cause, but I seem to survive every thing on the list—maybe I will get it all in one big dose when I go back, but the noise and jar is fearful when everything is going at once and all the time you are trying to advance, dislodge or retreat inch by inch, foot by foot, or trench by trench; small gains for such big sacrifices and every one trying to do the right thing to the enemy at the right time, and as David Harum would say: "Do it first." Half of us do not know where we were in certain engagements, whether in France, Belgium, Germany or Inferno, and I guess one-half of the first half has been wiped out by this time, one-half of the second half are laid up in hospitals like me, and the third half is still plugging away over across the Channel somewheres. Talk about fighting: any man is a fighter when he has to be. The English, French, Belgians, Germans, Indians and whoever else is mixed up with us in this business can fight, one just as good as the other; some are quicker thinkers and reap benefits the slower minded ones fail to grasp, others are quicker in an athletic sense and can gain positions of momentary strategic personal advantage rather than the plodding, methodical soldier, but when it comes down to actual fighting, man to man, gun to gun, bayonet to bayonet, every mother's son of



Freight House Foreman Hixon and Force, Mason City.

every Nation engaged in this awful struggle is a fighter from his toes up, at least all I have met are built that way and I am getting to be a pretty good judge.

Tired; I never knew the meaning of that word until I engaged in actual conflict. You remember how, when a child, the good Mater used to cuddle you in her arms at twilight. How cosy that dear old lap felt, and how your childish body would mould itself into that homing nest and as she crooned an evening lullaby, the sandman would come and you would struggle to keep awake, oh, so hard; and then the next thing you knew it was morning and broad daylight. And it is just that way in the trenches; we would fight until we were tired out and just lie down and sleep with the fighting still going on, the noise and roar of conflict being enacted just above our heads, and sometimes amidst those scenes when I would slide down to good old Mother Earth entirely fagged and unable to keep on foot a minute longer, the face of that dear old Mater—now gone—would come back again and I seemed to hear that sweet, low voice crooning that ancient lullaby, and the sandman would come, and then it would be morning and we would get up and go to fighting again. I wonder if anyone knows where it will stop and how soon these rulers will realize the terrible sacrifices their soldiers are making in their efforts to keep alive some big nation where the fighter is not accorded the privilege of a vote or a voice in the framing of the laws and policies of his country? Again I wonder why I still long to keep on fighting. These countries are nothing to me, the flag of any one of them causes no feeling of patriotism to flood my blood; my country is the United States of America and my flag is the good old Red, White and Blue, and it was only when I was down and out and could not get a job at home that I drifted over the Line and took the only job Canada had to offer, and here I am in a hospital with a hole in my anatomy and a clever English nurse telling me every day that I had a close call and ought to be thankful I am alive. If she only knew how thankful I am she would be surprised, but I like to hear her talk and jolly her along for encouragement, and I guess that is part of a soldier's life too.

I want to thank you for that generous bundle of magazines you sent me, not only for myself but for all the other boys in the trenches too, who wore them to pieces reading them over and over. It was the most splendid gift to us poor devils you could have made; the mystery to me is how the British Government ever located me amongst those thousands and thousands of soldiers who were fighting somewhere over there in France. There was one lone magazine among the lot you sent that I did not share with the boys; it was the *Employees' Magazine* published by the C. M. & St. P. Ry. You remember I used to

work for them and it was just like a letter from home, also there was one picture in it of an old pal of mine who used to work with me back there. It was full of good things and I read and re-read it until it came to pieces; what especially appealed to me was the various correspondents' locals and I read them over and over again trying to locate some old fellow-worker and I did find two or three. Man, man, how I did enjoy that railroad book. It certainly warmed one cold heart far from home.

One day, some where, over there I met another young American who had joined the forces via the Canadian route and it seems strange on this side of the ocean, but he had also worked for the Milwaukee and knew some of the boys who used to work out of Galewood. This fellow, his name was Harney, or Harry, I forget which now, said he once lived at Savanna, Illinois, and later worked on the extension in Montana. I only saw him two or three times, but you can bet we had some great talks in those few precious moments. As I remember, he knew Bill Huston, Hank Wheat, George Deards, John Miner, Frank Kiley, Billy Bowles and a lot of the boys I used to train with around Western avenue. He was a bright appearing chap and a mighty nervy soldier and I have often wondered what became of him. I hope he did not get it the way I did, he was too young to make such a sacrifice for an alien country.

I am about tired out from writing such a long letter, but it is all I have to do at present; I am gaining strength now each day and the surgeon tells me I will be able to take another whack at them in six or eight weeks. If it is not too much trouble and you care to, you may send me another bundle of magazines and I will forward them to the boys at the front, also as a personal item for myself a few copies of that Milwaukee magazine. Gad, man, how good it seemed to get that one copy and see again that old head line, "Chicago, Milwaukee & St. Paul Railway." I wonder if they will give me a job when I come back after this war is fought out? Send everything to the same London address as last time and it will find me somewheres.

So long—for old time's sake.

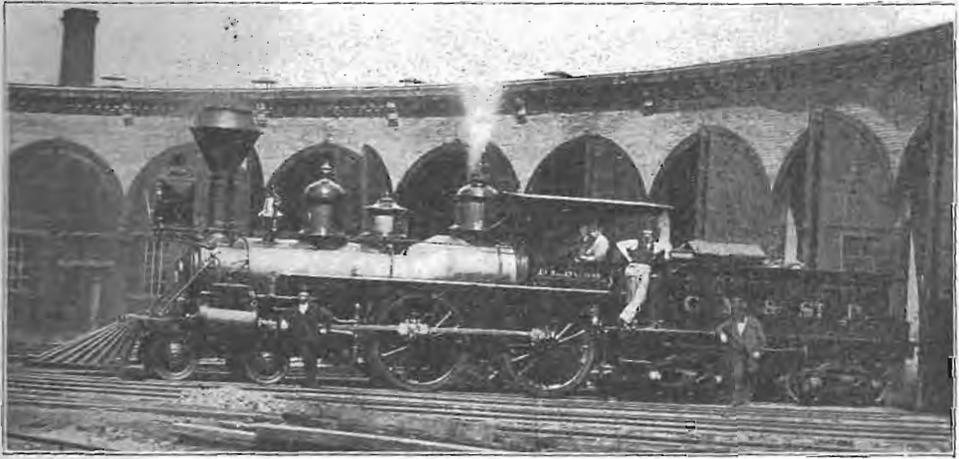
FERD.

(Cheer up, M. N. G.'s. Your work is not in vain.—Editor.)

Obituary.

It is with deep regret that we write of the passing of Conductor E. W. Winnemore, who died in Deer Lodge Hospital, March 2, 1916. Mr. Winnemore was one of the oldest conductors on the West End, having come from the Kansas City Division on June 22, 1907, as a freight conductor and was promoted to passenger conductor on October 6, 1908, where his un-failing kindness and cheerfulness endeared him to all. Our heartfelt sympathy is extended to his wife and family in their sad bereavement. The following card of thanks has been received from Mrs Winnemore:

"I wish to extend my sincere thanks to all for the beautiful floral offerings and sympathy in my sad bereavement."



The D. L. Bush.

A Veteran Locomotive.

Geo. E. Waugh.

On the old Western Union Railroad, which is now a part of the R. & S. W. Division, it was the custom thirty-seven years ago to dignify locomotives with the name of some officer of the road, or conversely, to dignify the officer by a sort of railroad wedlock in which the locomotive assumed his name.

The history of the christening of the locomotive "D. L. Bush" in 1879 points convincingly to the former theory ruling, when the name of the man who was Chief Dispatcher at that time was adopted.

This locomotive was built in the old shops at Racine, under the direction of Master Mechanic John Taylor, father of J. W. Taylor, Assistant to the President. In those days of the opaque past it was a year's job in this little shop to build a locomotive. The work was done slowly and thoroughly by a small force of skilled men. Their daily progress was watched and comprehended by the Chief Dispatcher. True, locomotive construction is a phase of rail-roading remote from the duties of Chief Dispatcher, but it was part of the game, an important part in which he had an innate interest, and when that locomotive was completed Chief Dispatcher Bush knew how she was built piece by piece, and what the functions were of her hundreds of bolts and riveted parts.

She was ready for service, but no name had been assigned—what she would be called was speculated by many and guessed by none. Finally, an instruction was given one evening and the name "D. L. Bush" was emblazoned along her cab. The following morning Master Mechanic John Taylor and Superintendent D. A. Olin called a surprised Chief Dispatcher to the roundhouse, where he learned that he had a namesake ready to go to work for the road.

Later, in 1879, when Mr. Bush was made

Assistant Superintendent of the Division, he ran this engine many a mile between Freeport and Racine.

Machinery and locomotives in this long stretch of years have never ceased to be a magnet of attraction to the Operating Vice-President of the "Milwaukee" Road—he knows their current progress and development today as thoroughly as he did when he watched the "D. L. Bush" assembled in 1879.

The men in the above picture, from left to right, are: D. L. Bush; Fireman, John McGuire; Engineer, Martin Gorman, and Master Mechanic, John Taylor.

A Song of the Cascades.

A long, long stretch of solemn, white rocks,
rivers and smooth lakes,
Untouched, unbreathed upon, a league of
snowy drift;
There's not a nook within this lonely Pass
But were at tide with silver crested waves.

The mountain peaks are crowned like mon-
archs bold,
And in the splendor of the sunrise they don
that crown of gold;
But when the mighty day is ended, with
majesty supreme.
It lays its glory on the royal heads un-
known.

Does any living thing seek out this calm,
too perfect to endure?
While gazing far we see athwart a line of
footprints, the gleaming sail;
And then a spiral curl of smoke against
the steel-blue vault,
Within the temple of these frozen silences
we find
The Olympian's solitary trail.

—M. M. D.



Superintendent Spencer and Office Force, Miles City.

The Musselshell Division

Back in 1907, an army of railroad builders with their camps and accoutrements were occupying the plains of eastern Montana; a squad of townsite men were reconnoitering for position and making ready for the business of a new railroad. From the banks of the Little Missouri in North Dakota the shining steel trail was being "blazed" westward and life was quickening in the erstwhile silent stretches of O'Fallon Valley, on the banks of the Yellowstone, over the "range" and in the sunny vale of the Musselshell. Today, three hundred and forty miles of busy and efficient railroad, serving a region rich in the resources that make a prosperous and growing country, constitutes the Musselshell Division—its eastern terminus at Marmarth, North Dakota, its western at Harlowton, Montana.

Although in the matter-of-fact business of railway traffic, and operation, with their ever-present problems and perplexities, the yesterdays count for little, yet we may stop long enough to note something of the past as it concerns those sections to which our line has brought settlement, industry and wealth. The plains of eastern Montana were the ancient home of the fighting Sioux Indians, and in "the seventies" of the nineteenth century, there was sound of the war whoop, crack of rifles and the dash of cavalry hot on the trail of the elusive red men. In that region, where now we see peaceful farming pursuits and green and fertile fields, in 1876 there were skulking Indians, tomahawks in hand, weary troopers and

keen-eyed scouts making their way over the hot plains day after day and day after day until that tragic event of the Little Big Horn told the country all too plainly that the day of reckoning must come swiftly, if order and preservation of life on the frontier was to be maintained. It was after the Custer tragedy that the little town of Miles City sprang up on the plain following the establishment of Fort Keogh, on the Yellowstone River near the mouth of the Tongue. "Miles," in early days, was a typical "post town," and, to borrow an expression, "was run high, wide and handsome." Soon the cattle men began to make it their rendezvous, and poor was the day when a dozen "dusts" on the horizon could not proclaim the approach of as many herds from the south. It was the day of big rolls of money and the national game, and it is said that many a southern plantation went into the pot at Miles City's gaming tables. What with the troopers and the cowboys from north and south, the sounds of revelry by night in "Miles Town" are matters of special memory. Gradually Miles grew into a commercial center, incident to the development of Montana's great cattle and sheep industries. With substantial foundation of this character the little city flourished and grew strong, and the free range to westward drew the eyes of the world to its splendid production of stock cattle and its wool industry. If, in early days, you had fared forth to the plains and hills west of Miles City, you would have had need to requisition a military escort, for it was the

land of the hostile Indian, and just where our railroad now pursues its busy routine you could then have seen the camps of Uncle Sam's Indian fighters—perhaps even of those who left the Rosebud to march away south to their death in the Little Big Horn.

In the Musselshell Valley, where the railroad is almost an air line, our construction forces did some strenuous rearranging of the face of Nature, for they chose to turn the crooked Musselshell stream into straighter and narrower ways and thus avoid the troublesome and expensive necessity of a hundred or more of bridges and trestles. And yet in spite of the liberties they took with this river, within a distance of ninety miles the line crosses it something like the same number of times. The Musselshell Valley has been dubbed "The Banana Belt" of Montana, because of its generally mild climate and its fertility. The valley lands are among the most productive in the State, while the hills which rim this pleasant land of plenty are rich in coal deposits. The mines at and near Roundup supply The Milwaukee with some of the best steaming coal it uses on its locomotives, and the commercial mines of that vicinity ship to the Coast and as far east as central Iowa points in large quantities. These resources, not half of which were suspected when the line was projected through the Musselshell Valley, have been the leading factors in the almost miraculous development of business on this division. In 1907, when the track-layer passed through the valley, there were a few straggling stage hamlets; in 1908, the carpenter's hammer was disturbing the quiet air and towns came into being over night. Roundup, in the summer of that year, was only a depot, a lunch counter, a bit of plank sidewalk and numerous tents. Two years later it was a metropolis, with cement walks, concrete buildings, two or three hotels and several coal mines. Its growth was so rapid that it easily wore the pseudonym, "Miracle of the Musselshell." There were other ambitious business centers scattered all along the Division, and the railroad was a busy piece of track from the moment it went into operation.

The Musselshell Division of today serves a territory rich in farming pursuits extending its entire length; a region of phenomenal wool production, of great importance in stock raising and of immense mineral wealth—all of which give a steady volume of high grade traffic. East of Miles City the country was practically undeveloped before The Milwaukee came to the scene, but within this short period it has been put under the plow with remarkable success, at the same time retaining much of its prestige as grazing land for sheep and cattle. Baker, Ismay and Mildred, Montana, all new towns, are now important shipping centers and are a fair sample of the growth of this part of the Division: Miles City, the Division headquarters, is one of the brightest and most progressive

of Montana cities. It is a railroad center, is the greatest wool-shipping center of eastern Montana and has the largest market for range horses in the world. Old Fort Keogh, which did such good service during the campaigns against the hostiles, is now abandoned except for its use as a cavalry re-mount station. Horses are trained here and put through their paces before going out to cavalry companies throughout the country. Some experimental farming has also been practiced by the government on this reserve.

In the wool-shipping season the east Musselshell Division is a busy center, for it received at the various wool marketing stations approximately three million pounds of wool last year, shipping it east as fast as the cars could be loaded. Miles City leads, with Ingomar a close second. A recent addition to Ingomar is a complete, modern shearing plant, located close to our tracks, where the sheep are sheared by the thousand, daily, by electric machinery. Saugus, Musselshell, Harlowton, Ismay, Baker and Delphia also ship annually an immense tonnage of this commodity. Other important shipping points for the wool-growers are Sumatra, Melstone, Whitney, Lavina, Roundup and Forsyth.

Following the wool shipments is the stock business, which means much to the Musselshell operating forces, for, using the year 1915 as an example of the importance of this traffic, it appears that this region produced a total of 1,575 cars for our line. The grain business increases yearly, the acreage sown to grains being continually added to, the crops improving with each succeeding year and improved methods of farming. The grain shipments from this division during 1915 exceeded 2,000 cars or approximately two and one-half million bushels; and comparing these figures with eight years ago, when few really believed that grain could be grown profitably in the Musselshell Valley or in eastern Montana, the result is peculiarly prophetic.

The remarkable development of the coal industries on the Musselshell puts this industry easily in the lead, Roundup being the center of these activities.

The mines at Roundup were opened in the year 1907. During that first year and 1908-09 practically all the coal produced by the Republic Coal Co., a subsidiary of the Railway, was mined from Mine No. One, just opposite the town of Roundup. In 1908 the Republic Coal Co. commenced sinking their large No. Two Mine at a point three and a half miles off of the main line, south of Half Breed Creek, which is now called the Klein Mine of the Republic Coal Co. Commercial coal operations were begun in 1908 by The Roundup Coal Mining Co., who located at Mine No. Three, just a mile west of Roundup on the main line of the Railway. Within a year this property began to produce 1,200 tons of commercial coal per day, and its average production of commercial coal since 1909 has been approximately 300,000 tons per annum.

In 1914 The Roundup Coal Mining Co. opened up a new property on Carpenter Creek, thirty-five miles east of Roundup, and this is now capable of producing from a thousand to two thousand tons of commercial coal per day. The big producing mine of this field is Mine No. Two of the Republic Coal Co., and it annually furnishes in the neighborhood of 500,000 tons of coal for locomotive use on the lines from Moberge to Deer Lodge.

The Star Coal Co., located five miles east of the station of Musselshell, Montana, have commenced limited commercial coal production; likewise the Pine Creek Coal Co., located some three miles west of Roundup, have been producing a small quantity of commercial coal.

During the winter months, when the mines are working steadily, the payroll of the mines at Roundup and Carpenter Creek exceed \$110,000.00 per month, and the mines of this field have been noted for greater regularity of work in summer, as well as during the winter, than any other mines in the Northwest.

In the year 1915 the Republic Coal Co. produced 526,000 tons. The Roundup Coal Mining Co. produced 342,155. The other operations may have increased the total production of the field to 900,000 tons for the year. At Roundup the faithful Engine 1200, commonly called by the residents "The Hundred Dozen," handles the switching of cars to and from the mines, under the efficient direction of Yardmaster Joseph Flaherty. Every day Flaherty and his crew handle from 3,500 to 4,000 tons of coal, and line it up for east and west-bound trains and expediting in every way possible the prompt shipment and delivery of commercial coal to commercial customers.

All the coal mined in this division is billed through the Roundup office, and Agent C. K. Clarke at Roundup and his force make billing every day for from one hundred to one hundred and forty cars of coal. J. E. Woodward is General Manager of the Republic Coal Company and lives in Roundup.

Contract coal miners at Roundup are reputed to make the highest daily wage scale of any place in coal mines in the world. About one thousand miners are employed in the fields tributary to the Musselshell Division, and it is this working force, combined with their large monthly payroll, which has made Roundup, County Seat of Musselshell County, the town of miracle growth and size of all new points on the Puget Sound extension.

At the head of operation on the Musselshell Division is Superintendent Hugh Spencer, a veteran in railroad service. He commenced his railroad career with our line, as telegraph operator, and was at one time a co-worker at the key with President Earling, both of whom in those days prided themselves on their ability to tussle successfully with the Morse code. Mr. Spencer left our service for a time, going to the "Omaha Road," but returning when

the Extension project was put in motion. Mr. Spencer spent the best part of a year reconnoitering routes all the way from the Missouri River to Puget Sound; after which he became Superintendent of the Montana Railroad, keeping the trains moving during the reconstruction in Sixteen Mile Canyon, a difficult job, as railroad men and contractors were agreed. He came to the Musselshell in 1909, since which time the entire division has been rebalasted and much other important work accomplished in improvements and betterments.

Associated with Mr. Spencer is John Ross, Trainmaster, and C. F. Negley is Chief Clerk. The Musselshell dispatchers are: T. E. Corbett, A. C. Kohlhase, M. G. Pierce, P. G. Kearney, C. N. Covey, E. A. Far and F. O. Rozum.

All are "old rails"—most of them coming from different divisions of the Old Line. Mr. Ross, however, is one of the old Montana Railroad employes, to whom we fortunately fell heir when we purchased that line. He is a man of sterling qualities, well liked by his co-workers and a thorough-going railroad man. The Division is divided, with a sub-terminal at Melstone. At Miles City is a large and well-equipped shop plant, which does heavy repairing and general overhauling. The force there is headed by R. M. Anderson, District Master Mechanic and C. L. Tanner, General Foreman. W. A. Bender is roundhouse foreman at Miles City; other roundhouses are located at Melstone, the subdivision terminal, and Harlowton, the western terminal. Mr. Maughan, at Melstone, is the Musselshell Division correspondent for The Magazine.



Home of Dispatcher Rozum, Miles City.

Frank Buchanan, like the ground hog, will soon come forth from his hiding place up in the Cascades. But we hope Frank doesn't see his shadow very soon.

Tobacco is a dirty weed—

I like it.

It satisfies no normal need—

I like it.

It makes you thin, it makes you lean.

It takes you hair right off your bean;

It's the worst darn stuff I've ever seen.

I like it.

Sunday, the 13th.

Dear Editor:

Received your kind letter asking about my trip. Thank you for the inquiry, but allow me to ask if you remember the date of that memorable journey? Now as a general rule, I am not superstitious, but the next time Sunday falls on the 13th I stay off the railroad.

The 13th may be an all right date for a working man to pull a string of cars over the hill or put a smashed up train back on the rail, but if anyone ever asks you to go on a pleasure trip on that date to get a little fresh air and take a few pictures, if you value your peace of mind, take my advice and spend your Sunday on your own front porch with that angel Timmy cat. It is safer.

As I remember this particular Sunday was in September. It was a lovely day and, upon arising in the morning, I gave grateful thanks for the sunshine and actually, though I live in the West, left my umbrella at home and made my way to the train in a care-free mood, not even looking at the calendar and with no premonition of the events to follow.

Everything was most harmonious. The train was comfortable and the crew all looked exceptionally jaunty and up to the Milwaukee standard. The mountains were beautiful. You know the Coast Division and just how grand the old Cascades can be in September with their green fir trees and patches of red-leafed vine maples. How anyone can bear to live in the East when the glorious West is here and calling to them is more than I can understand, except that they probably don't know what they are missing.

We arrived at Cle Elum on time and were met by a friend who gallantly offered to show us "the city." By that time, however, although filled with the beauties of nature, the inner man seemed to feel considerably slighted, and we made a dash for the lunch counter, calling loudly for ham sandwiches, coffee and pie, leaving our friend to charter a perfectly safe and reliable automobile to take us around and show us Roslyn, Cle Elum proper, to say nothing of the boulevards and the motion picture houses. With perfect confidence we entered the machine and made our way towards Cle Elum. We were halted by one of the doors falling into the road and it was necessary for the driver to run back after it, explaining, the meanwhile, that the horse had kicked it off the night before.

"Professional jealousy, I suppose," murmured my friend. "I wonder if it is customary to keep the horse and the 'buzz wagon' in the same stall?"

This little matter being adjusted, we rolled along through the city of Cle Elum and on to Roslyn. Now I am not knocking Roslyn, but—well, we did not stay long but started for the country around Cle Elum. After riding several miles we hap-

pened to remember that our train left in about an hour and it might be well to retrace our path in plenty of time to avoid hurrying. Right then was when things began to happen! The driver got the machine turned all right, but—ga zink, burrrrrrrrr, dead silence. Something was wrong. There was no disputing it. The wind whistled cheerily by, but there was no answering purr of the engine. The driver climbed out, opened the hood and gently felt its pulse. No response. Patient very low. Next he tried to promote artificial respiration by vigorously manipulating the crank. Our auto was not interested, gave a half-hearted groan and remained stationary. Then a great idea dawned upon him and stepping to the gas tank he looked within. The mystery was explained. Patient had died of starvation. Three miles from a gas tank, a train to make and no help in sight!

Finally, after a little juggling on the part of the driver, the engine started and we looked at our driver with wonder and awe. He could make a machine go without gas and, piling joyfully in, we rode about the length of one city block after which no persuasion of any sort could induce our heroine to move a wheel. Wherever the population of Cle Elum were that day they were not on our road and we soon gave up all hope of rescue, abandoned our jitney to the tender care of the chauffeur and started forth on foot.

We arrived in Cle Elum proper about seven minutes before train time and, as you may know, there is quite a difference between Cle Elum and South Cle Elum. I can not say how many miles, but I do know it was quite too many to walk in from five to seven minutes. The place looked deserted. No vehicle of any kind met our eye. Finally a motor cycle came whizzing down the street at a speed of approximately 75 miles an hour and, seeing our sad plight, offered to take one of us to the train. But believing that in unity there is strength, we declined to be separated and the way he disappeared out of sight comforted us in our decision. Better spend the night in Cle Elum than be taken home in the ambulance.

A brilliant idea occurred to us and we rushed to the Northern Pacific depot to be met by the comforting sign that their train was four hours and thirty minutes late.

Just as we had resigned ourselves to the inevitable, around the corner came an automobile. Saved by a Cadillac! (Cadillac owners please sit up and take notice, we charge nothing for this free advertising.)

To be brief, we arrived at South Cle Elum just as the train was scheduled to depart and sank into our seats breathing prayers of thanksgiving. But after a few minutes we began to recover our spirits and wonder why we did not hear the customary "All Aboard," and looking out the window we saw the carmen leisurely preparing to repack a hotbox.

I wish I could state that this incident closed the day, but there was still another chapter. The cold wind and excitement had started an unruly wisdom tooth to aching and only those who have enjoyed neuralgia can appreciate my sufferings. I wept and wailed and finally in desperation my long-suffering friend looked around for some kind of remedy. There was only one available and that was tendered by some kind gentleman with the explanation, "Say, this aint very good booze, but it may help."

Now, I don't claim to be an expert on "booze," but if strength is a guarantee of excellence, the draft I took was A1. No chill could withstand it and by the time I had partaken of a good meal on the diner I was sufficiently recovered to smile faintly and welcome the lights of Seattle station.

Oh, yes, we lived through it and it sounds humorous NOW, but, just the same, never again on the 13th.

Yours very truly,
ALICE.

"Promise."

Wild geese fly down the river,
And a man in a sheltered place
Is mending a boat by the water's edge
Where the sun shines in his face.

Wild geese fly down the river,
Fly south, but where 'ere you go
Is sound of running water
Under the drifted snow.

Wild geese fly down the river
And Spring, like a mischievous maid,
Steps on the heels of Winter
And mocks him unafraid.

N. B. S.



R. A. Jackson, Brakeman, S. & D. Div., and
"Junior" Jackson, 5 Years Old.

Rocky Mountain (West) Div. Notes.

G. M. Hayden.

A. Emmons of Harlowton and Roy F. Smith of Missoula have recently been added to the clerical force in Supt. Murphy's office. As "Doc" Burns would say, "None but Irish and Swedes need apply," because we want no others.

J. H. McCarthy, the genial material clerk, was called East the latter part of February on account of sickness. While there he visited in Chicago, Elgin and other Illinois points, but is very glad to be back in "God's country" once more. Witness the summer weather we have been experiencing for the last week.

"Doc" Byrne, who is an ardent basketball fan, made a trip to Bozeman to see the tournament. Aside from having to pay \$2 to view the games (4) and getting a cinder in his eye when homeward bound, he had a good time and will go again next year.

Mr. Phillip De Marse, who has been Mr. Murphy's private stenographer for several years has resigned and gone to his homestead for the summer. The best wishes of the office force go with him. While we will miss him very much we cannot help but feel that if he is half as good a farmer as he was a steno he will soon be known as a Montana wheat king, which good luck we hope he achieves very shortly.

J. C. Martin, who has been holding down third trick for a short time, left early in the week for his homestead in the Judith Basin near Armells. His place has been taken by L. B. Curran.

River Division Items.

H. D. Witte.

L. T. Johnston, trainmaster, was a pleasant caller at Wabasha March 16.

Ed R. Dickman, former rate and transit clerk, at Winona, accepted a position with the W. W. & I. B. at Winona; vacancy filled by F. J. Kolb, former bill clerk and the latter filled by A. J. Ruess.

Born to Mr. and Mrs. Geo. Bowles, a son, George thinks he will make a good conductor.

Engineer J. Tiffany is at the throttle again after taking a short vacation.

Roadmaster H. C. Kassabaum was battling the ice elements on the Wabasha Division March 14 and 15.

F. J. Kolb of Winona was promoted to the position of chief rate and transit clerk. He is a very competent and industrious man for the position. We wish you success, Fred.

Engineers Poll and Harris are laying off. They are being relieved by Engineers Anairs and Mohr.

Ev. Considine, warehouse foreman at Winona, spent Sunday at Winona.

Charles Jones, oldest engineer on the River Division, has resumed work again after taking a leave of absence for the winter.

What is there about the krout at La Crosse that is so appetizing? Just ask Hank Seyfield.

J. Ostrom, chief carpenter, made a business trip over the Wabasha Division March 16.

Traveling Engineer J. Cowles spent a few days in La Crosse.

Conductor Finney of Menomonie line is enjoying a vacation due to a sprained wrist. Reports are that he is enjoying it immensely by taking care of the baby.

Hon. W. W. Dinnels, lineman, has had considerable experience this past week due to ice gorges on Wabasha Division. While driving the spurs into a thin piece of ice, the thin ice cracked, broke and Mr. Dinnels got a black pair of shins besides his feet washed. We wont' relate the motor car experience this time, but wasn't it awful, Walter? I was shocked! They say experience is a good teacher though, even it is rather harsh. How about it, J. O.?

Painter Foreman Joe Murphy was a business visitor at Wabasha March 9.

Safety First

A. W. Smallen, General Chairman.

Bureau of Safety.

We believe the following figures will be interesting to the employes, whose efforts in the Safety First Movement have so largely helped to bring about the substantial decrease in the number of killed and wounded on the Chicago, Milwaukee & St. Paul Railroad for the last three years, ending June 30th 1915:

July 1st, 1912, to June 30th, 1913.	
Killed	359
Injured	13,051
July 1st, 1913, to June 30th, 1914.	
Killed	309
Injured	11,695
July 1st, 1914, to June 30th, 1915.	
Killed	284
Injured	11,380

Human lives are cheap. Men risk them for nothing. Men will take their lives in their hands to save a few yard's walk, or to save waiting a minute or two.

Read your Rule Book. The men who compiled it were thinking of your Safety. Prevention is better than cure.

Safety First is a Charm against Railway Accidents.

Keep the question, "IS IT SAFE?" uppermost in your mind. Which has been proven is the best way to go about Business on a Railroad.

Don't trifle with risks that others have found to be perilous. You are as likely to get "let down" as they were.

Employes are requested as far as they possibly can to prevent exposure to danger on the part of their fellow-workers, and to spare no opportunity of warning those who neglect to take proper care.

Don't make risks for others. It isn't "playing the game fair." sorry in the Hospital.

Don't make a danger trap for another fellow. His life is as dear as your own.

You have nothing to lose and much to gain by adopting the Safety First Method.

You can't afford to forget the Safety First Methods. We are out to help you remember them.

More than 100 employes of the Chicago, Milwaukee & St. Paul Railway, from Beloit, Rockford, Freeport, Delavan and Janesville and intervening stations, met in K. C. Hall last night for a general "talk-fest" and get together session on the Safety First and Loss and Damage to Freight propositions. Representatives of every craft of railroad work were in the hall and took part in the meeting.

The head office of the Road was represented by G. R. Morrison, Division Superintendent; C. H. Dietrich, Assistant General Claim Agent; M. J. Larson, Assistant from General Manager's Office, and J. C. Burns, Claim Adjuster. Division Superintendent Morrison presided.

In getting the "talkfest" under way Mr. Morrison said that it was four years since the "Safety First" Movement became one of national importance. "Now," he said, "it is a united effort on the part of employes and officials to reduce liability to injury and protect lives of employes and others. In this connection a movement has been started to reduce the loss and damage to freight shipped on the St. Paul Road. All crafts have co-operated in this work and a material reduction has been made.

Mr. Morrison mentioned scores of improvements which have been made since the inauguration of the campaigns for Safety and reduction of freight losses and claims. Both the officials and the employes are on the alert at all times to point out and remedy hazards, wherever found. No matter who suggests improvements cognizance is taken of the recommendation by the head office and if possible the improvement is made.

Mr. Morrison called upon H. Murphy, Savanna, to tell what had been done for the promotion of "Safety" to employes. Mr. Murphy said that he had the co-operation of every employe in making conditions better and mentioned many improvements which had been made.

Section Foreman M. Murphy, Rockton, said that he was doing all he could to promote the Safety work and that he was removing all possible hazards and danger as soon as detected. Section Foreman Zick was also in hearty sympathy with the movement. Others who spoke in favor of the "Safety First" campaign and who were in fullest accord with what it hopes to accomplish were: F. M. Barrus, Clinton; J. Sweeney, Freeport; F. W. Zimmerman, Janesville; C. Burkett, Rockford; Harvey Rowe, Beloit; Peter Connell, Freeport; H. Spear, Beloit; J. McAntee, Rockford; Jed Hubbard, Beloit; G. H. Westcott, Chicago; L. Mosher, Clinton Junction, and J. C. Burns, Claim Adjuster, Chicago.

Mr. Burns said that he had been with St. Paul Road for fourteen years and in all his experience in Railroad work he had never met a more intelligent or careful aggregation of employes. He said that since the inauguration of the "Safety First" Movement injuries and deaths on the road had been materially lessened.

"If the movement keeps up in the future in the same ratio, that it has in the past.

the claim adjuster will be out of a job in a few years," he said.

He placed the credit for the lessening of injuries and deaths to the employes of the road whose co-operation for "Safety" had accomplished the result. "A man owes it to himself, his family and his fellow employes to exercise the greatest vigilance and care at all times."

Harriman Medal Winner First Railroad Evangelist for Gospel of Caution.

"The man with his mind on his work keeps himself and his train out of danger."

This is the Safety First philosophy of John P. O'Brien, yard conductor on the Chicago & Eastern Illinois Railroad, at Yards Center, south of Chicago, who for more than thirty years has been preaching the gospel of caution among railroad men. He was the first "Safety First" apostle in America, his work on the Chicago & Eastern Illinois practically being accomplished before the famous motto was invented.

Mr. O'Brien soon will be asked to come to New York and receive, as an appreciation of this service, one of the Harriman memorial medals for furthering the cause of safety on the railroads of the United States. He learned unofficially of the award.

Mr. O'Brien, who is a native of Quincy, has spent more than thirty of the fifty years of his life railroading, most of the time as a switchman. For eight years he was in the service of the Panhandle Road, and ever since the great strike of 1894 has been employed by the Chicago & Eastern Illinois.

"I've been plugging for safety ever since I've been railroading," he said at his home at Dolton.

"I guess I used to make the boys tired of the subject, I dwelt on it so much." A big group of switchmen employed by the road has been working together about twenty years now. In our union we gave a lot of time to the matter of reducing accidents.

"When I first switched cars were coupled with the old 'jenny' and the Lincoln pin. A man had to get between the cars to couple or uncouple. Of course, every car now is coupled automatically.

"Since I've been working switch lights, switch stands, frogs and such safety appliances as frogholders on the tanks of engines have come into use.

"All these help, but the important thing is the man. The man with his mind on his job keeps himself and his train out of danger.

"When I went to work, I guess switching was about as hazardous an employment as there was. Now it's not particularly dangerous—at least, not with us veterans."

On February 21st a Safety First and Proper Handling of Freight Meeting was held in the office of E. W. Morrison with the following members being present: J.

O'Neill, engineer; P. Hagelun, brakeman; D. J. Marlett, conductor; J. M. Calligan, conductor; H. W. Honeyager, fireman; James Browder, section foreman; L. Gerhardt, signal foreman; R. E. Sizer, train dispatcher; A. W. Smallen, chairman; E. W. Morrison, superintendent.

Chairman Morrison reported that the new committeemen that will become effective March 1st are: E. W. Morrison, superintendent; A. W. Smallen, chairman General Safety Committee; A. J. Hasenblag, trainmaster; R. E. Sizer, train dispatcher; H. Eggert, chief carpenter; N. Gregory, chief carpenter; D. Mau, roadmaster; E. Cush, roadmaster; C. D. Case, insurance; M. W. Spoor, agent; D. J. Marlett, passenger conductor; J. M. Calligan, freight conductor; J. O'Neill, engineer; H. Honeyager, fireman; P. Hagelun, brakeman; J. Browder, section foreman; W. O. Davies, general car foreman.

After reading the minutes of the previous meeting a suggestion made by Conductor Marlett was again presented, regarding the building of a fence between the rails at Grayland. The purpose being to stop people from leaving suburban trains from wrong side. This suggestion was referred to the General Committee, and is now receiving consideration.

The next meeting of the C. & M. Division will be held in Milwaukee, Wisconsin, on April 21st.

The seventh general meeting of the Kansas City Terminals and the Kansas City Division, for the discussion of Safety First and Prevention of Loss and Damage, was held in the Masonic Hall, Sheffield, Mo., Tuesday night, February 22nd, at 8 p.m., with an attendance of thirty-eight employes, representing all crafts and all departments.

Superintendent W. L. Richards presided, and Messrs. A. W. Smallen, Chairman General Safety Committee; J. M. Oxley, Superintendent K. C. Division, with four of his committeemen; A. C. Peterson, Trainmaster; H. C. Hoge, District Adjuster, Kansas City Terminals, and M. J. Larson of Mr. J. T. Gillick's office, also C. Hilderand and T. Cahill, representing the Western Weighing and Inspection Bureau.

The meeting was opened by Superintendent Richards and the minutes of the December 27th, 1915, meeting were read and approved. The various suggestions made at this meeting were next taken up.

It was reported by Chairman Richards that a danger found in the location of the derail switch stands at Suburban Junction has been taken up with Mr. Bechtel and Mr. Hobert, who have made corrections. They are now at proper clearance.

The condition of the crane at Suburban Junction was referred to Mr. Newlin, who, after investigation, advises that the crane is in proper clearance.

Mr. J. H. Lord, Roundhouse Foreman, reports that on the 19th of February the

smoke jacks in the roundhouse were upt up and are now in good condition.

Referring to the lights requested in the vicinity of the roundhouse, where the men leave the roundhouse coming toward Sheffield, and the light at St. John avenue, under Ordinance 24505, signed by both Houses December 17th, passed on by the Board of Public Works, January 15th, the light at St. John avenue and Bennington street has been authorized, and under Ordinance 24506 one light at Beaumont and St. John. The contract and working order has been given to the Kansas City Electrical Light Company, under 24507. These three lights requested were taken up by Alderman Towne and should be installed in the near future.

The Twin City Car Department held their bi-monthly meeting in the Coach Shop at South Minneapolis Tuesday, January 4, 1916.

In the absence of Mr. Snell, Mr. C. J. Lundquist was elected chairman of the meeting.

Members present were: C. J. Lundquist, John Craven, John Burns, David L. Wood, Wm. Owens, D. A. Studebaker, M. Beiza, N. Larsen, John Bjerke, Louis Wassing, Gilbert Lunde, Carl Nordas, G. E. Williams and A. Lavers.

Upon presentation of the resignation of the secretary, Mr. Albert Lavers, same was accepted, and Mr. G. E. Williams was elected secretary to fill the unexpired term.

One of the pleasing reports that was made at this meeting was in relation to the decrease in accidents, showing about 10 per cent decrease for the month of December over the two previous months.

It was also suggested by the committeemen that the secretary investigate each accident, and find how serious and how much time was lost, also the cause, and, if possible, to take steps to eliminate any re-occurrence of such.

The Iowa and Minnesota Division and the Southern Minnesota Division held their joint Safety First meeting at Austin, Minn., on Tuesday, January 4, 1916, with the following members present: C. M. Hubbard, H. Tate, L. Skaar, A. A. Harter, E. J. Auge, S. Pettingill, J. Garrett, P. Trainer, T. Hines, F. J. Holmes, A. A. Kurzeka, H. Bennett, C. Leighton, C. Carlson, W. Coogan, M. McShane, L. T. Johnson and W. J. Thiele.

Superintendent Atkins was unable to attend, owing to illness, and Train Master Holmes was appointed Chairman in his absence. Mr. Holmes mentioned various matters that had been suggested at previous meetings and told what had been done to correct them.

Several suggestions were offered by the S. M. committeemen. Most of the suggestions, the chairman stated, would be taken care of before the next meeting.

Superintendent Thiele conducted the meeting, and gave a very interesting talk along the lines of Safety First, at the conclusion of which a meeting was opened for the discussion of loss and damage to freight.

On January 14, 1916, the Chicago Terminals held their monthly Safety First meeting, and following same a meeting on the loss and damage to freight was held.

Those present were: P. L. Rupp, A. W. Smallen, M. Larson, W. C. Bush, J. Costello, M. Burke, C. Lundberg, A. Yappen, W. H. Foster, A. Scharenberg, F. Cusick, C. Chambers, T. Williams and J. H. Manning.

The meeting was called to order at 2:30 p. m., and minutes of the previous meeting were gone over.

Short addresses were made by Messrs. Rupp, Smallen, Bush, Costello, Lundberg and Yappen.

Every member of the Safety Committee present expressed his belief that the suggestions made by them in several instances were put

into effect, and the fact that the injuries on the Chicago Terminals were decreasing instead of increasing was enough to encourage the support of all.

It was apparent from the fact that accidents are decreasing that in the days gone by a great number of injuries were due to extreme carelessness.

Superintendent Rupp closed the meeting. Much good had been accomplished and will be accomplished as long as they continue to develop this movement among their fellow workmen.

On January 21, 1916, a Safety First Committee meeting was held at Wausau, Wis., in the office of Superintendent Ober.

The minutes of the previous meeting were read and approved, and upon the call of Chairman Ober Conductor W. C. Milne reported that everything that had been reported to him by the committeemen had been taken up with the superintendent and had received attention. A very dangerous condition that he reported was at the yard at Tomahawk on account of the snow being piled too close to the track. This matter has received the attention of the roadmaster, and is being removed as fast as possible.

Conductor Milne presented a write-up in the Conductors' Magazine in regard to "Co-operation and Efficiency," which was read by the secretary.

Committeeman Ball reported that some cars of logs during past few days had been loaded too high. This matter will be taken up with the loaders, and unless cars are properly loaded conductors are instructed not to accept them.

A very interesting talk was given on the Safety First movement by Mr. Klumb.

Mr. La Courte outlined the work done in the matter of locomotives and cars being equipped with safety appliances. All passenger cars and engines and nearly all freight cars were being equipped and that the remaining freight cars were being equipped as fast as possible and asked for co-operation of all employes in reporting any defects to proper officials.

Mr. Fries gave a short talk advocating team work and co-operation in every line of work.

Mr. Smallen gave a closing talk in regard to much which had been accomplished in all departments by the Safety First movement and on the importance of each and every employe doing his share to avoid accidents, especially by making use of safety appliances which had been furnished by the company.

Meeting adjourned.

The Kansas City Safety First Committee held their Safety First and proper handling of freight meeting in the Commercial Association rooms, Ottumwa, Iowa, 7:30 p. m. January 21, Chairman J. M. Oxley presiding.

Members of committee present: J. M. Oxley, A. C. Peterson, F. R. Moore, H. C. Hoge, S. J. O'Gar, J. C. Burke, Wm. Shea, V. Gore, T. E. Shea, C. J. Chapin and F. M. Barnoske.

Minutes of the previous meeting, held November 30, 1915, were read and report made, and action taken, which was approved of, by the entire committee.

Suggestion number one was: Blowing out steam hose at Bear Creek, creating dangerous situation for trainmen of other trains.

Action: Instructions will be issued to trainmen to blow out their steam hose approaching terminals, where it will not obscure the view of freight trainmen at work.

Suggestion number two was: Blowing out engines at Laredo, causing large holes which during snow and rainy weather fill up with water, making dangerous footing.

Action to be taken to devise some means of caring for the blowing out of engines at Laredo.

Suggestion number three was: Engineers bringing their engines to roundhouse and leaving them not properly secured; engines apt to run away, making it dangerous for men working on and around them.

Action: Instructions to be issued to engineers to see that engines are properly secured when they get off for any reason.

Another important suggestion was that at times dangerous holes in the ground at watering stations. Chairman will call the attention of section foreman to see that they are filled up.

At the conclusion of the Safety First meeting the proper handling of freight was gone into, short addresses being made by Mr. Hoge, district adjuster, and Mr. Hammer of the W. W. & I. Bureau.

The Rocky Mountain Division held their Safety First Committee meeting in the office of Superintendent Murphy on January 26, 1916.

The following members were present: J. J. Murphy, A. W. Smullen, J. M. Allen, G. Nick, J. B. Fitzgerald, E. L. Cleveland, I. B. Miles, E. A. Tamm, E. A. Tarr, A. S. Jorgenson, F. P. Byrne, F. C. Dow, A. Campbell, E. M. Townsend, L. B. McCormick, A. Bullwinkle and a number of other employes. F. R. De Marse was appointed secretary of the meeting.

Mr. Murphy opened the meeting by requesting the secretary to read several cards and also reports on various matters.

One of the cards read was from switchmen at Harlowtown in regard to overflowing tanks on switch engines during the cold weather, causing an accumulation of ice on steps and foot boards. Mr. Murphy reported that this had been taken up with the roundhouse foreman with instructions to see that this was remedied.

Another suggestion was in regard to steam pipe exhausting close to track near scale at Butte, calling attention to the fact that this exhaust steam obscures view of engineers, and should be remedied. Committee was advised that this pipe had been extended to remove the exhaust from previous position.

Complaint from enginemen regarding home signals and some order boards being obscured until right close was referred to signal engineer, and matter will be remedied as soon as possible.

Operator Martin sent in a Safety First postal card, raising the question of dimming headlights on motors; read.

In response to Mr. Murphy's request for suggestions, the following discussions took place.

Mr. A. S. Jorgenson, engineer, spoke in regard to points where watchmen are employed in behalf of the safety of the men in train and engine service, stating that these watchmen are not properly attending to patrolling their territories, particularly at night, during the cold weather, and stated that he had not noticed one of these men on the job, especially at night, during the past two or three weeks. Mr. Jorgenson recommended the installation of tell-tale clocks for these men, with keys for same at each end of the territory covered. This would be a check on whether the men are doing their duty or not. This matter will be taken up.

Mr. Jorgenson also made a suggestion in regard to the Hospital Association. He stated that when a man was hurt out on the line and was brought in, he was taken to the hospital on the front end of an automobile, and thought the association should furnish an ambulance to take care of the men injured or sick.

He further criticized the Hospital Association for sending out stretchers on which injured men had been brought in, in an unsanitary condition, and he cited one case where a stretcher was used to carry a man, and its covering was saturated with blood. He stated that he thought this was a very good Safety First suggestion.

Mr. Murphy referred this suggestion to the General Committee.

At the end of the Safety First meeting, loss and damage to freight was taken up by Mr. J. M. Allen, freight claim agent, who gave a short talk on figures and the methods of proper handling of freight.

Dubuque Division News.

S. A. Gobat.

The latest craze in the store department seems to be roller skating and our friend Mattie Kiebler has them all beat when it comes to the two step and the outer edge on the skates.

Boilermaker Joseph Kenifeck is again back to work after being laid up for the past four weeks with injuries received while on duty.

Congratulations to Brakeman Frank McLaughlin. We understand that a ten-pound baby boy arrived at his home on January 22, 1916.

Patrick Donahue of the store department slipped it over on the bunch to perfection on January 8, 1916, he was married to Miss Kaufmann, but nevertheless Pat, you have the best wishes of the bunch for a long and happy wedded life.

Carpenter William Beyer was called to Fari-bault, Minn., on account of the sickness of his brother.

Blacksmith Shop Foreman Edward Ford spent a couple of days in Chicago attending the automobile show.

Machinist Emory Healy and wife enjoyed a couple of days' visit with friends in Waterloo, Iowa.

Machinist Art Lang, otherwise known to his friends as "Tare," is back to work after being home a week with the gripe.

Carpenter Frank Kaiser and family spent a few days visiting friends and relatives at Dyersville, Iowa.

The regular Safety First meeting of the Dubuque Division was held February 4, at Dubuque shops. There was a large attendance and quite a number of the men present gave a short talk on Safety First which met with the approval of those present.

Harry Holland and Harry Wilmers, clerks in the store department, spent a few days visiting friends in Davenport, Iowa. From the number of postal cards received by some of their friends at Dubuque shops, there must not be any left down there.

Tinsmith Julius Kammueler and wife are enjoying a visit with their daughter in No-Cona, Tex.

Ask our friends James Teeling or Davis Laury about goat riding. They were initiated in the K. C.'s on Sunday, February 20, 1916.

Talk about rushing the season, Painter Frank Baule was seen the other day wearing a straw hat. I guess he has got them all beat.

Chief Timekeeper Alfred Callahan of the store department is in Milwaukee lining up statements for his department.

Mrs. C. Karsch and family wish to express their heartfelt thanks for the beautiful floral offerings received during the recent sickness and death of husband and father.

H. & D. Division News.

S. B. Keane.

W. L. Porter, assistant solicitor at Aberdeen, is at present in California for a rest and to recuperate.

George Lempke, engineer, was at Hot Springs, Ark., on account of an attack of rheumatism.

J. J. Barndt, passenger conductor, Mitchell line, has been seriously sick for some time. Is at present considering a trip to Excelsior Springs.

F. R. Scott, agent at Waubay, was called to Cincinnati, O., on account of the death of his father.

During January section foremen on the H. & D. Div. have earned special commendation, particularly on the Mobridge line, where, for a few days, we had an epidemic of broken rails. These foremen, especially between Aberdeen and Roscoe, worked almost continuously for several days and nights at a temperature range of 20 to 40 below zero, inspecting their track for broken rails, it being necessary to walk as the snow would not permit of their operating motor cars. We believe that this is genuine loyalty and is entitled to consideration.

At Home

Anna M. Scott, Editor.



**Jimmie O'Niel, Assistant Yardmaster, Lewis-
town, Mont.**

Seen in the Shops.

E. K.

Top coats of tweed and covert cloth have large side pockets of embroidered leather.

Pagoda sleeves are made upon a snug-fitting foundation and trimmed with round-about frills of stiffened silk or organdie from the edges of which hang silk or bead tassels.

The latest color is "snake green." This shade has a good deal of yellow and blue in it and is hardly distinguished from the darker tone of peacock.

One of the novelties in the shops are the twisted and plaited bead girdles which are being worn with one-piece dresses.

Sport clothes of cotton velvet are being made with crystal buttons.

New wash kid gloves are made with black and white plaited silk borders round the tops and up the buttonhole side.

Many of the first tub frocks in linen have yoke skirts and side plaits, a few on each side. Last year's skirts with a splashy pocket, if you can match the material, will easily serve again.

Some of the new pink and blue linen dresses have organdie sleeves.

Sleeveless kimona blouses in colored linens, braided around the armholes and neck, will be good this summer.

Bronze hats, like blue or black ones, are highly glaze this season. Whether the straw is horsehair, lisere, bamboo, lemonade or patent leather it must be lustrous to be really smart.

The new alpaca has a smooth lusterless finish and just body enough for the new skirts. Made up into sport skirts in tan and blue and awning stripes, cut with hip seams and bolster pockets; it is very smart. sport skirts to wear with tailored shirts.

Some of the newest blouses are made of blue and white and blue and yellow striped handkerchief linen.

A charming suit in one of the shops is of wool peau de laine, a twill finer than serge and taffeta. The skirt is of wool with a plaited overskirt of the taffeta. It is weighted by drop buttons of silk. The coat is very full and ripples below the waist in points. The front is finished with triangle revers. The hat to go with this suit was a small black sailor bound with narrow moire ribbon tied in a small flat bow. The crown was trimmed with a wreath of black humming birds.

A white voile with hair-line stripes of rose forming all over checks has a deep irregular hem of rose color. The waist of the checks opens over a vestee of white organdie with pipings of rose linen and rose colored buttons to fasten. A panel of organdie piped with rose and a long row of buttons decorates the long sleeve from elbow to hand, where it flares in bell shape.

One of the prettiest frocks is made of the two colors of dimity. The upper part of the skirt is cut in a deep yoke with four wide and deep tabs front, side and back. The deep hem is of blue and falls with many ripples at the hem. The waist of white has a round neck with a circular piece of blue. This fastens with one white-covered button at the neck. The long bell sleeves, and, to be in style, the sleeves must be bell shaped, are finished with a band of the blue.

Broad striped voiles are exceptionally smart with skirts plaited and forming a solid color yoke.

The new motor veils are plaid.

Deep plaited or square cape collars are used on the new summer dresses.

White or colored organdie collars and cuffs add a smart touch to the waist.

Poor Little Boy!

A little boy watched a sparrow hopping about in the snow.

"How cold the poor little bird must be without any clothes like mine!" he thought.

But the sparrow thought, "How cold that poor little boy must be! He hasn't a single feather."—Exchange.

'Tis not what we have but what we enjoy that makes us happy.

GOOD THINGS TO EAT.

Tomatoe Bouillon—One-third cup butter, brown and slice in this and fry three onions, then smooth into this two heaping tablespoons flour, one quart-can tomatoes; two and one-half quarts boiling water; one-third cup sugar; two or three bay leaves or celery stalk. Salt and pepper to taste. Boil one hour and strain. Just as good warmed over as when fresh.—Mrs. E. J. Kay, Wheaton, Minn.

Mocha Filling for Cake—One cup powdered sugar, four teaspoons cocoa, four teaspoons cold coffee, one teaspoon butter; vanilla. Beat all together. Spread on cake. For a white frosting use one cup powdered sugar, four teaspoons cream or milk, one teaspoon butter; flavor to taste.—Mrs. E. J. Kay.

Peanut Drop Cookies—Cream; $\frac{1}{4}$ cup of butter. Gradually beat into this $\frac{1}{2}$ cup sugar and 1 beaten egg. Add 2 tablespoons of milk, 1 cup flour, pinch of salt and 1 level teaspoon of baking powder. Then add $\frac{3}{4}$ cup chopped peanuts. Drop on buttered tin. Medium oven.—Mrs. A. Chamberlin, Moberidge.

Almond Drop Cookies—2 eggs beaten light; 1 cup sugar; 1 $\frac{1}{2}$ -oz. melted chocolate; heaping cup chopped almonds; 1 teaspoon vanilla; 1 cup flour; 1 teaspoon baking powder; pinch of salt; drop on buttered tin.—Mrs. A. Chamberlin, Moberidge, S. D.

Mayonaise Dressing (fine)—1 teaspoon salt; 1 teaspoon mustard; 3 dessert spoons sugar; pinch of cayenne; yolks of three eggs; $\frac{1}{2}$ cup vinegar; 1 cup sweet milk; piece of butter. Cook until it thickens in a double boiler. Put in a glass jar in a cool place, it will keep six weeks. Thin with milk or cream. My prize dressing.—Mrs. Frank Smith, Mason City, Iowa.

Nut Bread (good)— $\frac{1}{2}$ cup sugar; 1 egg; 2 cups sweet milk; 4 cups flour; 4 teaspoons baking powder; $\frac{1}{2}$ teaspoon salt; 1 cup nut meats chopped fine. Let rise $\frac{1}{2}$ hour and bake $\frac{3}{4}$ of an hour. Makes a long loaf.—Mrs. Frank Smith.

Never Fail Cake— $1\frac{3}{4}$ cup flour; 1 cup sugar; a pinch of salt; 2 heaping teaspoons baking powder. Put in a sieve together and sift twice (2), then make a hole in the pan. Break 2 eggs in a cup; fill up with sweet milk; add $3\frac{1}{2}$ tablespoons of melted butter; season to taste; beat all together many times and bake slowly in three layers; use a white frosting and coconut if you wish. You will find this just fine.—Mrs. Frank Smith.

Cushion Cake—Cream or soften by heat, $\frac{1}{2}$ cup butter and cup and a quarter of sugar; add two well beaten eggs and half cup of milk (sweet) alternating with 2 cups of flour which has been sifted twice with two teaspoons baking powder; add a pinch of salt and a teaspoon of vanilla. Divide into two parts. Add to one part, two table spoons of molasses; 1 cup raisins cut in two; $\frac{1}{2}$ teaspoon cloves; 1 teaspoon cinnamon; $\frac{1}{4}$ teaspoon grated nutmeg.

Bake in a buttered tin for 20 minutes; take from the oven and spread over the white part; return to oven and bake until done. Just fine. Cut the next day.—Mrs. Frank Smith.

Household Hints.

Never put parsley into water, where it quickly decays. It will keep much fresher if placed in an airtight tin or canister.

To remove iron rust from linen or cotton goods, boil a small quantity of rhubarb and dip in that portion of the material which is spotted.

There is often trouble in getting cream to whip up properly, but if a few drops of lemon juice are added, it will soon become thick; be careful not to add too much, as it will curdle.

A quick way to clean currants when making cake is to put the fruit into a colander with a sprinkling of flour, and rub it around a few times with your hand. It is surprising how quickly the stems are separated and come through the small holes.

When boiling eggs, wet the shells thoroughly in cold water before dropping in the boiling water, and they will not crack.

Many people know how sausages burst when fried, but if they are dipped in boiling water first, they will fry quite whole.

To Size Rugs.

Make a thick flour paste and when it is boiling add 10 cents worth of glue. Clean your rugs good; turn rugs up-side down; take a broom or brush and go over the rug; let dry until the next day.

When cleaning windows to take specks of paint off, try rubbing them with a silver dollar.—Mrs. Frank Smith, Mason City, Ia.

Remember the Birds!

Do not forget our little feathered friends, while the snow is on the ground, because their food is all covered up at this time of year. Nail a box on the fence or back porch with the open side toward the south, and put some food into it. Then the little creatures can eat and be protected from the wind and snow.

Puzzle for April.

Word—Square.

First letters read across and down the same:

1. One of the presidents of U. S.
2. Name of a flower.
3. A striped stone.
4. Name of a month.
5. A machine for weighing.

After Study Hours.

I once knew a little girl, her name was Gertie Urma. I thought the first name very pretty, but took all the letters in her name and changed them about so they spelled a much prettier name. What is it?

E. W. D.

The Children's Page

Jennie B. Ginet.



This is the way the rain comes down;
Swaying boughs and skies that frown,
Tinkle, tinkle, drop by drop,
Over roof and chimney top;
This is the way the rain comes down.

—Selected.

My Dear Boys and Girls:

Just now our feathered friends, the birds, are coming back to us again. Young Mr. and Mrs. Robin Redbreast, Young Mr. and Mrs. Chickadee, Young Mr. and Mrs. Thrush and, oh, ever so many more young couples, will be looking around for apartments or a nice cozy little bungalow in which to start housekeeping! Now are you not going to help them out? Do make a little house and put it up out of pussy-cat's reach. Soon you will have the great pleasure of watching the birds make a happy home.

Decide first upon the kind of bird you wish to live in your bird-house, and then make the opening to fit the size of the bird. Then a bigger bird will not be able to enter your house or disturb your little friends.

Also place within easy reach some thread, feathers, strands of rope and other things out of which your birds might like to build their nest.

Every morning you will be rewarded for your kindness by hearing the birds warbling and trilling and singing.

One poet has said:

"It's little I can tell
About the birds in books;
And yet I know them well
By their music and their looks."

You will soon be coloring your eggs for Easter. You can make pretty red ones by tying some pieces of old red flannel or silk around the eggs and boiling them this way. I know some children who paint pretty little pictures on their eggs with

brush and water-color paints. I hope you will have a good time.

With love,
AUNT JENNIE.

"Johnnie," said mother, "can you not make the baby go to sleep?"

"No, mother," answered little Johnnie. "She will not keep her eyes buttoned up."

Clytie.

Many years ago people made fables or stories out of everything they saw around them. These stories were called myths. This myth is about the sunflower.

Clytie was a little girl whose home was in the sea. One day she came to the top of the water and she saw the sun. She thought how beautiful it was. She wished she could be like the sun. Every day she came and sat and looked at the sun all day long.

At last one evening when she started to go home she found she could not move. Her feet had turned to roots in the ground. Her golden hair had turned into yellow petals. She was like the sun at last and ever since she has been known as the sunflower.

—Adapted from "Old Myths."

Answer to March Puzzle.

It's all in the punctuation:
Every lady in this land
Has twenty nails; upon each hand
Five; and twenty on hands and feet,
And this is true without deceit.

Get Together

The Puget Sound Pioneers' Club.

The time for the 1916 meeting of The Pioneers is approaching and it behooves every Pioneer to get into a proper "preparedness," beginning with the very necessary arrangements for getting off to attend the meeting.

A business meeting of the committee in charge of arrangements was held in Miles City, March 9th. The date was fixed for July 3rd and 4th—that time being the occasion of the annual Roundup held in Miles City, where the Pioneers are to meet this year. The Roundup at "Miles," it may be stated, has nothing to do with coal or coal mines, but is a special bit of local color and jollification, typifying frontier days and customs, minus, of course, "shooting up" and "sich like" pleasantries. The Pioneers will not be expected to "arm" themselves for the meeting.

The business meeting adjourned after having appointed the following committee: Reception—T. J. Hanrahan, R. W. Anderson and all Miles City members and their wives.

Transportation—G. F. West, Chairman, Seattle; H. Spencer, Miles City, and J. W. Ross, Miles City.

Banquet—C. F. Negley, Chairman; Geo. A. Bennett, C. D. Tarbor, W. S. Budd and E. Murray, all of Miles City.

Dance—E. J. Masterson, Chairman; F. Parkinson, V. D. Harlowe, H. W. Cook, E. L. Dunlap and E. Klome, all of Miles City.

Hotel Accommodations—E. C. Boyer, Chairman; G. F. Cobb, J. J. Aldrich, T. A. Pennewell, Wm. Shearer, C. C. McGee, all of Miles City.

Seeing Miles City—N. H. Fuller, G. R. Tanner, E. E. Brooks, J. J. Clifford, E. J. Walrath, F. M. Ritchey, all of Miles City. Mr. Brooks is Chairman of this committee.

It is planned to hold a business meeting the first day, banquet the first night, auto trip the second day and dance in the evening of the second day. All the Miles City members seem very enthusiastic and are planning on showing all those who attend the time of their lives.

Proclamation for Volunteers.

Employees of the Milwaukee Road in Chicago and points intermediate from Milwaukee and Savanna are requested, asked and importuned to set aside everything which might interfere with your presence at the dance to be given by the Milwaukee Railway Employees of Chicago, at Lincoln Park Refectory, Saturday evening, April 29th. This will be a splendid opportunity for employees of all departments to get together in a social way. There is a large force in the Railway Exchange building, whom for-

tune has never favored with the privilege of becoming acquainted with the fine young men and women we have at Fullerton Avenue. It stimulates "that family feeling" to congregate and mingle together and an informal affair like the Milwaukee Employees' dance on April 29th presents the ideal opportunity.

Tickets will be 50 cents apiece. Buy two; bring a young lady. You could not invest a dollar which will give you both more wholesome enjoyment.

Anthony Naatz, chief clerk for J. B. Stubbs of the passenger department, and Walter Dietze of Charley Leahy's office, are the prime movers in the affair.

As Cy De Vry will lock up all the menagerie that night, we will find only Milwaukee Social Lions roaming about Lincoln Park.

A Letter of Appreciation.

The following letter received by The Magazine is cheerfully given the publicity it deserves:

Linden, Iowa, Jan. 22, 1916.

Carpenter Kendall,
Editor Employees' Magazine,
(Milwaukee System)
Libertyville, Ill.

Dear Sir:

I take this means of expressing my appreciation of a favor shown me by an employe or employes of the Milwaukee System at Savanna, Ill., on Dec. 31, 1915. While buying a ticket from Savanna, Ill., to Cedar Rapids, Ia., within about three minutes of the leaving time of the train I carelessly left my pocketbook or wallet containing about thirty dollars in currency on the ledge at the ticket window. Will just say that my pocketbook was waiting for me by the time I had boarded the train, having been found by some one whom I understood was an employe of the Milwaukee and delivered to Mr. Geo. Layton, whom I understand is special agent for the Milwaukee at that place.

I take this means of publicly expressing my thanks to the above mentioned gentlemen, and to state that such fidelity to the wants of the general public is very commendable in the servants of any public service corporation.

Yours very truly,
(Signed) DON A. DAVIS.



The Snow-Fighters on the Valley Division.

The Spokane Terminal

Vol. I. April, 1916. No. 2.
 Editor Sted
 Domestic Science Editor Kittie
 Society Editor Josephine

It is with mixed feelings we acknowledge the thousands of testimonial letters sent us by our millions of friends from all over the civilized world, on our maiden voyage in the craft of WORDS. We would like to reply to each letter personally, but as that is impossible and postage being so high during wartime we take this means of thanking you for your kind words of disparagement. If you desire our autograph just pull together and grab off some nice postmastership for us and we will mail to each a personal acknowledgement, as postmasters do not have to buy stamps.

Apropos of the above, following are copies of a few of the many epistles that come flooding the office daily.

Washington, D. C.

Editor Terminal:

Admired your allusion to wedding banquets. Am sorry did not hear of you sooner.

W. W.
 Lincoln, Neb.

Dear Editor:

Your new endeavor is praiseworthy. It is such a restful attempt. It tires me out to even just think of trying to read it.

W. J. B.
 Oyster Bay, L. I.

Dear Sted:

It's bully. A magazine or newspaper should always represent or stand for some big Thing. If you are endeavoring to create a publication that stands for Nothing you have hit the mark. Do not think I will be a candidate.

Teddy.

We could make up a lot more similar to the above but modesty forbids.

THE LOST CHORD.

Slow music.

Scene: Tacoma Store Room.

Time: 10 a. m.

One store department clerk: Went to an entertainment down at the Baptist church last night. One of the fellows made a great hit with the Lost Chord.

Another Store Department Clerk: Say, Kratsch, who was the guy, one of the boys from the office? I missed a bell cord from stock last week and I'll bet some snoozer swiped it and took it up to the church. I'll look it up before Tony gets wise. Am glad you put me next.

SPRING.

When balmy winds and a mounting sun give promise of springtime and life, when birds from the southlands have winged to the North and the weeds blazon green, things run strife; when the air croons a lullaby—bird notes and wind, and of winter we speak but to scoff—remember there's many a rebound to Spring, so I beg you to not take them off

YET.

Put on your new Easter bonnet with a flower garden on it—if there is any one sight we enjoy more than a pretty American girl in a new bonnet going to divine service on Easter morn, it is the next maid that follows, et al.

Trainman Bodie of Deer Lodge, has returned from his New York trip. He prefers tea to Coffey as it is served up in the East.

We would like to compose a beautiful sonnet about the Van Noy-Interstate Co., but their handle is too top heavy for assimilation via Whitman. Not so with our eats, however, they are the most assimilative of any we have struck in Spokane to date. Oh, that's all right.

The Terminal will send a special correspondent to the Convention. Also our society

and domestic science editors will be there. They never overlook a bet, so you had better tell them just how it happened.

No truth in the report that Easter styles were held up by the snow blockade in the Cascades. The pay rolls were held up. No inference should be construed that pay day and time checks cut any figure around Easter time.

Now is the time for all good men to subscribe for the Terminal. A coupon goes with each subscription. The coupons are not good for anything so you will not be disappointed. The Terminal is good. We know it is because we edit it.

We were compelled to let our composing room foreman quit. He told us we didn't know anything about the paper business. He was right and you guessed it, too. We simply had to maintain discipline even if it were necessary to call you in to tell us how to run this great monthly.

A man will go to a horse race or sit down to a game of poker inviting fortune or misfortune and stand for it. We invite the same fellows to buy a year's subscription to the Terminal and promise you there will not be a shadow of a game of chance about it. In fact we will promise you that you will get stung—and good and hard, too.

We heard Clark ask De. the other day what he considered the hardest job he ever tackled, and judge our joy when Del replied: "Trying to read The Terminal." We put him down at once for a life subscription. Do not confuse a life subscription to The Terminal with a terminal subscription to Life—they are not in the same class. Ask the editor of Life. He was right.

From Our Foreign Correspondents.

Old lady to little boy looking at steam locomotive in museum.—Child, that is a Mallet engine, the 9503 (this is the correct number). Your grandfather used to run that on the Rocky Mountain Division years ago, that is what turned his hair white while he was still young.

Little flakes of snow,
 Make little drops of juice
 That washes out the bridges
 And makes piledrivers use-
 Ful.

Who said it was going to rhyme. Far be it from me to try and take away the honor of being the "poet" from "Sted."

One T. P. says "Let the wives write the news for one month." It's safe to say that it would never happen again, and that it would be the most unpopular (among the brothers) and the most widely read of any number ever put out. There would be news in it "as would be news." I expect there are men who think just because they bring a box of candy home to friend wife she thinks it's because he is so thoughtful. Maybe it is at that. Some time the friend wife is going to spring some of this news on you and you will all wonder how she ever found it all out.—SKIP.

Conductor Billy King has been causing admiring crowds at the Arcadia to applaud until their hands were calloused and their eyes bulged as the graceful "Adonis" of the C. & M. division glided over the varnish of the Arcadia's renowned dance hall.

When a contest was proposed some time ago for grace and rhythm in the "poetry of motion," all who knew of Billy's wonderful "feats" conceded that he had the first prize won. Fortunately, however, for the other

Hamilton Watch

"The Watch of Railroad Accuracy"

Railroad men always need Accuracy above all things and they have long been consistent buyers of the Hamilton Watch.

The Hamilton Watch is carried by thousands of railroad men. Hamilton Accuracy has played no small part in helping to make rail-roading safer now than it has ever been.

Talk to some of the older men on your division about the Hamilton Watch, and you will learn that Hamilton Accuracy and Hamilton Durability are safe investments for that money you intend to put into a new watch.

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 Watch from \$12.25 for movement alone (in Canada \$13.00) up to the superb Hamilton masterpiece at \$150.00 in 18k. heavy gold case. No extra charge for Safety Numerical Dial on new railroad watches.

Write for the Hamilton Watch Book— "The Timekeeper"

It pictures and describes the various Hamilton models and gives interesting watch information of value to every railroad man.

HAMILTON WATCH COMPANY

Dept. 20, Lancaster, Pennsylvania

*"Master Builders of Accurate
Timepieces"*

Engineer Jakey Brown, oldest engineer on the Denver and Rio Grande Railroad and a staunch booster for the Hamilton Watch.



ISBN 0-13-172

contestants, Bill hurt one of his legs and consequently would not risk his reputation by going into the contest with a "flat wheel."

It is rumored that the King displayed his dancing skill to find a Queen, and as this is leap year Billy will never get through the season without landing—and when he does, it may be on the Northwest Side.—G. E. W.

A fussy gentleman stepped up to the ticket window at Union Station in Chicago recently and asked for a ticket to Milwaukee, laying down a two-dollar bill to pay for the ticket. "Two dollars and four cents," said the ticket agent. The fussy gentleman took up several moments fumbling through his pockets while the line of people behind him were fidgety. At length, giving up the search, the f. g. asked the agent where he could go for two dollars. Three lusty voiced traveling men answered the question in a breath. They all recommended the same place.—G. E. W.

Wooden Shoe Doings. Superior Division.

Chief Dispatcher M. M. Harrington has returned to work at Channing after spending a vacation of ten days in the Hospital at Green Bay.

M. R. Fleischer, who has been Chief Clerk in the superintendent's office for the past three years, left the service to accept a position with the Pelton Steel Co. of Milwaukee. The position of Chief Clerk has been filled by Material Clerk F. W. Liegois, and the new Material Clerk is Thos. Farley, formerly clerk in the Roadmasters' office under John Dunn and P. Neugent.

Wm. Griffith, inspector at Green Bay Shops, has accepted a position in the Master Mechanic's office.

Conductor A. J. Howlett, who has been laid up with a broken collar bone for some time, has returned to work.

Engineer Geo. Hansen was also on the sick list for a couple of weeks, but from last reports he is now O. K., alive and kicking, as the saying is.

Engineer F. Stock, who had his leg fractured when No. 31 tried to use both the main line and passing track at Kiel last February, is improving slowly. This is the third time within a space of about five or six years that Engineer Stock has had a leg fractured due to railroad wreck.

We read with great interest the account of the "Big Snow" in the March issue and while we do not wish to detract one bit of glory from the snow fighters out West, we feel in duty bound to call attention to our own little selves and would like to gently whisper that we have had some snow too, in this neck of the woods—from October until April, and sometimes May, if anyone wants a first hand introduction to the "Flakey Whiteness," just let him go west of Sidnaw and we'll place a ten to one bet he will find it falling softly and silently and generally the thermometer is doing the same. It snows practically every day in this region and is no respecter of Sundays or holidays. It may be caused by the nearness of Lake Superior or perhaps it is just the natural cussedness of the country, but the fact remains that this district is a first class snow factory, and if any of our kind readers want that romantic experience of roughing it in the wilds of Northern Michigan, just spend a week or so with us next February, and we'll send you back convinced that when it comes to "bucking snow," the Superior Division men are not amateurs by any means.

Jesse, the auburn-haired hero of the round-house and disturber of peace and harmony among the engine crews, at Green Bay, got the day job calling. "Red" was the senior man and wanted his rights and rather than trouble with the "Amalgamated Order of Red Headed Callers," the Company permitted him to take the position.

Due to new schedule going into effect, some changes have been made in the assignment of passenger engine men. Jackson takes Peterson's place on Nos. 2 and 3—Peterson displaces DeGuire on the east end and DeGuire has taken Clarey's place.

F. Bennett, 2nd trick operator at Ellis Jct., has taken the side wire at Channing.

Mrs. John Whitney, wife of engineer Whitney, spent the past six weeks visiting friends and relatives in Philadelphia.

C. B. Cheaney is relieving Train Dispatcher J. C. Brown for a few weeks.

Engineer Hans Oleson is spending the winter in California. It begins to look as if the land of Sunshine and Flowers had claimed another one of our Wisconsin citizens.

Everyone is waiting for the ore season to open up, and big business is predicted for the coming season. The much needed and long looked for new ore cars are now coming at the rate of ten a day, and by the time navigation opens up, the Superior Division will be in a position to handle more ore than ever before; if predictions come true, no one will need to complain about lack of work for the 1916 season.

A branch office of the "Baby Bandits" of Chicago was operated at Monominee recently and did a flourishing business until forced into bankruptcy by one of the Company "Sherlock Holmes". The young men who participated in the unwise business adventure have no doubt come to the conclusion that the straight and narrow path is the right one and that honesty is not only the best policy but the only policy nowadays.

By the way, Mister Paymaster, it's all right this year, because we have a 29th of February, but how about the last half of February next year—we are getting anxious already, but to tell the truth, we would not care if February was taken off the calendar altogether, between zero weather, two feet of snow, grippe, colds and other choice gifts which February generally brings to Northern Wisconsin and Michigan, we are pretty much disgusted with the aforesaid month and would gladly exchange it for two weeks in August.

John Sullivan is in charge of the Ellis Jct. District and with the help of Bloomer and Hendricks as lieutenants and P. Gunderson and P. Lorang on the head end, they keep things moving lively around this congested point.

Miss Yvonne Peterson, daughter of Engineer C. E. Peterson, was married on Friday, Jan. 28th, to Ed. Zich, Division Accountant on the C. & N. W. line at Green Bay. Congratulations.

The weather moderated for a few days this week with a corresponding increase in the length of the extra list. That's a peculiarity of the extra list at this time of the year, it's like iron, expands with the heat and contracts with the cold.

Art Maloney, who aviated from the top of a box car at Ellis Jct. some time ago, is progressing nicely, but will be layed up for some time yet.

Peter Larschied, the day caller in Green Bay Dispatcher's office, has accepted a position as yard clerk at Aberdeen, S. D. Peter served the Superior Division trainmen for the past three years in big style, getting them out on time, filling their stationery requisitions, etc. We hope that some day we will hear of Pete as Yardmaster of the big yard.

We are lost to know what our friend E. E. Gunn, chief clerk under W. H. Hart, A. D. M. M. Green Bay Shops, is going to do hereafter for pin money. After holding down the job of Alderman in the First Ward for the past six years, Commission Form of Government now rules. The only thing left for Ed is to put his cards out for Mayor or Commissioner. The Hinkey Dinks of Green Bay are all without jobs.

Lighting the Passenger Train

How a Moving Train is Lighted by Electricity—Difficulties Which the Engineers Have Overcome in Lighting Passenger Trains and the Various Systems Now in Use.

In the beginning the passenger trains ran only in the day time. When the "DeWitt Clinton" hauled its little train from the "Old Hickory" tavern in Albany to Schenectady no thought was given to train lighting. The first locomotives did not even have a headlight. Long before dark the engine and train were "run in" for the night. It was just before the Civil War, in the '50s, that the first night schedules went into effect and train lighting began.

At first the entire train was lighted with candles! And this wasn't so very long ago either. Then came the "sperm," or the whale oil lamp. Later the improved kerosene lamps were used for lighting the cars while the sperm, or "train oil" was burned in the headlights, signal lights and the necessary lanterns.

Years ago, the first gas lighting system was installed on a passenger train. These lamps furnished a nice light, and the system was easy to care for, but it only added to the dangers which made the kerosene lamps undesirable. In case of a wreck the oil lamps would set fire to the train. With the gas system, in case of a wreck and broken gas pipes, a serious fire often resulted.

Of course, it was known all along that electricity was safest and best for train lighting, but it is rather difficult to get the electricity on a moving train. In case of the trolley car the electricity for the lamps is drawn from the trolley wire along with the current for driving the car motors. But a passenger train is really a traveling power plant by itself, and must produce all its own energy as it rushes along.

The electricity lighted passenger train is no novelty on any first-class road, but there are few passengers who can tell how the electric current is produced which keeps the electric lamps burning regardless of whether the train is in motion or not. First-class passenger trains are not only lighted

by electricity, but the current has been adapted to drive electric fans during the hot summer months and, in some instances, it is also used in the kitchen of the dining car where the food is cooked over the invisible fires of electricity.

In lighting a passenger train provision must be made for supplying the current whether the train is in motion or not. To accomplish this a storage battery is generally installed in connection with the electrical generator. There are three systems in use for train lighting. The first is the straight storage system which consists of a storage battery large enough to store sufficient current for the needs of the train en route between terminals. Of course, this storage battery has to be charged before each trip. The lamps are lighted by merely turning the switch which draws on the current stored in the battery.

In the second system a small generator, is geared or belted to the wheels of each car. This generator supplies electricity directly to the lamps and also to an auxiliary storage battery which keeps the lamps burning when the train is standing in stations or yards. This system is rather more complicated than the first, but has the added advantage that the storage battery does not have to be charged at the terminals.

In the third system a small generator driven by a Curtis steam turbine engine, which secures steam from the locomotive boiler, is used to supply the current. This tiny turbo-generator may be mounted on top of the locomotive boiler, or in one corner of the baggage car. It takes up but very little room. A small storage battery is used in connection with this set so the cars may be lighted even if the locomotive is uncoupled and removed.

The advantage of electric lights for passenger trains are many. First of all they eliminate gas tanks and gas lighting systems, and the oil lamps, which usually set fire to the train in case of wreck. The electric lamps do not overheat the car during the warm days of summer and they do not vitiate the air of the coaches making traveling uncomfortable for want of good ventilation.

Special Commendation

Section Foreman M. Douhrada, Oxford Junction, has received commendation for careful attention to passing trains and the discovery of dragging brake beams on trains, February 20th and 21st; and a sand board down on stock car in train No. 93, Feb. 23d. In all three instances, the trains were stopped and the defective cars repaired before they had caused derailments or other damage.

C. & C. B. Iowa (east) Operator E. H. Clausen has received special commendation and credit in the roster for discovering and reporting a loose wheel on Stock Extra East, Feb. 6th,—getting signals to the conductor in time to stop the train before any damage had occurred.

C. & C. B. Iowa (east) Conductor Wm. Correll has received special commendation and credit in the roster for discovery of sliding wheels on train No. 4, when passing Marion yard, Feb. 19th. By promptly reporting this condition, a considerable damage to the wheels and a possible accident was prevented.

Station Agent W. T. Bright, Elwood, Iowa, has received special commendation and credit in service roster for discovery of dragging brake beam in train 1461, while train was passing his station. His watchfulness and prompt action prevented further damage.

Special commendation is due Section Foreman William Monahan, Avalon, Wisconsin, for his watchfulness and prompt action upon discovering broken rails while patrolling his track during the severe weather in the early part of March. On the 4th, when nearing the end of his section, he noticed a break in a rail on the adjoining section. A fast passenger train was due in fifteen minutes, and having a pair of angle bars with him, Mr. Monahan quickly attached them and the train passed over in safety. Again on the 6th, on his own section, he discovered a broken rail in time to flag an approaching train; and on the 8th, he discovered another break in a rail on bridge 508. Although he had to go six miles to get another rail, he had the track repaired promptly and without delay to trains.

Car Inspector Leonard Tuma, Wabasha, Minn., has received special commendation for careful attention to his duties,—on many occasions discovering and reporting defects that an ordinary inspection would possibly fail to find. On January 3rd, Mr. Tuma discovered a broken wheel under GN 121296, loaded with lumber from the Coast line. The wheel was badly cracked, and but for its timely discovery, would undoubtedly have caused a derailment.

Agent P. H. White of Faribault is the recipient of a letter of thanks from a grateful patron who writes from California: "I am not unmindful of your many kindnesses to my sisters at the time they were planning to come to me in California, and I thank you many, many times for the same. And I thank you also for the many favors bestowed upon me in the past." Mr. White certainly realizes the benefits to accrue to our line from gratified and satisfied patrons.

The following letter from the Elijah & Winne Coal Co., received by Agent Wm. Gleason of Savanna evidences the good work and co-operation of our forces in that busy terminal:

Cedar Rapids, Feb. 12th, 1916.

Dear Sir:

The prompt and courteous manner in which your office has dispatched our various re-consigning instructions, and the co-operation that we have received from you in effecting prompt

movement of shipments during the past sixty days cannot pass without mention of our appreciation. Our success partially depends upon the good-will and co-operation of the railroads and we want you to know that your efforts in this connection are a part of this achievement. Again thanking you, we remain

Yours very truly,

Elijah & Winne, Inc.

When referring to the "Milwaukee" one naturally associates with it the word "service," as witness the following letter from New York:

611 West 11th Street,
New York City.

Mr. J. J. Murphy, Supt.,
C. M. & St. P. Railway,
Three Forks, Montana.

Dear Sir:

Your kind interest in forwarding me the brown beaver hat lost by my little boy from the rear of the "Olympian" observation car, is very sincerely appreciated by me. I consider it remarkable your system is so splendidly organized as to permit of its recovery, and I shall always remember with gratitude your kind action in effecting the same.

I remain with good wishes,

Truly yours,

Mrs. Margaret Horgan.

Conductor W. H. Smith, R. & S. W. division, merits special mention for discovering a broken arch-bar on car beer, at Freeport, train No. 63, before any damage was done.

Agent R. G. Laugen of Grand Meadow by patching up wires between Spring Valley and Dexter during the recent sleet storm aided materially in bringing order out of the chaos that existed.

Section Foreman Golden at Egan procured the necessary material at a local lumber yard and repaired the windmill after steam pump had given out.

The agent at Winfred by his watchfulness discovered a car of shelled corn billed in as emigrant movables from some point in Iowa. The correction in rates added a matter of \$87.50 to the company's strong box.

In connection with the undermining of the east pier of bridge 188 two miles east of Lanesboro, thanks to the valiant efforts of



Car Inspector Leonard Tuma.

the following employes, viz.: Chief Carpenter E. J. Auge with bridge crews in charge of Foremen J. Shay, T. Post and C. Bacon, by E. Greenwald and iron crew in charge of Foremen Ceevey and Roadmaster Luskow and section crews in charge of Foremen A. Olson and Odin Quarstad, Engineer A. Sucha, Fireman Earl, Conductor F. J. Harmacy, Brakemen A. Massino and F. G. Churchill, traffic was resumed earlier than was thought possible. Had not each and every one devoted all of their energies toward the accomplishment of this end, each man seemingly trying to do more than was expected in order to get the bridge up, the good results could not have been obtained.

It is just such co-operation and efficiency as this, each one doing his best for the common cause, forgetting whether the actual work required belongs in his department or not, and only remembering that the duty must be performed, that makes the strong organization necessary to keep the C., M. & St. P. at the top of the ladder.—"One T. P."

Brakeman George Cox and Conductor E. J. Lavell of the middle division received letters of commendation and credit in the roster for their prompt action on Feb. 23rd. At Ferguson the men noted smoke emitting from a car in their train. They hurriedly opened the car and when they found the fire was in a cover of an automobile which was in the car, removed the cover. Their close inspection of their train and the prompt action they took, no doubt saved the company a large claim as the cover of the auto was removed before the fire had damaged the auto.—R. M. E.

Brakeman F. H. McDevitt of the western division received a letter of commendation and credit in the roster for discovery of a broken truck under St. P. car at Collins Feb. 14.—R. M. E.

Agent D. A. Bowen of Covington received a letter of commendation and credit in the roster for the discovery of a brake rod dragging on a car in train passing his station on

March 4th. Train was stopped at Louisa and the defective rod removed before any accident occurred.—R. M. E.

On March 4th Agent A. J. Hasse of Elberon noticed something wrong with a car in passing train, reported same and when the train was stopped it was found that a number of box bolts were missing and a car in the same train had a cracked wheel. Agent Hasse was given a letter of commendation and credit in the roster for this service.—R. M. E.

M. H. Lawbaugh, operator at Manning, discovered a brake beam down on the head car in a west bound train March 9th. As the agent at Aspinwall was off duty Mr. Lawbaugh called him on the long distance telephone and had him stop the train to remove the brake beam.—R. M. E.

Section Foreman Gus Golden at Egan is to be complimented upon his good work. On Feb. 12th, when his pumping outfit and his coal derrick went on a strike, Mr. Golden with the aid of a few pieces of barb wire and the hatchet that Washington used in crossing the Delaware succeeded in furnishing water and coal to each and every engine until the necessary repairs arrived. Superintendent Atkins has entered his name in the Blue Book along with the other members of our Safety First Roll of Honor.

Brakeman John McNamara on train 263 on Jan. 10th met No. 3 at Bird Island. A lady passenger had forgotten a package in train 3 and went back in the coach for it and would have jumped off the train while it was in motion and probably been injured. Brakeman McNamara got on the train and would not permit her to get off until he had pulled the air brake and stopped the train.

Again when meeting No. 76 at Sacred Heart he lined up the west passing track switch for No. 76 to head in and closed the switch for the main line. In doing so he noticed that the points did not fit up closely and called the section foreman to repair the switch, thereby avoiding possible derailment.

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This is a man borrowed from the Green Bay division and indicates that he is the right kind of a trainman.

Mike Red, a car repairer at Andover, noticed a brake beam down in Train Extra, Bishop conductor, Feb. 25th. He boarded the caboose of the train, notified the conductor who stopped the train, and Mike then fixed the brake beam, avoiding possible accident.

Joe Wosepka, agent at Milan, on Feb. 4th noticed a hot box on dining car of train 16, the "Olympian," reported to dispatcher, train was stopped at double track switch and found with an oil box broken off, leaving car in a dangerous condition.

Engineer Gerald Ostrander, on train extra east, Feb. 2d about 1½ miles east of Norwood noticed an object on the track and by making an emergency application stopped about one car length from man who was lying across one of the rails. He was a business man from Cologne who had gone to Norwood to transact business and could not give any account for being out on the track but would undoubtedly have been killed were it not for prompt action of the engineer.

H. & D. Brakeman Thomas Conlon, on train 1st 263 Feb. 13th discovered a brake rigging down on N. Y. C. 145839 and got the train stopped before any accident occurred.

On Saturday, Dec. 18th, train No. 3, local passenger, derailed a coach on account of a broken wheel. B. E. Fuller, agent at Watson, was riding on No. 3 when the wheel broke and immediately pulled the air from the coach, stopping the train as quickly as possible, averting what might have been a serious derailment to this train.

Section Foreman F. Daubert, Juda, Wis., has received commendation and credit for prompt action upon discovering a steel brake beam down and dragging on the rail under a passing train. He jumped onto the caboose and notified the conductor who stopped the train and removed the beam before it had caused further damage.

Engineer Geo. Pugh of Prairie du Chien, by an act of commendable promptness saved the lives of a team of valuable horses and their driver. At a point between Prairie du Sac and Sauk City, the highway parallels the railroad for some distance before crossing the same, and as the train approached the crossing, Mr. Pugh saw the runaway team was beyond the control of the driver and that they would in all probability reach the crossing simultaneously with the train. He therefore stopped the train as quickly as possible, and the team crossed safely. The habit of thinking "Safety First" is invaluable as was demonstrated in this instance.

While braking ahead on No. 72, Feb. 21st, Conductor Janda, who is always on the job, no doubt averted a wreck. 72 was just ahead of No. 18 when it was stopped by the automatic signal being against them. While the stop was but a few moments, Conductor Janda took the opportunity to inspect the head end and found a broken truck on L. & N. 2313, the 7th car from the engine. The car was carefully set out at Brookfield, with a delay of only five minutes to No. 18.—Sampson.

Special commendation is due Operator F. L. Ross, Medary, Wis., for discovery of a broken brake beam on train No. 15 and reporting same in time to prevent any accident.

Crossing flagman, Columbus, Wis., Anton Mix has received a special commendation and credit for discovery of dragging brake beam on a passing train which he promptly flagged, stopping the train in time to prevent further damage.

Kansas City division Brakeman C. F. McMillan has received a letter of commendation and credit in the service roster for watchful attention to duty, discovering a defective truck under ATSF Car 19614, train 272, pass-

ing Farson, Feb. 12. He promptly signalled the train crew, train was stopped and car set out, thus avoiding a possible accident.

Columbia division Matt Leyde has received special commendation for attention to the interests of the company, when riding on the engine of a westbound freight train on Feb. 29th, he noticed the east switch at Horlick, Wash., was not locked. He got off the engine to lock it and then found the lever not down securely in the socket. In that position the switch could fly open and derail a passing train. This watchfulness without doubt avoided a serious accident.

Occasionally we find Safety First implanted in the hearts of men who commonly would not be supposed to take much interest in the affairs or welfare of railroads. R. F. Sherrod and T. E. Allen of Tekoa, Wash., are of this class, as the following copy of a letter addressed to these gentlemen, by General Superintendent W. B. Foster, indicates:

Gentlemen:
We have just received notice through our superintendent, Mr. Sawyer, that on the afternoon of February 14th, you discovered a serious slide in the big cut at Lone Pine. The letter states that after notifying our agent at Tekoa you stayed on the ground and watched the track in order to flag any train that might come along.

Your actions in this case were exceedingly thoughtful and we sincerely appreciate the interest you displayed, not only for our own welfare, but in protecting the lives of innocent passengers or employees.

I wish that I might have an opportunity to meet you and personally express our appreciation for the service you rendered in this case and if you should happen to visit Seattle at any time or I am in the vicinity of Tekoa, let us try and meet each other and get acquainted.

Yours truly,

Switchman F. Fennema discovered a broken rail on the high speed No. 1 main track in the neighborhood of 63rd Avenue, March 7th, and immediately reported same. Such reports are greatly appreciated, as defects of this kind result in bad derailments and possibly loss of life.

Switchman G. L. Brown received a letter of commendation March 13th, for calling the attention of the night yardmaster to the leaky condition of a tank car.

Special commendation is due Postal Clerk E. W. Appleman, running on I. & D. division between North McGregor and Elkador, who in March discovered a brake beam down on a car ahead of the passenger coaches and mail cars on train 104, and immediately notified the train crew. The train was stopped and the brake beam removed without having caused further damage.

I. & M. division Brakeman H. J. Brogan has been given special commendation and credit in the roster for discovering sand board down on SWS 2611, at Weaver, Feb. 8th.

On February 25th Conductor C. E. Hannegan of the western division and Miss Alice Carsten of Perry were married in Omaha. They will make their home in Perry.

Operator O. H. Darby of Madrid spent a few days the latter part of February attending a family re-union at Foster, Iowa.

G. L. Aarsmith, Grand Patriarch of the I. O. O. F. of Iowa, was in Perry the latter part of February on his way to Mason City to attend to business matters.

Conductor Frank Dow of the western division is on the lay off list on account of a serious injury he received.

Prairie Du Chien Division Notes.*Margaret Murphy.*

Mrs. T. Taylor, wife of Asst. Agent Taylor, Waukesha, spent a week with relatives at Chicago, Ill.

J. G. Howell has been appointed agent at Viola, Wis.

Conductor M. Slechta has been on the sick list for a few days. Brakeman John Westphal has been working with the Local crew during his absence.

Agent J. Lawless and wife and children of Waukesha were the guests of relatives at Prairie Du Chien, Wis.

On account of the shortage of conductors on the Mineral Point Division, Conductor L. Cooper has been called to the Mineral Point Division for service.

Conductor G. Dunn was off duty for a few days on account of illness.

C. E. Neuman who has been working third trick at Waukesha has been transferred to Mineral Point. L. F. Thatcher has been assigned to the third trick at Waukesha.

E. N. Brown has been appointed agent at Woodman, Wis.

Conductor F. Scull, Madison, visited his wife at Wales, Wis. Mrs. Scull has been in poor health, and we were pleased to hear she is improving.

E. Bear has been appointed second trick operator and J. H. Johnson has been assigned to the third trick at Lone Rock, Wis.

Mrs. H. Goggin, mother of Engineer T. Goggin and Fireman M. Goggin, died at her home in Milwaukee. The employes extend their sympathy to the bereaved family.

Section Foreman H. Bohrman, Waukesha, has been confined to his home with injuries received when he fell from his hand car.

Steam Shovel Engineer E. Knaak was a visitor at Waukesha.

Loyal Fuller, little son of Conductor I. Fuller, died at their home in Milwaukee. He was the twin brother to little Lorane Fuller, whose death was reported in last month's magazine. The bereaved parents have the sympathy of the employes.

Brakeman L. Carney spent a week with friends at LaCrosse, Wis. Brakeman G. Horr worked with the switch crew during his absence.

Brakeman E. Smoot is back to work after being off duty for several weeks on account of illness.

Brakemen I. Garner and Tim McGowan, Madison, spent a few days taking in the sights at Milwaukee.

Section Foreman H. Carroll McFarland has been confined to his home on account of a slight attack of appendicitis.

Engineer J. Ellis is back to work after being confined to his home in Milwaukee on account of illness.

Freight Cashier C. E. Mix and wife of Waukesha were visitors at Neenah, Wis.

Engineer J. Durlish has returned from a visit with friends at Iowa.

W. W. Winton, District Passenger Agent, Madison, made a business trip to Waukesha.

Northern Montana Division Notes.

D. B. Rivers covered the Northern Montana Division with supply car during the extreme cold weather and reports that in his estimation the trip would not be classed as one of pleasure.

Agent Stablein has a car of beer which was sent here by the claim department to be disposed of to the best advantage and is now on a deal with Cashier Zirkle, whereby the latter takes the car in exchange for his Judith Basin ranch. Zeke says he has no immediate need for the farm.

Mrs. E. M. Stablein is spending a few days in Anaconda visiting with her sister.

The latest news from across the pond is to the effect that the Germans have decided to paint JOKES on all of their fighting crafts so the English can't see them. The above by wireless to Fallsyard.

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On The Steel Trail

"Motoring on the Milwaukee." Up and Down Hill on the East End, E. M. Division.—N. B. Sill.

John Rogers had a turnip and it grew behind the barn
It grew and it grew and this turnip did no harm,
'Til one day Mr. Rogers got a get rich plan,
And he ground up the turnip and put it in a can...."

Now the "Gold Dust Twins"—Broughton and little merry sunshine, otherwise known as Crummy No. 3—eat the stuff and think its grated pineapple.

Miss Francis Peacock, second trick operator at Lennep, was off last of February to attend the BPOE dance in Lewistown. She reports a fine time. Miss Francis was also off a week middle of March on a pleasant visit to the dentist in Harlow—relieved by Mr. Sloggy from Martinsdale, the second trick at "MX" being closed while he was at Lennep.

Lombard is now a one trick office, 7 a. m. to 7 p. m. with H. C. K. in charge and Cardinal one trick with Campbell there, nights 7 p. m. to 7 a. m. Monthey went to Ringling third, bumping Sloggy, who was sent to Martinsdale.

E. Flynn off since first of the month on a visit to her home at Ryegate. We understand she is going to Florida, but can't say how true this is.

Ben Hollish, the "boomer" from Martinsdale-Janney-Nathan, relieved her while away. Question. How can an Inter-State girl tell an operator—By the way, they eat ham and—?

Charley Rader, Lennep helper days, off to a trip in Nevada—Hupert relieving him, later bumped by Muetz.—Dad Echard off a short time during the very cold weather—says he is a summer man.—Mr. and Mrs. Roberts back from their trip east during the holidays report a fine time, and Bob came back with three new lanterns.—We wonder where our N. P. Lamp ever went to.—Here is a hint to lady operators: If you want to keep your lanterns—don't wash the globes.—In all our experience no boomer brakeman ever took a lantern out of our office unless it was nice and shiny looking.—Safety first.

Mrs. Jimmy Houston, the pumper's wife from Nathan, has been working as extra operator during the rush of work and shortage of operators. She relieved Miss Peacock at Lennep a few days and worked some time at Nathan; Mr. Henderson going to other jobs.

Heard on the East End (train dispatcher): "Talk up there, Haggerty can't hear you; sounds like you was down in a well—never mind about the phone—R. F. just raise the window."

We notice in the Ringling society notes that our popular Milwaukee inspector for the electrification work, Dick Wende, was in Ringling and attended the leap year dance. We can't help but wonder what he did as he has been in Ringling about seven times a week for the past six months and they never even saw him before.

Mr. White, the Lennep section foreman, has been quite ill for the past month, but is better at last report.

We have a new section foreman at Summit Carlos Francisco, Mr. Charles Christinson going to another place. The long winter and unusual amount of snow and now with the warm spell and water running every where keeps the section forces working day and night to keep the track so it will be safe for the big business we are doing.

Work trains stringing trolley wire have been at Summit for a month past, now moved

to Lennep. Rogers and Sutton and Sterling and Collins on the two from Summit to Lennep, Sterling later going to Harlowton where they are working in the yards there; this opens a telegraph office at Valencia.

Wilson and Hupert have Scofield's piledriver camp between Summit and Bruno, moving to Kanaiuu the 11th on account of high water there and many bridges through the canyon washing badly.

Bittner and Buyers working between Lennep and Groveland stringing trolley and Cook, Zeller and McDougal in the canyon. Nealen from the Summit, west.

Harry Thompson, 33 and 34, returned from California March 11, and he looks like a kid; all brown you know—must be warm down there or the sun must shine or something.

Conductor Touhey is back on his run again after a short illness. We are glad to see him up and out again. Conductors Moore, Soper and O'Brien have been on the Olympian and Columbian since the illness and death of Mr. Winnemore and while Mr. Touhey was laying off during the month of February and first of March. Engineer Jorgenson came back from Chicago and guess the "gang" must have let him get away with some of it for he didn't look "broke" by any means. Wonder how they got Mrs. Kendall's pocketbook and one from the "wild and woolly" fooled them; that's right, maybe he didn't have any. Guess it was wheat he took back with him. We will get balled out for this, now.

Pinkey Harold from Summit made a trip to Harlowton "between paydays, think of it," and came back O. K. He brought back three boxes of candy and gave us the very littlest one. What became of the other two nice big ones? We don't know. We were instructed to give them to the engineer on the Lennep helper to deliver and we did.

F. C. Dow is a Summit visitor quite often, also Mr. Wilkins and Mr. Murphy and everybody else—and the nearer the motors get to the top of the hill the more often they visit us. Summit is a busy place sometimes when all the trains going west try to pass all the eastbound trains at the same time. F. D. C. pulled our train order signal board one day and pinched his fingers and he went right out and hunted up the signal crew and now it works—worse than ever.

When "G. S." wants you to "ground east and west for him" and there isn't any ground wire what do you do? Ask F. C. D. and Floyd Sterling.

We have lost some of our substation men and others leaving every day; soon Summit will just about be back to its regular population of one American citizen, "the Mayor," and the section men. Still we will have at least three other families from now on, never can be as bad as it used to be. Mr. McGill and Mr. Wells will stay here in the substation and they with their families will live in the two nice little bungalows here; the third man has not yet been decided on. Mr. Lindsey will go to Two Dot. I am unable to learn who will handle the substations at Josephine and Eustis.

R. D. Crowder, agent at Two Dot, is going to take a three months' vacation soon as he can get some one to relieve him. He has worn out six pairs of shoes in the last month running from the depot to the substation and back to the depot with messages. Going to hire a boy when he comes back.

The first motor came up to Summit March 9 with Mr. Murphy's car, a caboose and one box car. First No. 61 was turned here and the motor took the train back to Three Forks, twenty-three hundred ton. and without any

trouble of any kind except a little at Summit getting started. Soon as the track and weather will permit and after a little more adjusting of the trolley the motors will bring trains to Summit and steam will take them east, what trains are brought up the hill from the east will be set out at Summit, Hamen and New Dorsey and the returning motors will take them to Three Forks.

Train Dispatcher—Hellow, Summit, what's the weather?

Third Trick Operator—Forty below, high west wind.

T. D.—How much new snow?

T. T. O.—Just a minute, the first trick operator is stuck in a drift out here, I'll let you know soon as she gets out.

New operator at Selkirk, J. W. Bross, and E. M. Kay, agent at Maudlow off on a visit back East some place.

J. W. Bradley on at Groveland which has been opened up as a day telegraph office since the work trains are working in there.

Heard while No. 15 was cutting off a helper at Summit: "Look, mother, see the fish." "Child, that isn't fish, it's an operator going to work. "No that isn't the Missouri River, it's the snow melting."

Speaking of how quickly a child picks up anything—While waiting for the fire to be cleaned the other day, Whittie Dautremont was telling us this about his little son: "The little fellow was watching a train crew do some switching and an old farmer standing by thought when the shack tapped himself on top the head and pulled at his whiskers that the man had gone crazy. He could stand it no longer, when little Whittie Jr. explained that the brakeman on top of the box car wanted to 'head in on the Farmers' elevator track.' Whittie said he asked the kid the other day "what a fixed signal was?" and the young man answered, 'Student brakeman on top a box car with his lantern out and a cinder in his eye.' Whittie said next time they turned at Summit he would tell us some more cute things the little boy said.

Don't "Maggie" look sweet in the March Magazine? Bet all you girls wonder how he stayed a bachelor so long. Sure that's just his nickname. When he is acting chief we don't call him that.

This is one of the times when we couldn't get the train dispatchers to "O. K." an order. "Nobody home," all out having their pictures took. Some more of us had them taken, too, but they wouldn't put it in the Magazine. No use queering it all at once. (Coming close.—Editor.)

The water is so high down in the canyon the fish get outside of the Sixteen Mile Creek and eat grass. We didn't see them but Earl Wilson said he did—still—

Engineer Hamilton bumped Engineer Douglass on the 33-34 runs since they go through o Deer Lodge.

If our friends go back on us next month like they did this time the "lineup" for the next number is going to be something awful. We had to scratch like—everything—to get what you have just waded through. I bet there are folks who wonder why there isn't ever anything in the division notes, too. Get busy and help us out, and you will see what you will see, then. Florence, you have our sympathy.

R. A. Loveland has taken the Lewiston-Roy-Winnefred run and Joe Rawls on the 33 and 34 run in Mr. Loveland's place.

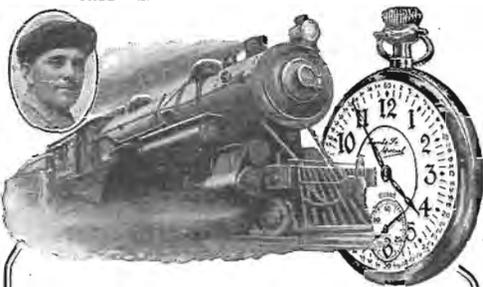
Items From the I. & M.

Katherine McShane.

T. F. Ward, district fire inspector of the Northern District was in Austin last week on his annual trip of inspection. Mr. Ward was accompanied by F. Rogers, superintendent of motive power.

Agent and Mrs. J. E. Ober of Austin had as their guests for over Sunday, Rev. and Mrs. Nuetson of Des Moines, Iowa.

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TOPEKA, U.S.A.

N. E. Sherry, brakeman, has resumed work after a few days lay off.

Mrs. Joe Grant went to Minneapolis today to visit her sister, Miss Stella McKenna.

Mrs. E. J. Talmadge of Northfield, Minn., was a guest at the Gifford Talmadge home this week.

Mr. McInerney met with a painful if not serious accident while at his work as engine train dispatcher at Austin. Mr. McInerney is not able to be at work, but he has hopes of a speedy recovery.

Engineer Loop, while on his run between St. Paul and Mason City, was stricken with apoplexy and died after a three weeks' illness at his home in Mason City, Iowa. Mr. Loop was one of the oldest engineers on the I. & M. Division and the company will feel his loss deeply; the sympathy of the many friends of his family is extended to them.

Brakeman Pat Maloy is spending a few days in the Twin Cities.

Supt. W. J. Thiele was a business caller in Austin last week.

Machinist Harvie Opie and family of Madison, S. D., are here at Austin visiting at the home of Mr. Opie's parents, Mr. and Mrs. Chas. Opie.

Miss Gussie Sprague of the general foreman's office at Austin spent Sunday in Minneapolis.

Chief Carpenter A. R. Kurzejka of Minneapolis went over the I. & M. Division on a trip of inspection this week.

Railroad Detective John Manning went to Minneapolis this morning to attend the funeral of his grandson, Maynard Manning.

District Claim Adjuster Taylor of Mason City, Iowa, was in Austin on business recently.

Machinists Erickson and Fisher were in Minneapolis this week on business.

The officials of the city of Austin have made an important discovery in the fact that Louis Dilger is qualified to assume the duties of policeman. They will hold one of their weekly meetings tomorrow at which they will present Mr. Dilger with a star and secret club.

General Office Talk.

Geo. E. Waugh.

Harry Fowler, chief clerk for Superintendent of Transportation, Nimrod and crack shot of the Railway Exchange Building, while exercising at the Y. M. C. A. "Gym" luxated his patella—sprung a charley horse and was operated at—some for repairs for several days. He is now back on the job with his leg—parade—limb almost as good as ever. While he limps, we will have to extend him the palm for helplessness because he tips both his knee up and hat when passing a lady.

G. A. Blair, assistant freight manager, shipped a box of oranges on March 17 to C. A. Butler. A queer gift for that day! Not at all—they were green oranges.

The Editor's sense of the eternal fitness of things comes out strong when the picture of the family of Conductor Bert Kress was put at the top of the "At Home" page in the March issue.

Ray J. Prendergast was promoted from a position in the freight tariff department to chief clerk for Assistant General Freight Agent J. G. Love.

Joe Ginet's "Big Snow" story in the March number was an eye-opener for lots of employees in the East where we glean our impressions of winter from a foot or two of snow. Imagine telling Johnny to shovel off the walk, buried beneath 40 feet of frozen vapor. It would require a steam shovel for such a job. Think how many poor families could not afford one.

Since the meeting of the Milwaukee Veterans' Association, which convened on February 5 to furnish a background for famous Bob Walker's photograph, our Apollo like milk agent has been swamped with requests from painters, artists and photographers to pose. There is a fortune ahead of the genius with the brush and palette who can do this subject justice. We have had enough of the Gibson Girls—and the Nell Brinkley crea-

tions—come on, Bob—you owe it to art to have some more pictures taken.

"Marsh" Oberg and "Art" Deanna were "peevish" because they were not mentioned in the March issue as accompanying Miss Siddell and the Princess Pauline to the Edworth League meeting—pardon the oversight, but our religious editor finds it difficult to keep up with all you Sunday School boys.

Overheard in the treasurer's office: "That man cannot write a stroke, but he has made his mark!" Bravo, bravo, Mr. Smith. "All is not gold that glitters," even at the cashier's desk. There is sparkling conversation.

Dick Swanson is entered in the swimming contest this summer and to fortify himself against the onslaughts of typhoid, he had to take three shots of some toxin in the arm. What's the idea? Do you jump into the swim and drink your way out?

W. D. Carrick, G. B. A., has added "M. D." to his degrees. Yes, it's true, he can now be addressed as Dr. Carrick. The doctor specializes on "grip." For years it has been known that he was an expert on trucks; also, that he knew a whole lot about grips, but until Col. W. J. Boyle, general agent in Milwaukee, developed a case of grip some time ago, it was never suspected that Dr. Carrick was one of the best informed men in the medical profession on this subject. Dr. Carrick's remedy is unique and individual. It is a Scotch treatment discovered by Johnny Walker, a brother of our regular milk agent, Bob Walker. Of course, a Scotch treatment is always individual. Columns have been written on the subject in the daily press. It has even been commented on editorially. Dr. Bouffier should not overlook the talent we have in the general baggage department. W. D. Carrick, G. B. A., M. D., has handled thousands of "grip cases."

Black Hills Division.

T. A. Biggs.

Miss Hope Jennings of Rapid City visited with her sister, Mrs. J. R. Quass at Murdo during the week of February 13 and attended the leap year ball while there.

Mrs. P. G. Gallagher and sister, Lucile, of Murdo went to Plankinton February 13 to visit their parents for a few days.

Miss Alice Church returned to Aberdeen February 23 after visiting at Murdo with her brother, Conductor D. A. Church, and family.

Section Foreman Alger Wendt and wife of scenic visited at Murdo February 18 with Mr. Wendt's mother.

Passenger Brakeman Lee Sweet took a leave of absence March 1 to visit his mother at Interior; Val Jones of Chamberlain relieved him.

Engineer Jas. Johnson has been regularly assigned to Nos. 3 and 4 between Murdo and Chamberlain.

Conductor W. A. Rand departed March 10 to visit at his home in Mason City.

H. G. Kearney and R. G. Young are dispatching trains on this division from their office at Murdo while the bridge is out at Chamberlain and the wire connection broken there.

Mrs. F. A. Maynard came out to Murdo March 17 with her husband.

Mrs. Wm. T. Johnson, Mrs. Wm. Stewart and Mrs. T. A. Biggs of Rapid City attended the Masonic banquet at Murdo March 17.

"Gentle Zephyrs From the S. M. (West)."

J. W. Malone.

Conductor N. K. Tuttle has resumed work after an absence of two months on account of sickness. We are all glad to see Norm back on the job.

Dispatcher E. H. Laugen, Madison, called to La Crosse recently for a few days; relieved at Madison by Extra Dispatcher R. E. Wood of Edgerton, Minn. Mrs. E. H. Laugen and children are visiting with friends and relatives at Dexter, Minn., during Ed's absence.

Mrs. R. E. Wood and daughter Ruth are visiting relatives at Lanesboro while Roy is holding down the fort at Madison.

Relief Agent H. S. Hoff at Edgerton the past week in charge of that station.

Chicago Milwaukee & St. Paul Railway.

<p>Hotel Myers Largest and Latest Hotel Rates 50¢ to 75¢ a day 111 W. Madison St.</p> <p>Janesville Steam Laundry High Grade Work 27 South Main St.</p> <p>The Empire Hotel Standard Modern Improvements Rates American Plan 75¢ to 1.00 a day European Plan 50¢ to 75¢ a day</p> <p>We Pay Most for Cream Write for Details Else's Creamery Co. Muskegon, Mich.</p> <p>O'Brien Pine Millinery 3872 W. Milwaukee St.</p> <p>Turkish Bath - Massage Parlor 111 W. Madison St. First Floor All kinds of Turkish and massage baths and treatments given by expert attendants. Ladies only. Chaperone and 10¢ to 15¢ a day Ladies' Dressing Room Ladies' Reception Room Ladies' Waiting Room</p>	<p>TRAIN BULLETIN</p> <p>EAST BOUND</p> <table border="1"> <thead> <tr> <th>TRAIN NO.</th> <th>DUE.</th> <th>WILL ARRIVE.</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table> <p>WEST BOUND</p> <table border="1"> <tbody> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table>	TRAIN NO.	DUE.	WILL ARRIVE.																																																													<p>Hotel London Big and Cozy - Excellent for Hotel Rates 50¢ to 75¢ a day 111 W. Madison St.</p> <p>Buggs Garage Auto Service Ask for Hotel Agent</p> <p>Shurtleff's Ice Cream Our Dairy Butter is the Best</p> <p>Osway's Hilton Market Dry Goods Suits and Travel Trunks</p> <p>The Hub Max M. Meisel & Co. Head of Hot Outfitters</p> <p>J.M. BOSTWICK & SONS THE BIG STORE DRY GOODS, GARMENTS, CURTAINS, CARPETS WE KEEP THE QUALITY UP</p>
TRAIN NO.	DUE.	WILL ARRIVE.																																																															

The above is an exact reproduction of the new train bulletin that is being installed in the stations along the line by the Railroad Service & Advertising Company.

These bulletins are five feet square and black mission finish over all.

The advertisements, 6x12 inches, are under glass, hermetically sealed so that they are dust and water-proof.

This space can not only be used for advertising service but as a dignified directory as well.

For the local merchant it answers two purposes—it advertises and directs.

Mr. James E. Tomlinson is now on the road soliciting contracts covering space in these train bulletins. If he has not already called on you and you think the merchants in your city would appreciate space in a train bulletin in your station, drop us a line, and Mr. Tomlinson will call on you with a view of allotting space to such merchants as you mention.

Railroad Service & Advertising Co.
Union Station, Chicago

Relief Agent E. E. Newton, with four pounds of Adams' standard, is holding down Elrod station while same is on bulletin.

Agent L. E. Baker, Forestburg, has resumed work after an absence of two weeks in Iowa visiting relatives.

Agent R. N. Miner, Howard, is laying off; relieved by Art Anderson, the prominent cashier from Wess Springs. Art is delivering the goods at "H. C." in his usual manner.

Agent R. F. Gunderson, Egan, is laying off on account of sickness; relieved by a former old-timer of the S. M. West, F. E. Bailey.

Agent R. M. Eick, Vienna, is visiting relatives in Iowa; relieved by a Mr. Flint from the G. N. Ry., a new, yet capable man amongst us.

Brakeman Frank Flynn has been off with an attack of La Grippe, we all hope that it will not be serious and may he soon be back in the game with his usual cheerful smile.

Conductor W. S. Torbert has been off the past few days on account of sickness. At the present writing he is improving in fine shape. May we also see him back in the game soon.

Former Brakeman Harry Winesburg has left the service of the company to enter school in St. Louis. May success crown his efforts. While we are sorry to see him go, yet we wish him all that is best in life.

Agent H. R. Laugen, Jackson, is taking in the beauties of the Southern coast; relieved by Agent R. H. Solberg.—Excuse me, this belongs to "One 'T. P.'"

On Tuesday, February 22, the train men of the S. M. West gave their annual ball in Madison at Huntimer's Hall and to say that it was a complete success would be quoting it mildly; there were at least 350 couples on the floor including a good sized delegation from Edgerton, Egan, Jackson and Austin; many of the local order could not be present on account of the busy season, but the spirit of enthusiasm and good fellowship that is ever present among our men was predominant. The hall was appropriately decorated and each couple was presented with a bouquet of flowers supplied by the famous Madison greenhouse. The Apollo Orchestra of five pieces furnished the music.

General Yardmaster Martin Mathison, Madison, has been off the past week on account of sickness. At the present writing he is back on the job with the same cheerful smile and delivering the goods in his usual manner.

Brakeman Amil T. Westby held down the goat during Mathison's illness, and the way he rolled the ice out of Lake Madison had "Old Sol" beat to a frazzle.

On March 10, Brakeman E. Lahey had the misfortune to sprain his instep at Egan while switching. The sympathy of the division is extended him.

Brakeman Frank Flynn has been off the past ten days suffering with an attack of the "German measles." That seems a queer disease for a man by the name of "Flynn" to contract, yet we hope that he will soon be on the road to a rapid recovery.

Roundhouse Foreman Curtis was a Minneapolis visitor last week.

Agent R. F. Gunderson laying off on account of sickness; relieved by E. A. Bailey, one of the old standbys on the S. M.

Agent R. N. Miner, Howard, off attending business in the East; relieved by Arthur Anderson from Wess Springs, who has developed into quite an operator and who will soon be able to O. S. them by with the best of them.

Mrs. E. H. Laugen and children were Edgerton visitors recently.

Conductor F. J. Wagner and wife were Sioux Falls visitors the latter part of this week.

Conductor F. L. Winesburg and family took in the show at Sioux Falls last Saturday.

Conductor H. F. Putney was a Chicago visitor the fore part of the week.

Agent G. B. Turner, Fulda, attending business in Chicago; relieved by Operator Owen Theophilus, Jackson.

Roy Stone, Lakefield, promised to catch us a mess of pickerel recently, and as yet he has

failed to deliver the goods. Can it be possible the meat markets have gone dry?

Agent Joseph Leiser, Colman, was a Madison visitor recently.

Agent E. A. Bailey, Egan, took in the trainmen's ball at Madison, February 22.

Operator F. A. M. Frost, Egan, off a few days visiting in Minnesota, relieved by Operator Bailey.

Agent Snyder, Flandreau, was a Sioux Falls visitor recently. We cannot say whether he saw "The Birth of a Nation" as he failed to report.

Agent Roy Jones, Wentworth, was a Madison visitor this week. Roy reports Wentworth "booming."

Northern Division Notes.

Helen Munroe.

Engineer George F. McEvoy from the Fond du Lac line has gone to Lincoln, Neb., for several weeks' visit.

Conductor Chambers of Horicon, Conductor Ohly of Milwaukee, Engineers Leland and Boetcher of Milwaukee, Baggage-master Twitchell of Portage, Operator Greenland of Horicon and the "Jew" of Milwaukee enjoyed a week-end outing at the Ohly and Twitchell cottage at Fox Lake. Fishing was very good; Engineer Leland making the record catch but lost them.

Conductor John Rockford made his first trip out St. Patrick's Day after having been off nearly three months account of sickness.

Engineer James McManus from the Marquette line took a few days' vacation and went north to see Dr. Till. McManus has great faith in Dr. Till's plasters.

Brakeman Jimmie O'Connor fell off the top of a box car at Waupun getting badly bruised up. He has been in a Milwaukee hospital for several weeks; the latest report is that he will be out in a few days.

"Who is Cap. Reese?"

Conductor D. C. Pierce and wife are visiting relatives at Adams, Wis.

Edw. A. Haertel, the oldest engineer on the Northern Division, died suddenly at Portage, Feb. 9, of apoplexy at the age of 71 years. He was feeling well as usual and had gone out with a party of friends by automobile to Dates mill pond, seven miles from Portage, on a fishing trip. Arriving at the mill pond the members of the party proceeded to cut a hole through the ice when they heard a noise. Turning around they were shocked to see their companion lying unconscious on the ice. Their efforts to bring him back to consciousness failed. Mr. Haertel had been an engineer on the Northern Division for thirty-five years, but retired about three years ago.

Engineer Robinson and Fireman Babcock are both out of the Oshkosh hospital after their severe burns. Although they are not working they will be able to do so soon.

On one of the cold nights in February while the Northern Division time freight was switching around Brandon, a red hot stove was seen burning in the store of ex-Conductor Schmunk. As the train was pulling out of Brandon Head Brakeman J. F. DeBauer thought of Schmunk's wooden foot and what a fire it might start. He had the engineer stop the train and Brakeman Rich and DeBauer ran back to the scene to behold that the light came from a new stove and was the red glow of the coal reflected on the nickel plate. Needless to say what Conductor Schultz felt like doing to some one for the delay made, but finding out how it happened, was pleased and smiled at the "Safety First" thought.

Idaho-Columbia Division Notes.

Fred Clark.

Herman Rupp and John Rhine, engineers from the Northern Division, were callers in Spokane for a few days.

"Judy" Swift has a new accomplishment. He is an actor. His conduct as endman in the recent minstrel show entitles him to a place on the roster of fame.

The fishing season has begun. The ice has broken up, and indications are good for a large crop this season.

Harry Adams took his new automobile out for an airing recently. Ten miles from town the machine stopped. Ten dollars for a tow to the nearest garage, and there they broke the news to him. He had forgotten to pump up the pressure in his gasoline tank.

By far the most popular pastime of Columbia Division dispatchers just now is the issuing of slow orders.

How-do-you-do you "Spokane Terminals." Glad tu meet yu.

Since the Milwaukee has legalized the adoption of the I. & W. N. R. R., what has become of those always interesting "I. & W. N. notes?"

Ross, we would suggest that you change your title to "Pend O'Reille Line notes" only you will have to go along to pronounce it, or else that bunch in the office of the Auditor of Material Accounts will try to pronounce it the way it is spelled.

I know they will, because I heard them trying to pronounce Kittitas once.

We wonder what's the matter with Josephine, our Jo.

Since "T. P.'s" ad appeared we have heard nothing from her.

We think maybe she bought some of "T. P.'s" goods.

And now maybe she's in a hospital, or something.

But, anyway, we'll take a chance too. T. P., when we go through there on our next vacation, we'll buy something.

If it kills us.
Order of work: Slide, washout—washout, slide, and pink telegrams.

For a while it was all snow, but now it's a regular Duke's Mixture of troubles.

There was a rumor that our editor passed through Spokane recently. We can hardly believe that she would pass us up that way. We would have bought a nice dinner. Our credit is still good with Mrs. Van Noy, regardless of how others may see us.

A serious slide occurred on the O. W. R. R. & N. Co.'s line just west of Spokane recently, which resulted in our passenger trains detouring through Malden, again. The regular service has now been re-established.

"Sted" has been very busy of late getting out his rods, oiling up his reels and practicing casting. The time is at hand and the inclination appears to be as strong as ever. The fact that the State has gone dry appears to have made no difference, but we will see what develops as the season advances.

But if you get bit by a snake now, you'll sure die.

Unless you have a bit permit, and all the law will allow.

We don't think we'll take the chance.
Of leaving a widow and lone child in the world.

We've never cared much for fishing, anyhow.

It was the bait.
Pete Peterson used to furnish us with quite a bit of news.

But he got married.

We could say a lot of things about the Union Station force and O. W. R. R. & N. Co. employes, but we fear it would be an infringement upon the rights of the editor of the "Spokane Terminals," so we will let him do it, and take what follows.

Brakeman Bert Louisell was killed on Saturday, March 4, at Kittitas.

It is reported that his majesty Mein Herr Jack Sleavin will be out in this country in the near future. They will come back.

But we'll be glad to see him.
Unless he's broke.

And he won't be broke, unless those Chicago girls have taken all his money away from him.

To go to picture shows on.
Or something.



Now know the comfort of quick, legible writing on a regular \$100 typewriter—sold by us for only \$48.50. And the privilege of 30 days' free trial besides. Earn enough money during trial time to pay for the machine. You will easily get from 10c to 20c a page from those near you, who will be glad to get work done.

Reliance Visible Typewriter

One of America's standard machines. Sold under advertised name for \$100.00. Has all the conveniences, the best improvements, the strength and fine appearance. We guarantee that it will prove as satisfactory as any standard machine. *We know it will!* We use it right here in our office. Save half.

Write for Typewriter Catalog

It tells why we can sell this \$100.00 visible writing typewriter for less than half price.

Montgomery Ward & Co. Dept. E12

New York, Chicago, Kansas City, Ft. Worth, Portland
Write to the house most convenient



Comfort in Suspenders

Forty million pair of Shirley President Suspenders have been made, sold and given comfort and satisfaction to the wearers. There is just one reason why a man continues to replace a worn-out pair of

Shirley President Suspenders 50c

with a new pair of the same kind. *Helikes them.* A trial proved them to be comfortable and durable. Future purchases are made because of satisfaction. Many wearers have a pair for each suit. It's convenient.

Shirley President means Suspenders Comfort and a Guarantee
President Suspender Co. Shirley, Mass.

J. H. Ginet was in Spokane the other day. Looking for something to write about. He said that since prohibition Seattle was a dead one, and could not furnish a real live news topic. We're sorry, old man, and we would be glad for you to move here, where there's news on every desk.

We would like to inquire of the editor of "Spokane Terminals" just when he figures the installation of an elevator in the terminals will be completed.

It is true that men may not do very well in other lines of business, but will make very successful railroad men. We have known railroad men who were formerly jewelers, sailors, merchants and moving picture men, but it was our pleasure a few days ago to meet a very successful railroad man of whom it is said "He was an hypnotist."

We wish to thank the various agents from Avery to Cle Elum for not sending in any news this month. It's too much trouble to copy it, and so long as we know nothing about you or what you are doing, then we will be sure to say nothing.

Among the out-of-town callers at Division Headquarters during the week were W. R. Lanning, chief carpenter, of St. Maries; C. F. Allen, roadmaster, of Plummer Junction, and W. C. Ennis, trainmaster, of St. Maries. None of these gentlemen had any cigars, and only one offered to buy the lunch, but out of our natural kindness of heart we will mention them anyway.

Will say that our winter's supply of spuds has given out, and if any more conductors get their names in this Magazine they will have to come through. Harry Adams is the only name we have so far on our honor roll.

Also we eat other things besides spuds.

When we can get them.

Traveling Engineer McFarlane has been laid up with a risin on his toe. Tom, he says that a sore toe is just about the most techousest part of a man's foot.

Conductor Geo. Louisell and family have returned from Chillicothe, Mo., where they accompanied the remains of Conductor Winne-more, of the R. M. Division.

Agent McCann is glad the winter is over.

He will not have to clean, oil and trim the wicks of car heaters any more until next year.

And Clark, his chief clerk, says he, too, is glad, because Mac always, to a certain extent, more or less, loses his temper, and says things—and things.

And, of course, that makes it hard to keep girl stenographers in the freight house.

And we're glad, too, for now that he has more time, maybe Mac'll attend the Lyon revival, and it'll do him good.

A lady came into the Riverside Avenue office a few days ago for a ticket to Chicago. Zeorlin was there.

In order to make the sale, and to uphold Milwaukee traditions of courtesy and accommodation, he promised to personally be at the station, check her baggage and introduce her to the Pullman conductor. The ticket was sold. The lady departed. "Z," called up the dispatcher and inquired how No. 16 was running. Was told that it would arrive at 4:25 a. m.

Zeorlin was there.

Zeorlin should get a job in our office. We employ no ladies and he could work with his hat off—that is in the summer time, when it's nice and warm, and when there is no danger of taking cold, and when there are no mosquitoes, or other bugs that fly around in the air, sometimes, and when they light, on a nice smooth dome, like some domes we've seen, they get their fill, without the interference of a hair.

We have always thought an editor should be an exponent of the art of advertising, but when one of the craft is held up and robbed of her pocketbook and annual passes and things and then deliberately turns down her own advertising columns in an effort to regain her lost treasure—This way out, please.

Milwaukee Terminal What-Not's.

Josephine Healy.

The Terminals are in deep mourning as the result of the death of Assistant General Yardmaster Charles W. Green, who passed away March 7, 1916, after a sickness of nine days. Mr. Green was a very earnest worker, as Supt. W. B. Hinrichs expressed it, "A thorough railroad man," and was a general favorite. We all extend to Mrs. Green, who was formerly a railroad employe for twenty years, our deepest sympathy.

Mrs. C. W. Green desires to thank the International Association of Yardmasters, Division No. 134, for the numerous kindnesses shown her in her recent bereavement, also all her friends for their attention.

Arthur Carlin has left for a trip to New Orleans. We haven't received any news in regard to this trip, but we'll censure "Art" when he returns to the Cut Off, and takes up his duties as yardmaster.

Mr. and Mrs. Bert Clark have gone to Cottage Grove, Ind., on account of the illness of Mr. Clark's father.

All the boys in Agent Miller's office are excited over the fact that the employment of girls in that department is contemplated. Grain Clerk Malone says he is into clear—he got married some few months ago.

A silk special of twelve cars passed through Milwaukee on February 23—it didn't wait long enough for me to select a silk waist, however, but I will try and do better next time. I expect Mr. Sampson's wife will have a silk waist for the M. N. G. convention, with all the silk specials passing over his division.

Engineer and Mrs. Urban Engelhardt will give tango and hesitation lessons at their home from now on, between the hours of 12:01 and 4:00 a. m. They have been blessed with a baby boy.

Conductor T. Hammerer says fishing is good at Pewaukee—saw only one fish, and against the law to take that.

Engineer C. W. Palmer spent the week-end at Chicago attending a mid-winter dinner given by the American Canoe Association at the Dearborn Hotel. He spent Sunday in River Forest.

Mr. and Mrs. Jas. Goodwin are making extensive plans for a trip to the Isle of Pines, to visit Mrs. Goodwin's cousin. They will make several stops to and from their destination.

We notice Bill Murray is back "riding the tops," with his same old smile. Mr. M., you never even informed the correspondent that you were going "awa'."

Mr. and Mrs. Dan Sherwood were called to Chicago recently on account of the illness of Mrs. Sherwood's sister.

I always wanted to visit the Far West on the old Milwaukee, and the March issue of the Magazine gave me a pointer. The very next electric engine that plows through the Milwaukee Terminals on its way to the coast, is going to have Josephine as a fireman—I am sure I would be eligible, if all I have to do is to move the foot-warmer for the poor engineer. What's the salary—\$5.00 plus a box of candy?

George Steuer won a beautiful safety razor the other day—George shaves twice a day, now.

Sted, by the way, I'm something of a mathematician myself—\$5.00, plus a box of candy, plus Leap Year, to a man in your position means polygamy, pure and simple—and I will consider you very "simple" if you entertain any such idea.

All the talk about the Veteran Employees' Association makes one almost envious of the "old rails." L. S. Taft, one of the chairmen working Milwaukee, has been busy around the Terminals.

Of course we all saw Horton & Black's advertisement in the February issue, and when we female correspondents become housewives, I am sure we won't forget our newspaper man. Get me, T. P.?

It is rumored that Switchman Wasechek is going to be a June groom. We hear that his nest is already feathered. How about selling

him one of Dolby's wonderful suits, Sted? I am beginning to think that ready-to-wear is your side line. You are trying awfully hard to make us jealous of Dolby's girls, aren't you?

Did any one miss Josephine's "say-nothings" in the March issue of the Magazine? I have been taught my lesson, Dear Editor, and will be "Josie on the right spot" from this date on.

John R. Cullen, one of E. C. Taylor's clerks, spent a week at our office recently, to assist the boys in getting out the new reports.

Methinks it would not be out of order to head our column this month with the names of two of our Beau Brummels located in the Majestic Building. O. J. Pokorny and S. E. Allcott, soliciting freight agents, paid the superintendent's office a visit lately, in quest of empties (where have I heard that word before).

Switchman Christ Berger and wife were called to Alliance, Ohio, on account of the illness of Mr. Berger's father.

Mrs. V. C. Auch-Moedy, our amiable agent at Merrill Park, attended the annual banquet of the Chicago-Buchanan Society at the Brownleigh Club, Chicago, on February 4. Several pioneers of the old Milwaukee are members of this club.

Caller Dan Karn has returned from a trip to Fond du Lac.

Yardmaster Geo. F. Cull and Foreman Thos. F. Monks are planning on an expedition to Clear Water Lake, Wis. We hope that they will be more successful than on their last trip, so far as material results are concerned.

Clara Luebke and Alice Desing, clerks in the car record office, were on a jaunt to Watertown recently.

Operator Cary E. Flaherty and Mrs. Flaherty went down to Chicago to look for their Easter bonnets.

Cupid has not been idle on the 11th floor of the Majestic Building lately—Minnie Schultz, stenographer in the general agent's office is wearing a solitaire and rumor has it that Mr. Killilea's stenographer went on a trip into Minnesota lately and returned with a plain gold band on her left hand.

None of my former standbys make themselves heard from any more—what is the matter with our suburbs: West Allis, Chestnut St., No. Milw., No. Ave., Bay View, etc.? Why not send in a little news now and then. We have a large field here, and should have a lot more news than we have. All future contributions will be appreciated.

Herman Rupp and John Rhine, engineers on the Northern Division, left for an extended trip to the coast. They expect to visit San Diego, Honolulu, Portland and Seattle.

The engagement of Edwin Broidster, clerk in the foundry, Milwaukee shops, to a West Side girl, has been announced.

Oscar Jensen, our popular young fireman, has a very blonde mustache. It partakes of the invisible.

Yardmaster J. E. Mix was away for two days with La Grippe (not the grip), and his absence from the Milwaukee shop district came very near working havoc with the Terminals in general. Mr. Mix is one of our hustlers.

M. D. Swift, switchman, and daughter Zella, are planning on a trip to Texhoma, Okla.

Several of our switchmen have gone to Hot Springs, among them J. G. Lewis, Fred Russell, D. W. Wilson, James Mulcahy and Switchtender D. L. Hennessey.

Yardmaster John Rice and wife, Stowell, are getting ready for a trip to Detroit.

Mrs. J. J. Zuest attended the funeral of a relative of Yardmaster Zuest at Berlin.

Evans Art Pianos and Players

Factory to You

\$125



and up can be saved by my plan of selling direct from my factory to you. I can save you from \$125 to \$250 on an **Evans Artist Model Piano or Player.**

Freight Paid The easiest kind of terms, weekly, monthly, quarterly or yearly payments to suit your convenience. All middlemen, jobbers, dealers and agents profits cut out. These are some of the reasons why I can sell the **Evans Artist Model Pianos** for such little money. Let me send you the other reasons.

30 DAYS FREE TRIAL

If you are not entirely satisfied, we will take it back without any cost to you—you are the sole judge to decide.

Music Lessons Without Cost

We will give a two years course of piano instruction free. Ask about our insurance plan.

STORY & CLARK PIANO CO.
F. O. EVANS, Gen. Mgr., Dept. 350 Chicago

Pantasote

A perfect substitute for leather and one-third the cost of genuine leather. Will be pleased to forward samples upon application.

THE PANTASOTE CO.

11 Broadway
NEW YORK

793 Monadnock Bldg.
SAN FRANCISCO

Railroad Men's Special

I have contracted with the manufacturers of the Famous "At Last" Washing Machines for a select stock of their Washers, and will sell to Milwaukee and other Railroad Men on small monthly payments. Machines fully guaranteed, but stock limited. Write for Plan, mentioning this Magazine.

J. W. KAPUS

Perry, Iowa

S. M. East.

Once more we try to think up dope
To fill up space is what we hope
But all the items were but few
So what is here will have to do.

There is lots of joy rampant over at Hokah for Agent Trickle proclaims the glad tidings that they have a boy at his home, a thirteen-pounder, and it is an A. No. 1 boy for it first tried its lungs just as No. 1 was pulling into town. After going through the usual run of colic, etc. no doubt the young lad will be able to assist in the duties incumbent on lightning peddler.

While the first division was temperarily hors de combat caused by the undermining of bridge No. 188 some of the trains went over the Reno Preston line. Lucky thing it was Lanky Bob on the engine and not Big Dan or things might have been different. Just a matter of distribution, you know.

New man named Wendorf on at Lanesboro for a few nights.

Operator Cornell at Albert Lea, days, relieved for a few days by Phelps from Wells.

Operator Solberg at Jackson taking a vacation; don't know who is there, but presume my cub reporter who edits the Jackson Jottings, will not let no guilty item escape.

There seems to be a tendency on the part of every one to stick close to job and wait for the warm weather before laying off, consequently the duties of the reporters and news gatherers are somewhat curtailed.

The latest reports from the convention are that every one is too busy chasing Villa or giving advice on the European war to plan on going to Spokane, so that meeting will probably be adjourned for another year.

H. J. B. at North La Crosse has it wrong; there is only "One T. P."—that's me—but there bids fair to be a couple of husky helpers the way they both continue to run up the high cost of living.

Business is still good at the city ticket and information bureau at 605 Main.

The little artful statistician Leonard Archibald Swenson, has been having the nightmare since the 33A and other kindred evils made their debut. We have it on good authority he woke up one night exclaiming that Tolbertson wasn't on freight all the time as he occasionally runs on passenger.

C. M. A. also complains of dreaming about seeing things, but that is to be expected when he takes in so many dancing parties.

Engineer Shafer and Switchmen Smith and Morelli did the S. O. S. act when a heated refrigerator caught fire in La Crosse yard. The C. Q. D. brought the fire department down in a hurry and saved the car and contents from being totally destroyed.

Let's pull the pin on this bunch of junk,
No doubt you're tired of reading bunk;
The F. T. R. was wished on me,
So au revoir from "One T. P."

A Narrow Escape.

At "Bk" shanty on old Black River,
Operator Bergeron's spine did quiver;
For in the doorway stood a nigger,
As tall as Jess and a little bigger.

Crazed with booze and wildly staring,
He clamored some one's hide to start in paring.
"White man Ahs gwine to get yer goat,
With this here razzar Ah'll cut yer throat."

It's very nice to be a hero,
But the "Op's" courage oozed down to zero;
With ashen face and knees a-tremble,
He yearned not a sausage to resemble.

He did his best to save his hide,
Got Mr. Coon to step outside;
Then in he jumped and slammed the door.
While crazy Rastus raved and swore.

Alas for the plans of Rastus Brown,
The "Coppers" came and ran him down;
All he got for his blood thisty bun,
Was one long year in far-famed Waupun.

When niggers roam the streets with knives,
Threatening to take the white men's lives,
My little plea will truly be,
Here's hoping they don't o'er take "One T. P."

Jackson Jottings.

Agent Laugen has returned from a month's sojourn among the crocodiles and bananas of southern Florida; Relief Agent Solberg was thereby shuffled back to first trick.

On the eve of February 29 Assistant Agent Ben Woolworth had the misfortune to severely freeze both feet while attending a country dance, laying him up for three weeks. Ben says he will try to be in shape for the big firemen's dance, March 17. He might not be able to perform the Fox Trot but should be able to get by with the lame duck.

An entirely new set of faces is seen on the goat these days. L. Comeau superseding Ben Long as engineer, and E. Dietz superseding Bert Kaemer as stoker.

P. F. Malone, section foreman, has been re-elected to the Board of Aldermen. Keep up the good work on the East Side, Pat.

Bill Malone is organizing the Second division Safety First railroad baseball team. The outlook is promising.

On February 20 the Switchmen's Bowling team obtained sweet revenge by humbling the Office Bowling team to the tune of 2350 to 2275. The game was close and exciting and witnessed by a large crowd of natives. The contest was in doubt until the last three frames of the match when the office crew broke under the strain.—A Constant Reader.

News of C. & C. B. Iowa (East).

J. T. Raymond.

George Phelan of Statistician Taylor's office, Chicago, was in Marion, February 23 on company business.

Operator Reuben Merrill of Indian Creek office, Marion, was away several days attending the funeral of a relative at Farley. Operator Kilbourne acting as relief during his absence.

L. Peterson has been appointed signal maintainer at Sabula.

Engineer Harry Diddle has the sympathy of a wide circle of friends in the loss of his wife, who passed away February 20.

Conductor P. Pazour has the run on Nos. 95 and 96. Conductor Ben Buckley returning to the Eastern Division way freight run.

Agent H. E. Carter of Olin was called to Nebraska on account of the death of his mother. She was preparing to make an extended visit with her son Hugh, when she was suddenly stricken and the end came quickly. The Employees' Magazine and many friends on the division extend sympathy to Mr. Carter and family in their bereavement.

Agent J. E. Tracy of Greely was away several days; also Agent Lynch of Delaware; D. B. Brown relieving. Mr. Brown was formerly of the Des Moines Division, now resides at Delhi doing extra work on Calmar line.

Conductor Chas. N. Dow has resumed work on his run after several weeks' absence, during which he visited relatives and friends in Seattle.

On February 29 Fireman Roy Hummell, firing train No. 92, was taken suddenly ill at Morley; he was left in care of a doctor there and sent to his home at Savanna on No. 4.

A Daschund dog received at Teeds Grove by express went suddenly mad and Agent Sawyer had to shoot it, after it tried to fasten its teeth in his leg.

Dispatcher Frank W. Ray went to Minnesota for a few days to look after his farming interests. Frank reports fine prospects.

Foreman Jack J. Timson of Marion yard went to San Francisco March 4 on a business trip.

Carl Oxley and Curtis Marchant are doing special clerical work in Supt. Marshall's office. Agent Joe Elsner at Hale attended funeral of a relative at Mason City.

Conductors F. B. Cornelius and Ed Mitchell have been in Chicago some time attending a committee meeting of conductors and trainmen.

Conductor and Mrs. W. L. Hyde went to Nashville, Tenn., to attend the wedding of their son. The young man is in business in that city. His bride is a Southern lady.

Engineer Chas. H. Webber and family have been in California for some time on a visit.

Switchman William Ryan has returned from a visit to Florida.

Conductor Henry Fox has gone to California on a month's vacation; Conductor B. F. Pulley relieving and Art Young on Nos. 97 and 90.

Agent Sawyer at Teeds Grove is off duty on account of ill health; Operator A. B. Campbell is acting as relief agent.

Train Dispatcher Frank Marshall of Missoula, Mont., and Walter Marshall of Burke, Idaho, visited their parents, Supt. and Mrs. C. H. Marshall at Marion several days in March. Walter, who is an electrician, has been connected with the Federal Mining company, but has accepted employment with the Milwaukee Company in the Montana electrification district.

Ernest Wooley of the car department has been laid up with a serious attack of erysipelas, but is now reported slowly recovering.

Engineer Harry Conger and family of Miles City visited with Marion relatives.

Word came from Chicago Tuesday, March 14, of the death of Division Freight and Passenger Agent W. C. Parker of Cedar Rapids. This sad news was received with the deepest regret by Mr. Parker's many friends and acquaintances on this division. He was a deservedly popular official and will be greatly missed. Ticket Agent Sherwood and wife and Freight Agent P. L. Markey and wife of Cedar Rapids passed through Marion en route to Chicago to attend the funeral.

Engineer John Gunn has resumed work after an extended leave of absence.

S. L. Withrow has gone to Perry to handle baggage on Nos. 34 and 35. Brakeman James A. Green succeeds Withrow on Nos. 27 and 28.

Conductor Ed Torrence and family have moved from Marion to Perry. Lots of Marion folks regret this.

Operator James Gallagher of Council Bluffs visited several days with Marion friends.

Verlo Reichert of the superintendent's office made a brief business trip to Ft. Dodge.

Brakeman R. W. Kennedy has moved to Dubuque and accepted a run between Dubuque and Nahant.

Brakeman L. A. Frank has been transferred to runs on Nos. 93 and 94.

Brakeman Chas. Landis has been away on a thirty days' leave of absence.

Engineer W. J. Emerson has been laid up for some time on account of having one of his legs injured while handling engine on No. 4. He is improving very slowly, expects to put in some time visiting his farm in Michigan before resuming work. Herry Stevens has the run on Nos. 37 and 4 and A. L. Tyler on "swing" run during Mr. Emerson's absence.

Applications are being received right along for membership in the Milwaukee Employees' Veteran Association. There will be a large number on this division wearing the 25-year button. Twenty-five years' service in the aggregate with the Milwaukee Company qualifies for membership.

Trainmaster B. F. Hoehn made several trips to Chicago during March attending meeting of Committee of Officials who are preparing the new general and special rules which are to be adopted by the Milwaukee some time in the near future. This committee is composed of ten officials from different points on the system.

Brakeman J. F. Shepard on Dubuque-Nahant run, has been laid up at Dubuque on account of being injured at Clinton, March 17.

A. T. Bright, who has been laying off for the past four months on account of ill health, resumed work at Massillon, March 16; F. E. Hastings, who has been relieving him, will take a thirty days' vacation and then go on the extra agents' list.

SAVINGS CLUBS

In Minneapolis the plan of saving money in clubs, in one's own shop or factory, is coming to be favorably known through the service of the *Thrift Department* of the Northwestern National Bank.

This plan of saving money, with others—each man laying aside a regular amount every week or month, and all sending their deposits to the bank by one person—is an easier and more certain way than for each man to run a bank account by himself.

YOU can start a savings club among your fellow workers. Ask at Window 24, at this bank, for particulars. The booklet, *Savings Service*, furnished free of charge, tells about this plan.

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SAINT PAUL, MINNESOTA

Engine Foreman W. J. McGrew is the proud father of a husky baby boy. Walter says he doesn't know what profession the boy will follow, but from present indication he should make a good "night caller."

Operator A. J. Campbell is away for a couple of weeks; R. L. Kindig acting as first trick operator at "M. F." during his absence. Ed Mullaley is working second trick in place of Mr. Kindig.

John H. Leming accompanied Conductor D. T. Reel to Chicago for a consultation with Dr. J. B. Murphy regarding Conductor Reel's injury.

R. J. Leming, clerk at the car shops, has taken over the additional duty of escort for the record clerks in the yard office. We smell orange blossoms.

L. E. Mouser, operator East Marion yard, was off for a few days; relieved by Chester Williams.

Louie Pazour, chief yard clerk Marion yard, and Reuben Armstrong, night bill clerk, both took several days off in March. They vigorously deny the rumor of a double wedding.

Oscar French, night checker Marion yards, is making frequent trips to Monticello. Spring is here.

Virgil Golden, night caller Marion, is taking quite an interest in the restaurant business.

Switchman E. A. Beesen is still single, although three months of Leap Year have passed. The same is true of Carney Widger, John Brown and Harold Aadms, the balance of Marion yard's "beauty squad."

The Deer Lodge Letter.

"Sigh."

You are there on flowery bouquets,

On this point we all agree;

As we're out of Turkish tropheys

Here's our thanks to "One T. P."

It took Portugal twenty-four hours to learn that Germany had declared war, which goes to show Milwaukee service does not exist in that section.

"Sunny Jim" Drake, plus that John Drew mustache and a hearty handshake, made Deer Lodge a brief visit the latter part of the month. Jim is now handling the punch on the "Wheat Belt Limited" between Lewistown and Grass Range.

No, dear reader, they are not all on the Isonza front, newspaper reporters notwithstanding. Battalion after battalion began putting in appearance during the latter part of the month and the present time finds the entire corps developed along the middle district front under the commands of Generals Murphy and Willard. Unlike their allies, they have little faith in the "French 75s," but will enter each engagement armed with "Milwaukee 2s."

Since Henry Ford has declined to allow his name to be entered as a candidate at the presidential primary his firm adherent and earnest supporter, Engineer "Bill" Davis of the Missoula Division, is being mentioned for that honor. While we have no comments to make on "Bill's" view of this "peace at any price" proposition, we will take the liberty of saying "Bill" is too good an engineer to be dumped into the political melting pot.

We don't know where "Shorty" Evans originated or when he arrived. We are satisfied with the fact that he is with us now. In order to introduce him to those readers who have never been fortunate enough to make a trip over the Missoula Division we will say he is the genial little chap who calls off the stations between Deer Lodge and Spokane. Neat in appearance, courteous in manner and a past master in the knack of making friends, to say nothing of a bountiful supply of good looks, he stands A No. 1 with his fellow workers and the traveling public (some kid, eh!). What we started out to speak of, however, was a party. Like all shacks, "Shorty" has a birthday once a year. His last one occurred the latter part of the month and in commemoration of the event a

party was given in his honor. There was a cake, a great big affair, but as we were included in the list of invited guests we will refrain from mentioning the number of candles it supported in order to sustain "Shorty's" standing among the feminine element. To go into detail over the evening's festivities is out of the question, but mark this point well, the historic court of old Louis XIV during the height of its glory was a back number compared to the occasion of which we write.

"Brick" Fullerton, he of the aldermanic appearance and stentorian voice, is again in the limelight. True, he has done nothing more than hundreds of other men do dally, viz., officiate as conductor on a trans-continental limited, but in one sense of the word he beat their smoke by officiating on two limiteds on the same day. Although "Brick" never studied this conductor business in a correspondence school his last trip can be classed as a howling success. His "all aboard," just before pulling out was given in a clear melodious voice, more musical by far than that of the great Caruso, and as for taking up the tickets and handling the punch, answering inquiries and a hundred and one other things, it was done in a manner that can best be described as courtesy and efficiency personified. All through the trip he was the "sinecure" of all eyes. One lady passenger was so impressed that she implored her son, who was accompanying her on the trip, to try and pattern his life according to the ethics of the "beautiful one" taking up the tickets. Nor was this all, he kept the little passengers in good humor by allowing them to indulge to their heart's content in that most wonderful nectar, so dear to the heart of a child—ice water. Seven times between Deer Lodge and Spokane the receptacle for holding this commodity was emptied. Possibly the memory of his own childhood days came back to him, because after the last sanitary drinking cup had become an unrecognizable sodden mass, "Brick" doffed his brand

new conductor's bonnet, filled it to the brim, and more then made himself solid with his youthful acquaintances, by allowing them to slack their thirst from its silken folds. Just where he acquired the title of "Brick" we have never learned, but one thing certain, it fits, for like the "Irish Confetti" it signifies, "Our Brick" never tackled anything yet but what he made a dent whenever he landed.

Bill Maloney is one of those fellows, who believes in making hay while the sun shines. Instead of spending his leisure time dreaming, Bill will generally be found studying up on some subject, with an eye toward the future. During the past winter he became interested in medical literature and hardly an evening passed but what you could find him delving deeply into the mysteries of this interesting subject.

Besides his studious ways, Bill is also somewhat of a poultry enthusiast. A while back he became the proud possessor of a somewhat ungainly specimen of the Shanghai breed. While this rooster lacked considerable in looks, he more than made up in pugnacious qualities. Nowhere in this vicinity was there a bird courageous enough to meet him a second time. Between Bill and the rooster there existed a bond of affection so great, that nothing short of a stick of giant power could part them.

A short time ago, however, the rooster began to develop signs of ailing. His usual haughty manner and pertinent walk began to disappear to such an extent, that it was plainly evident the poor fellow was ill. Bill sized up the situation and decided to make use of the knowledge gained during the long winter evenings in hopes of putting him back in the race.

A diagnosis of the case showed the bird was suffering a severe attack of venter aglesis, caused by trying to stow away an extra large supply of coal grit at the time this commodity was advanced some six bits a ton. As the case necessitated an operation, Bill's ingenuity

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was taxed to the limit, due to his somewhat limited stock of surgical apparatus. But with his mind made up no obstacle was too great to be surmounted.

To make a long story short, he got busy and performed the following operation. Adjusted the slack in the rooster's alimentary or Panama canal, keyed up his right back-up eccentric, took the lateral out of his esophagus and a few other knic knacks, the technical terms of which are beyond our comprehension. The rooster, game bird that he was, underwent the ordeal in splendid shape and was well on the way to recovery when he had a relapse and died. An autopsy performed on his body showed death was caused by Bill's carelessness in overlooking a cold chisel, which he left in the poor birds' craw at the time he was sewing up the incisions.

C. & C. B. (Iowa Middle and West).

Ruby Eckman.

Mrs. J. J. Quade, wife of Engineer Quade on the Middle Division, has returned from a pleasant visit in Wisconsin.

Word was received in Perry of the birth of a nine-pound daughter at the home of Ray Westbrook in Needles, Calif. Ray is a conductor who worked on the Western Division for about six years and recently went to California for the benefit of his health.

Operator C. L. Kinner of the Perry dispatcher's office spent a week of the first of March visiting with his father at Delmar. The senior Mr. Kinner is agent for the Northwestern at that point.

Conductor S. G. Lund's many friends were glad to welcome him back on his run on Nos. 3 and 12. He returned about the middle of March from California, where he had been to spend the winter. Mr. Lund reports having seen Charles Cook of the telegraph department and reports that Mr. Cook, who is sojourning in California for the benefit of his health, is improving.

Conductor George Ford of the Western Division was off duty the fore part of March during which time his wife was in Des Moines where she was operated on for appendicitis. Mrs. Ford has been rapidly regaining her health since leaving the hospital.

Agent L. F. Rogers of Portsmouth was quite seriously ill with pneumonia during the month of March.

Born to Telephone Maintainer Lee Manley and wife on February 26, at their home in Perry, a fine baby girl.

Engineer A. L. Morgan of the Western Division received word the latter part of February of the death of his wife's sister at the family home in Nebraska.

Engineer John Conway spent a week during March visiting with relatives in Minneapolis.

Engineer L. M. Rice's wife was called to her home in Springfield, Ohio, the latter part of February by the serious illness of her father.

Chief Clerk J. L. Franz of the superintendent's force at Marion, was in Perry the fore part of March looking after some of the numerous 8-hour day reports that are being compiled.

W. E. Shawhan of the engineering department of Chicago was in Perry the fore part of March for a short visit with his numerous friends.

Conductor A. S. Brooks spent a couple weeks of March looking after his land interests in Florida.

Engineer Harry Garland, one of the Des Moines Division men, who makes his home in Perry, has just returned from a month's visit with relatives and friends in Florida.

Mrs. M. Gallagher, wife of the yardmaster at Council Bluffs, spent a week with relatives and friends in Perry.

Operator Thomas Griswold has resumed work at Tama after a two months' enforced vacation on account of sickness.

Lester Vogler, who worked as machinist helper at the Perry roundhouse for some time,

returned to Dubuque to work in a similar capacity.

John Gruetzmacher has taken a position in the Perry roundhouse as a boilermaker apprentice.

Charles Salzgeber of the roundhouse force welcomed a fine baby girl into his home in Perry on March 11.

J. E. Banyard, the engine handler, has been putting in his spare time the last few warm days getting the parks around the roundhouse grounds ready for the spring planting of flowers, shrubs, etc. Mr. Banyard always has a nice park and the shop employes, as well as the engineers and firemen, seem to appreciate his efforts.

Leon Mercial has returned to his work at the roundhouse after having been off duty on account of an injury he received to his hand.

Engineer Mickey Connors was one of the first to spring his new Easter bonnet. The said bonnet was not given a close inspection but from a distance it appeared quite stunning.

Car Inspector John Reel, wore a beautiful bump on his forehead for a few days. No one saw the accident, but John didn't succeed in knocking the oil tank off the track however.

Boilermaker Charles Bradley has been taking a two weeks' vacation from his work at the roundhouse. Fred Hubert handled the work as extra boilermaker during the month of March.

Earl Hopp, who has been working as machinist at Perry, has been transferred to the same position at Marion.

Machinist Fred Gage, who has been employed at Perry for a couple of years, has resigned and has gone to Chicago to take a similar position.

Engineer A. M. Markwell and wife were at Rochester, Minn., the first few days of March. Mr. Markwell underwent an operation for the removal of a goiter. He is recovering very nicely and will soon be able to resume work.

Conductor A. J. Schloe of the Western Division spent a couple of weeks the fore part of March looking after some land he owns in Florida.

Relief Agent E. J. King has been appointed agent at Melbourne for six months, taking the place of regular Agent Guy Calkins, who has been granted a leave of absence.

George Leonard Speakman is the name of a fine son who came to make his home with Conductor Wm. Speakman and wife at Marion on February 24. The lad is the first in the family and of course was given a royal welcome.

Brakeman John Narver and family are home from a very pleasant visit with relatives in California.

Conductor and Mrs. C. F. Kreger will spend a few weeks visiting with relatives in New Jersey and New York. They have planned a trip which will take in the important cities in the East and are contemplating a very pleasant outing.

John Curtis, who has been acting as a helper in the water supply department on the Des Moines Division, was appointed foreman of water supply department on the Western Division, with headquarters at Manilla. His appointment took place on February 22 when John Clinker, who formerly held the position, resigned.

On Washington's birthday a fine baby girl came to gladden the home of A. J. Hasse, agent at Elberon. The following day a daughter arrived at the home of L. J. Miller, agent at Havehill.

Engineer Charles Sinclair and Brakeman Clarence Powers were called to St. Paul the latter part of February as witnesses for the C., R. I. & P. in a personal injury case. The men happened to witness an accident in which one of the Rock Island section men was injured a number of months ago.

Brakeman J. B. Allen has been laid up at his home in Marion for a number of weeks on account of personal injuries.



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do you prefer: To have a typewriter sold you, or forced on you by smooth-talking, high-priced salesmen at \$100; or to have one of these grand machines sent you absolutely free, to be tried out and submitted to every test you care to give it in the privacy of your own office or home, before paying a cent? No matter what you buy, the cost of selling that article to you must be added in the price you pay. I have cut the selling cost to the absolute limit. The typewriter must sell itself, or no sale.

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Big Cuts to Big Users

Frenzied Competition

High Rents

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North LaCrosse News.*H. J. Bullock.*

Supt. J. W. Stapleton was a business caller here March 17th.

Master Painter Fred Reiboldt gave us a pleasant visit recently.

Switchman John E. Wilson has returned after several months' visiting at Washington, D. C., and other Eastern cities.

Mr. Eugene Greenwald has been busy building a new bridge near Lanesboro to replace one washed out March 10th.

Fireman John Garrett of the So. Minn. Div. has returned from a visit at Washington, D. C. John says he was treated very nicely by President Wilson and Secretary Tumulty.

Roadmaster M. J. Burke of the Dubuque Div. was in town recently calling on old friends while transacting other business.

Genl. Yardmaster C. A. Bush and family Sundayed at Racine recently.

W. Marshall, formerly chief roundhouse clerk, has returned to Milwaukee after a visit with Master Mechanic H. M. Hauser.

Yard Clerk R. P. Oilver and wife recently visited at Minneapolis.

Genl. Section Foreman S. Fischbach is again on duty after several months of absence in North Dakota and Minnesota.

Roadmaster P. H. Madden has departed for Excelsior Springs, Mo., for treatment and a much needed rest.

On the night of March 13th Operator E. C. Bergeron, second trick man at West "Y" office, experienced a harrowing and hair raising time when a drunken negro threatened to kill him with a knife which he was flourishing. Earl managed to pacify him with kind words and gave him a cap to wear.

The negro was later apprehended and tried on the charge of threatening to kill and drew one year in Waupun prison.

Pebbles From the Musselshell.*W. F. Manghan.*

R. T. Wilson, 1st trick operator at Melstone, has bid in the 1st side table trick in the despatcher's office at Miles City. Mr. Wilson has been with the Company at Melstone for nearly eight years. "Tug," you and your wife will be missed around Melstone, but you will still be on the Musselshell.

Our Editor Carpenter Kendall went West over the P. S. lines the first part of March.

Mr. F. D. Campbell, General Car Foreman of the P. S. lines, was over the line the fore part of March looking after his department.

B. W. Goggins, roundhouse foreman at Melstone, has been suffering several weeks with that old enemy of mankind, rheumatism.

W. B. Foster, general superintendent, and Mr. E. H. Barrett, asst. gen. superintendent of the P. S. lines, prospected the div. the 1st part of March.

J. J. Murphy, supt. of the Rocky Mountain Division, made a Melstone turn-around, going back on the 17th.

Earl H. Shock has been appointed car foreman at Marmoth, N. D. Vice T. J. Scanlon transferred to Moberge.

Conductor H. D. Bowers of the West Musselshell has been sick for some time; his many friends hope to see him back on his run soon.

We noticed that Wireman W. Wolf is looking for trouble at Melstone recently. Say, why not take the matches?

Agent G. W. Holing of Melstone went to Miles March 11th. He said he was to attend the Safety First meeting. It must have been perfectly safe or George would never have got that far from home.

M. L. Strand, section foreman at Melstone, has returned from his Minnesota trip.

W. Gordon who has been handling the Melstone section for the past month, has returned to his work at Roundup.

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Car Inspector B. F. Knight and wife of Melstone visited friends at Des Moines. Mrs. Knight will remain there for some time visiting her parents.

Six hundred cars passed over the Musselshell Division in 24 hours the first part of March. Who said the P. S. isn't getting the business?

Mr. and Mrs. M. A. Blodgett are the new Inter-State Managers at Melstone. When you want a square meal, see Mike at the depot lunch counter. He is one of the boys.

Operator Beach of Ingomar laid off a few days and will visit his farm south of Melstone.

Engine Despatcher J. McMillen and wife are the parents of a baby girl born the first part of March.

The stork visited the home of Conductor J. J. Martin of Roundup March 12th, leaving there a 9 lb. girl.

Operator J. M. Maloney was assigned the second trick at Melstone.

Mrs. D. Drake, wife of Engineer Drake, is visiting friends at Bozeman.

It is reported that Mr. H. Spencer is visiting the coast. We'll all be glad to see Mr. Spencer back on the Musselshell.

This is Number 1, Volume 4, of the Magazine. Let's all put our shoulder to the wheel and give it a shove.

Conductor J. P. Hanrahan's wife has been sick for some time, but is improving now.

LaCrosse Division Doin's.

G. E. Sampson.

Conductor Roy Young and wife of Portage attended the firemen's ball at LaCrosse March 3rd.

Engineer George Behm has moved his family to LaCrosse, having rented his farm at Portage. He will now railroad exclusively.

Brakeman Earl Edwards of North LaCrosse has been on the sick list for the past month.

Mr. Ramsey of the General Offices, spent a week end in March with his son, conductor F. W. Ramsey of North LaCrosse.

Mrs. Leslie, wife of conductor William Leslie, died last month after a lingering illness. She leaves, beside her husband, two sons, Willard and Harold, both employes of this division; and two daughters, Mrs. Paul Blumh of Milwaukee and Miss Hazel Leslie. The funeral was held at Oconomowoc.

Brakeman Andrew Moe had the misfortune to fracture his knee cap, and is now laid up at his home in Camp Douglas.

Peter Fishback, section foreman at North LaCrosse, resumed work Feb. 28th after a two months' vacation.

Mrs. Upham, wife of William Upham, agent at West Salem, visited relatives in St. Charles, Minn., last month. Miss Margaret Upham visited her brother Cecil who holds a position as operator at Columbus.

Agent Z. Babler of Bangor, who has been laid up with an injured shoulder, caused by falling on a slippery walk, has resumed his work.

Here is a score for some of our expert bowlers to pattern after. March 1st Mr. E. L. Johnson, second trick operator at Portage, bowled a game with a score of 279 points, making eleven strikes and one spare. The seventh frame being the one in which the spare was made. In this frame only nine pins fell with the first ball. To be sure, Mr. Johnson is not a beginner at the sport, as he has been copping off the cash prize for highest scores on the alleys each month this season. Come on, boys. Get busy.

Switchman Harvey Clemmons is laid up at his home in Portage from slight injuries received while coupling coaches in Portage yard.

Where, oh, where is Josephine?
Her March items were not seen;
Be you single, be you wed,
Come back, Josie, if not dead.

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Basin Territory*

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Address.....

Occupation.....

C. M. & ST. P.

Your correspondent, being away most of the month, our column will be a little short, but we feel Josephine won't have any kick to register, as she failed to even make a bow in the March issue. The Editor and others of "The Spokane Terminal" seem to think we were kidding about the wedding, but who knows, people have been kidnaped,—perhaps one of the M. N. G. kids got captured accidentally.

A Safety First and Freight Handling meeting was held on Feb. 28, afternoon and evening. Many ideas were brought out regarding safe handling of freight, showing how by careful methods enormous sums of money would be saved annually. Mr. Larson of Chicago as well as officials from LaCrosse and Northern Divisions were present and gave some good talks on saving. While the cupola chair disadvantage was not brought up in the meeting, Mr. Larson and Division officials visited Cab 0873 and were shown what had been placed in it, by the committee appointed at the LaCrosse Safety First meeting, to draft something safe in the way of a cupola chair.

Death has this month entered the home of Conductor Walter Graham, taking his beloved wife. Mrs. Graham was among the most highly esteemed of our young people, and all regret to see her taken away while yet in her youth. The deepest sympathy of all employes is extended to the bereaved husband and other relatives.

Council Bluffs, Iowa, Notes.

Mrs. H. Hackstock.

Walter Thompson, of the car department, has returned to work after an extended vacation.

Machinist Apprentice Hall has been made happy by the arrival of his wife and child from Dubuque.

Car Inspectors H. Holmes and Adolph Anderson have both had to spend some time at home on account of each having a son ill with scarlet fever. The boys have both recovered and their fathers have returned to work.

The Western Car Foremen's Association held its business meeting and banquet at the Grand Hotel on Tuesday evening, March 14. A good business meeting and an excellent social time is reported.

Car Foreman M. P. Schmidt has improved after an illness with the grippe.

Mrs. William Graff has gone to Dubuque to visit with friends and relatives and Mr. Graff is planning spending Sunday there. He is interested to know how his brother is progressing with his new car.

Ole Hansen of Savanna was a pleasant business caller March 10.

F. P. Miller and Fireman Kuykendahl rode No. 33's engine from Perry to Council Bluffs on March 16 and left the same date on engine on second No. 70.

The correspondent spent the week-end visiting with friends in Cedar Rapids and Kenwood Park. Had a dandy time.

I had the Magazine news gatherers' papers third round yesterday and am glad to note the progress toward the convention. I will sure try to be there.

Pete Kilmer of the car department has moved his residence from Council Bluffs to Omaha in order to be near his mother-in-law, who has suffered a fractured limb.

John Schonberg of the car department celebrated his birthday March 16 by entertaining a number of the employes and friends at a dinner. The dinner was good; I enjoyed my share.

Theodore Schmidt of the car department has purchased a Ford.

Charles Christensen of the car department has returned to work after having been off with an epidemic of boils.

Ezra Harvey of the roundhouse suffered an injured hand but continued work after receiving attention in the office.

K. C. Division Items.

Operator F. A. Roberts of Linby was married February 9 at Ottumwa to Mrs. M. Morgan.
 Fireman Jobe and wife are proud parents of a son, born February 13.
 H. G. Barnard, second trick operator and ticket clerk at Ottumwa, was called to his home in Missouri on account of the death of a relative.
 L. G. Lennox has been doing relief work at Ottumwa passenger station.
 Dispatcher Jno. Niman has reported for work after a business trip to St. Paul. He was relieved by Extra Dispatcher C. T. Nolan.
 Captain Manly Nickelson, live stock agent, died suddenly of heart trouble in Des Moines, February 22. He was buried at Lawson, Mo., February 25.
 Conductor E. W. Winnemore, formerly of the Kansas City Division, died in Deer Lodge, Mont., last month and was buried at Chilli-cothe, Mo., Tuesday, February 29.
 Engineer "Gotch" Rudolph and Conductor "Colonel" Albert Mann are attending the Mardi Gras in New Orleans.
 A number of changes of agents have occurred recently: W. E. Lindsey is now agent at Washington, W. N. Carnes agent at Moravia and R. D. Adkins agent at Dawn.

R. & S. W. Notes.

H. J. Beamish.
 Engineer Jas. Gregory and wife have returned from a month's trip to Florida. Snively on the run during Gregory's trip.
 Engineer Clark, subbing on Janesville line, has returned to Milwaukee. The branch engineers are all back on their regular runs.
 "Apple Blossoms" around Lanark were attractive enough to induce Brakeman Amerpole to leave the Delaporte for a trip over the line.
 Yardmaster Malana, Rockford, off at present, relieved by Green.
 Scollard, on Beloit switch engine, relieved March 9 and 10 by Phillips.

Dan Desmond, on 97 and 98, relieved by Barrett March 10th.
 Operator Richards relieved Fields on Beloit second, March 6th to 12th, then relieved Laning at Ebner.
 The seven year old daughter of Brakeman and Mrs. C. H. Phillips, Beloit, died of pneumonia the first of the month. The sympathy of their many friends are extended to the parents.
 Martin Cavey, Delavan, was a business caller in Milwaukee Feb. 17th.
 Chas. McGarry is attending the committee meetings in Chicago—Lynch on the job.
 Engineer Raasch off March 13th, Brunnellson on the ice run.
 Fireman Schultz found the Eagle run a bit too strenuous and has gone back to the C2 runs out of Milwaukee—McKay on branch.
 Henry Buege has a brand new smoke system for operating trains now that he is perfectly willing to pass around. Very effective around Dover.
 Fireman Lubitz off a trip March 11th.
 Bill Gilbert lends no more money—has an animated jitney, and doesn't like it.
 Engineer Snively on the Mill's swing runs for thirty days.
 Fireman Novey was double-crossed the 16th—he laid off to miss a run on a C2 and they switched an L2 on the run. Coises.
 The rumor that Denny Callahan has a monopoly on No. 71, with a C2, is denied.
 In John Connors' town they are setting the pace—fathers are furnishing all the smokes. Chief clerk, a girl; Cashier, a boy; Car Inspector, a girl—and all in one bunch.
 Chief Clerk Wallahan, Freeport, has purchased an Overland Six.
 Operator Harkness, Freeport, is something of a hero around his rooming house. He discovered the place on fire March 2nd, and aroused the occupants and the department in time to save the building.

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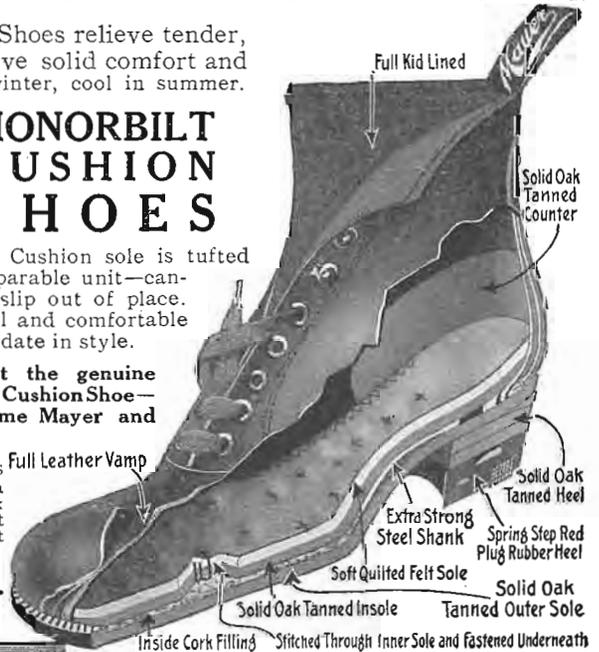
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Engineer Dawes is on an extended trip to Washington and New York.

Operators are showing a touch of spring moving—Kuntz gets Corliss third; Morrissey goes to Kansasville, Trelly moves from Troy Center to New Lebanon; McCann takes Troy Center.

F. L. Davis, from Mineral Point Division, received the Beloit ticket agency.

A broken truck on train 62, March 1st, at Union Grove, delayed trains for about two hours.

The weather had every one worried on the ice question in February. Around Burlington two crews were shooting out about a hundred cars per day and no one loafed.

The Beloit Glee Club returned from Elkhorn by special train, the night of March 17th—Regan in charge.

Operator Morrissey took advantage of St. Patrick, his family and friends, and married Miss Hazel Lequotte, of Delavan, on March 17th, at St. Andrew's Church. They will be "at home" after April 1st, at Cottage-by-the-Rail, Kansasville.

Dispatchers Klugh and Brown took their final degree in Masonry at Savanna March 9. Those present predict an early appointment as Grand Lecturer for MHK—contending that his address on this occasion cannot go unnoticed. It reminded one of Jim Kelley's messages—it was so different.

Operator Lane, from the C. & M. division, has joined the RSW family, working at Elkhorn on third.

Engineer P. H. Burns was a Freeport visitor for a few days this month, Lubitz on the run.

C. & C. B. Ill. Division.

J. E. Easterday.

Brakeman C. I. Vosburg, who has had three operations on account of abscess on the brain, is still confined to the hospital in Chicago.

Brakeman L. T. Carlson, who was in the hospital ten days on account of lumbago, is again able to resume work.

Brakeman Chas. Slocum visited home folks in Elgin for several days recently.

Conductor John Ryan who sustained injury on account of a fall at Elgin recently is again able to be on the job. Conductor M. Coyle relieved him during his absence.

It is reported that Conductors F. Bilhorn and H. Fennie are talking of opening a cooking school in the near future. They gave a demonstration in the form of a fish fry at Savanna recently and I understand that they are past masters of the art.

Miss Margaret McGrail, chief clerk to roundhouse Foreman Muller, is visiting with her brother in Milwaukee.

Grant Dahl, of the roundhouse force, Savanna, and wife visited with the former's sister in Perry the fore part of the month.

Conductor Geo. Robinson, of the C. B. Iowa division, was a visitor on the C. B. Ill. division recently. I understand he was looking for his "F-d" car which was stolen.

Hardly think it would be necessary to look on this division for the car, for the boys over here don't know much about the pesky things.

F. Mattison, clerk in Roadmaster Gaylord's office, Savanna, has moved his family to that town.

Mrs. Wm. Ende, wife of Dispatcher Ende, spent a few days with relatives and friends at Darien.

Brakeman Peter Kisselback is visiting his parents in LaCrosse.

Erick Erickson and wife are also visiting friends and relatives in LaCrosse.

Engineer Harry Carmichael and wife have returned home from a visit with the latter's parents in Texas.

Brakeman H. G. Smith and wife have gone to Seattle for an extended visit.

Louise Reinehr of Superintendent Morrison's office, and her sister Laura of the freight

office at Savanna, are on an extended leave of absence attending St. Mary's at Milwaukee.

M. Veeres, steno in Chief Clerk Chambers' office, Savanna, visited home folks in Davenport recently.

I am inclined to believe that the report that "M. H. K." was seen in Milwaukee is not true and should not have been made. I understand Mark is feeling pretty blue over it, as it puts him in bad at several other places.

Mable Johnson, steno in R. H. F. Mullen's office, spent several days with her brother and sister in Chicago recently.

It is reported that Brakeman Leo Sheedy is a regular traveler to Davenport lately.

Operator Chas. Cunningham and wife, Kingston Crossing, have returned from Canada, where they went to attend the funeral of the former's father. The entire division extends its sympathy.

On Feb. 17th, as No. 23 was pulling out of Elgin, Baggage man R. E. Aldrich discovered a truck rod dragging on the rails under coach No. 107. He promptly notified the flagman, and the train was stopped before any damage was done.

Brakeman J. Edelman of the Elgin local is again on duty after several days of illness.

Trainmen are feeling pretty good over the fact that business is good. All extra men are working.

Dispatcher Wm. Ende spent a few days in Chicago this month. Looking over the spring styles, Bill?

Train Baggage man R. A. West was off for a few days recently on account of the death of a friend.

Miss Gladys Hoye, daughter of Chief Dispatcher Hoye, has been visiting relatives and friends in Kirkland.

Miss Gladys is attending Evanston this year.

A gang of laborers are now at Hammonds Pit ready to go to work when the pit opens. Another sure sign of spring.

Miss Marie Gorman, daughter of Engineer John Gorman, visited several days the fore part of the month with Miss Grace Thornbrue, chief clerk in Trainmaster Richard's office at Savanna.

An accident occurred at Franklin Park, March 17th, when No. 70, Flickinger conductor, was delivering his meat to the I. H. at that point, and while crossing over a light I. H. train struck his engine putting it out of business. No one was hurt.

Below is given a list of cars handled in Savanna yard during 1915. This information was given me by an officer and is correct.

Total no. cars handled during 1915	876,016
Increase over 1914	88,819
Total no. of trains in 1915	20,776
Increase over 1914	1,381
Total no. cars iced at ice house in 1915	9,652
Total no. cars handled at Elevator "B"	2,988
Total no. cars handled at freight house	11,910
Total no. cars handled in city yards	2,491
Total no. cars received at feed yard	1,493
Total no. cars received at rail mill	2,018
Total no. cars forwarded at rail mill	1,833
Total no. cars unloaded at coal shed	6,127
Total no. coaches repaired at rip track	1,185
Total no. cabooses repaired at rip track	609
Total no. cars repaired at rip track	27,426
Total no. cars repaired in yard	40,603
Total no. cars reweighed and stenciled	1,221

News from the W. V. Division.
W. M. Wilcox.

Conductor Hollinshead is again able to be out after an illness of five weeks.

Engineer Thompson has resumed work after a vacation of two months on account of ill health.

Engineer John Schultz has been carrying a smile and a box of cigars the past few days, announcing the arrival of a son at his home.

Brakemen Joe Conrad and R. D. McCarthy have gone to Mitchell, S. Dak., to work on the I. and D. Division.

R. C. Hempstead has been appointed roundhouse foreman at Tomahawk in place of

**A Pile Driver
and a Locomotive
in One!**



Sufficient power to propel 25 to 30 miles per hour with moderate loads on easy grades—to propel 250 to 300 tons 15 miles per hour or 200 tons up a 1¼ per cent grade at 10 miles per hour.

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Mr. Culbertson who has been promoted to position as fireman in Milwaukee shops.

District Carpenter Wm. O'Brien was a caller at New Lisbon March 10th and informed Agent Gibson that there are good prospects of a new passenger station at that Wisconsin Valley terminal this summer. Mr. O'Brien has been much interested in the improvement for a long time, as it is a long felt want and necessity, both of the employes and traveling public. Thanks, Bill. Come again.

Conductor J. W. Schlatterer and wife of Alberton, Mont., were guests of friends and relatives at New Lisbon and Necedah the first part of March. They were on their way to New York where Jack expects to witness the Willard-Moran fight. Jack is one of the old W. V. boys and we are always glad to see him and his estimable wife back in these parts.

An accident at New Lisbon, resulting in the death of Engineer A. E. Campbell Feb. 21st, was a great shock to nearly every employe on the W. V. division. He leaves a wife and two children, aged seven and eight years, to mourn his untimely death. The following employes and wives attended his funeral the 23rd: B. N. Boorman, Mrs. C. Miller and Mrs. M. E. Millard of Tomahawk, Ralph Hintze, R. A. Randow, C. Lattimer and wife, and A. E. Griffith and wife of Wausau.

R. H. Janes, formerly chief dispatcher on W. V. division, has been at Wausau recently, packing and loading his household goods for Mason City. Mrs. Janes will leave soon for her new home.

Engineer B. Enckhausen and wife left for a trip in the West March 18th, C. Rodehaver relieving on 91 and 92.

Engineer M. H. Moore and wife returned March 16th from Miami, Fla., where they spent the winter. Engineer Brasted and wife will return later.

Agent J. E. Whaley is working first trick at Tomahawk in place of A. I. Lathrop who has taken R. Goodrich's place at Wausau. Mr. Goodrich on leave of absence.

Our friend Sampson on LaCrosse division has asked for news from the P. S. Good boy, Guy, we too wonder what has become of some of the old Valley heads and mention smiling Bill Johnson, M. H. McCormick and others.

Conductor Munger is contemplating submitting a few good fishing stories later on. Perhaps our superintendent might have some to offer also.

A smile that would lead one to guess the reason very easily is being worn by Engineer John Schultz. We enjoyed a good smoke on a 12-pound boy. Congratulations, John.

Brakeman G. E. Stoddard scored high at the "Minstrel" at Wausau, given by the N. Y. X. Club. Gene is surely there with his alto voice.

Brakemen Joe Conrad, Robt. McCarthy, J. J. Madden and Carl Giese left the first of the month for Mitchell, S. Dak., to work on the I. & D. division.

A second switch engine has been put on in Wausau yard, W. R. Billington, foreman, Dutch Lemke, helper.

Baggageman Frank Hodge, who has been on the sick list, is able to be out and around again.

Another large industry has been added to the Valley's list, that of the Farmers' Co-Operative Packing Plant, located at Wausau.

Conductor Al Scott says it's a cruel world—a person has to freeze to death in order that he won't starve to death.

Ben Limm, agent at Pittsville, has bid in the station agent's job at Port Edwards, made vacant by death of T. E. Timlin. George Ham of Gleason station gets Pittsville, and the agent at Dancy goes to Gleason. The vacancy at Dancy has not been filled at this writing.

Tacoma Items.*F. J. J. Kratschmer.*

What is her name? Ophelia or Phoebe?

"You might as well play against a sure thing."—G. Felzer.

Mr. Easter says he is going to celebrate on April 23. He says that is the one day in the year which he calls his own.

Another one has been "slipped over on us." We understand that a "brand new" pattern-maker was born about the middle of February, but to date, we have failed to see the segars.

"Chief" Bender is the dancing wonder of the mechanical department. Chief was very conspicuous at the grand opening of McCormick's last month.

Wonders happen daily. Guy Bement recently agreed with J. V. M. that the war was drawing closer to an end every day.

F. E. L. is hoping that the States Cafe in Chicago will still be running when he goes back there.

The storekeeper and district master mechanic offices donned their spring clothes early last month.

S. M. B. successfully escaped the day that put the leap in the Leap Year. Bergie says that several approached him on that day, but as they had no "finances" he could not consider them.—And yet he lives!

Nello-eight no-nello-ten no—they're off!

Arthur Beinert has been working in Mr. Rusch's office for some time past, on a special report. Arthur is quite an expert on this "special" stuff.

Joe Smith's gang of Greeks walked out on him on March 10, but Joe didn't worry a whole lot, as he had a full gang at work next morning. Joe is some hustler.

Arnold Schrup was called to Dubuque last month on account of the death of his father. Our sympathy is extended to you, Arnold.

Mr. Maas sent his wife East on a business trip last month. Mrs. Maas went back as far as New York and Brooklyn.

George Mason journeyed to Spirit Lake last month to take inventory, etc.

V. B. Ross will please tell us in next issue, how George Mason acted while at Spirit Lake.

Richard A. Nofke, for some years past chief electrician at Tacoma shops, has been promoted to acting foreman of electrical repairs at Deer Lodge, Mont. Although we hate to see Dick leave Tacoma, we are glad to hear of his promotion, and we feel certain that he is just the man for the position.

G. H. Dahlstrom is now a ship repairer at Milwaukee Docks. We met Dally one morning with about six days' growth on his map, and he explained that he had been working night and day for about a week, on account of rush orders.

"What's the news, Joe?"

Joe Casey, boilermaker: "Oh, you can just say that I bawled out two machinists yesterday." Names withheld.

Failed to see any "juice" from Spirit Lake in the Magazine last month. And our other Eastern Washington friend didn't "explode" very much either. What's the matter—getting ready for the "big noise" next summer?

G. R. McKenzie, machinist foreman, has been flirting with an automobile salesman lately. The more the merrier Mack.

And soon our old friend Marshall LeVere will be spinning around in his new Chevrolet. Oh, you PROSPERITY!

It happened the day before a holiday. Beautiful voice over phone: "Hello, dear, are you going to work tomorrow?" "I don't know, it's a secret."

You won't be able to speak to F. E. Wilson after he moves into his new "home."

Thomas Wilcox was a jurymen last month.

Tom Henry, the "good Samaritan" of the boilershop, has developed into quite a "pug."

M. A. Gorman was in mourning for quite a while (she says it seemed like a year) last month. The cause was "he" took a trip to Everett.

Savings and Health

Are the few dollars saved regularly in the past year going to take you somewhere this summer where "change of scene and ozone" will equip you for a successful year ahead?

Or will you be forced to stay at home?

A year soon passes. Decide NOW that next year your dollars will help you *earn more* by making you better physically and mentally.

A few dollars deposited now, and as little as a dollar a week added, will mean a fine "back to nature" vacation for you next year.

Saving brings happiness. Gives you self-confidence. Makes you ready for Opportunity. Keeps the "wolf" away.

We help you save. When you get enough, we help you invest. If you don't have quite enough to invest, we will loan you any fair difference.

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Items From the S. C. & D. Division.

Blanche Manley.

Conductor A. B. Steffan and wife are away on a trip to New Orleans and Hot Springs.

Engineer L. A. Huber, wife and son Edgar, took a short trip to Worthington, Iowa.

Engineer T. B. Thompson and wife have left for an extended trip through the South, taking in San Antonio and several other places of interest.

Mrs. Mabel Mason, former steno at the freight house at Sioux City, has resigned, and Miss Ruth Morrison has taken the place.

Mrs. W. W. Bowers, wife of Engineer Bowers, came down to Sioux City from the claim at Draper, S. D., for a few days to visit Mr. Bowers.

Mrs. J. L. Terry, wife of Brakeman Terry, went to Sanborn for a short visit.

Switchman A. H. Warring and wife took a trip to Pipestone, Minn. This is our idea of a trip.

The wife of Operator A. L. Ellis went to Webster, S. D., for a while. But then, some folks like to "batch" it.

Firemen H. J. Kelly, Bart Murphy and John Berkemeler took their usual trips to Perry every week this month. There must be some unusual attraction there for them, but we haven't the slightest idea what.

Firemen W. E. Robinson and Frank Johnson took in Omaha a while ago. No reports as to the kind of a time they had.

Mrs. C. A. Cochran and daughter, Margaret, went to Garden City, S. D., recently.

N. L. Willmes, who was relieving W. L. Morton at Buck Grove, has left and G. V. Kohis took the station for a time. Mr. Morton has now returned and resumed his duties. He has been to Washington, D. C., on a six-month's leave of absence.

C. J. Perry, relief agent, is running Chatsworth, Ia., station for a while until E. W. Farnsworth gets back.

Interchange Clerk H. W. Edgerton resigned recently; this makes a step up for each of the clerks below. Ralph Beardsley becomes interchange clerk, Grossius Lippert is now car clerk and Anton Renwick is car record clerk. Every little bit helps.

Mike Noonan acted as night yardmaster for a while when Yardmaster Henderson was moving his family here from Sioux Falls.

J. E. Dexter, storekeeper from Dubuque shops, called on us on February 15.

Mrs. E. A. Murphy, wife of Conductor Murphy, and Mrs. W. C. Givens, wife of Dispatcher Givens, took another trip recently. This time to Dubuque.

General Inspector L. J. Benson from Mr. Aeppli's office and J. T. Callahan from Mr. Elliott's office were here for about a week helping Special Officer Mathwig recover stolen goods. From the lists turned in, we infer they had marvelous success.

Elsie Brevik, Roadmaster Carlson's steno, took a whole ten days' vacation and went to Cincinnati. She was accompanied by Mrs. Gertrude Erickson. Why the chaperon?

Did you heard about Mike Lynch? Ask him.

Harvey Albers, a boy 14 years old, living near Meckling, found a broken rail in track about one-quarter mile east of Meckling when going to school one morning. He reported same to the agent and trains were held until it could be repaired.

M. F. Smith, district master mechanic, comes up to see us quite often. We are always glad to have him call. Come often, M. F.

H. L. Steen, our former yardmaster at Sioux City, was up to see us the other day. Says he is thinking of going to Buenos Ayres. Here's good luck to you.

Mrs. C. Halboth, our janitress at the Sioux City Passenger Station, was at home for a few days sick with the grippe, but she is back at work again.

Chris Neilsen, assistant cashier at Sioux Falls, was called to Yankton recently on account of the illness of his wife.

Conductor E. L. Athon, wife and daughter Neva, are away on a trip to Leavenworth, Kan., Kansas City, Albuquerque and Los Angeles. Some people have all the luck!

Former Engineer P. H. Ray and wife have gone to Dallas, Tex., for the winter.

A. D. Hadley, foreman of the coal sheds at Sioux City, left a while ago to go to Rochester, Minn., to the hospital.

H. A. Shoemaker, agent at Stickney, advises he has a brand new girl at his house. Congratulations, and more cigars.

Traveling Inspector E. J. Sullivan of Mason City was in town the other day, so some one told us. He didn't favor us with a call, however.

Traveling Inspector R. G. Larson has moved his desk into Trainmaster Esse's office.

Trainmaster Esse is very busy these days getting up reports for the statistician. He has W. C. Givens helping him, and they are the two busiest men it has been our pleasure to see for some time.

Conductor F. W. Weed is home suffering with rheumatism.

Conductor J. Dunham is back from his honeymoon. 'Nuff sed.

Conductor W. F. Christy has returned from his Western trip. To all appearances, his broken rib healed all right.

Conductor E. Fraser has returned from Wisconsin.

Chief Dispatcher Corcoran was at home for a couple of days recently. Trainmaster Esse relieved him.

Matt Carls, section foreman at Jefferson, is away on a trip to Milwaukee and Chicago.

Section Laborer Joseph Tripp was struck by the switch engine and later died in the hospital.

Brakeman A. W. Hegg and wife have left for a trip to Hot Springs, S. D., Denver and Cheyenne.

Martin Bowman, who took care of the water softener nights at the Sioux City roundhouse, was found dead on the floor of the plant the other morning. No one knows how it happened.

Engineer Chas. Sharrar is going to Peru, Neb., for a trip.

There have been busy days on this division during the past month. Everything under water between Yankton and Vermillion. No train service for stations between Vermillion and Yankton for over a week; lots of stock lost and some track washed off the dump. Water about two feet over the rail at nearly all points with a strong current. This means work for Roadmasters McCormick and Walsh which makes O. Carlson smile; but never mind, he will get his later on.

Conductor W. A. Jenkins and wife took quite a trip to Hot Springs and New Orleans recently.

Assistant Chief Clerk G. M. Burkhead went and got married since the last issue of the Magazine. He sneaked off and went to Omaha without telling any one. Congratulations!

Mrs. John McGrain, wife of Engineer McGrain, came down to Sioux City from Madison the other day.

More next time.

Chicago Terminal Gossip.

Catherine M. Bartel.

General Yardmaster John Grunau, Assistant Yardmasters Dudley, Smith and Logan were absent from duty March 5 attending a banquet down in the loop. George Hale acted as general, John Mason on the hill, James Christopher in Yard No. 3, and Bills in the Grain Alley in their places, and these boys surely kept the ball rolling some.

Dispatcher Henry Bischoff, Galewood roundhouse, some few months ago took unto himself a wife, mention of which was made in a previous issue of the Magazine, said Frau making Henry discard the boots for a nice pair of tan shoes, but something must have happened as we notice Henry is again wearing the boots. Stick to 'em Henry.

"KIRKMAN'S SCIENCE OF RAILWAYS"

The Author of "THE SCIENCE OF RAILWAYS" served for fifty years in various departments as a railway officer and employe. However, in writing "THE SCIENCE OF RAILWAYS," and in its many subsequent editions and revisions (to meet the ever changing conditions of the service) he and those interested in the publication of the work, have had throughout, the active advice and aid of practical experts, familiar with every branch of railway operation. The books are, therefore, authoritative, and as valuable to railway men as standard text books are to Lawyers, Doctors, Civil Engineers and other representative men.

"The Science of Railways" explains with great particularity, (profusely illustrated by charts and other necessary devices) the duties, responsibilities and embarrassing problems of engineers, trainmen and shopmen, written by scientists and practical men who have themselves solved the problems and mastered every intricate detail connected with the work.

The books describe in detail the Locomotive and Motive Power Department; the Application of Electricity to Railways; the Construction and Working of the Westinghouse and New York Air Brakes; their practical working being illustrated throughout with colored charts; the Working, Handling and Practical Operation of Cars; the Movement of Trains and the problems connected with their successful operation.

The foregoing and other subjects relating to the duties and problems of those connected with the engine and train service are described in great detail with such illustrations and charts as are necessary to afford the reader a clear understanding of the perplexing problems that arise daily in connection with his work. For further particulars, address

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The one or two nice days around Galewood found the boys out playing ball, which indicates that the baseball season is not far off. The several fans among the lady bill clerks are looking forward to the call of "play ball" and we will, of course, find some of them in the boxes near the Cub bench when the season opens.

Ray Farmer, the hustling car agent from Mr. Whipple's office, has learned to dance, and we understand, can throw his feet some and is taking in all the dances and dancing schools in town. I guess there is some truth in the report, as Ray looks tired and sleepy these mornings. Well, he might utilize the Fox Trot when he is looking for brick empties to good advantage.

Miss Anne Fisher, stenographer in the office of Agent Fesler, Galewood, lost a sister a few days ago. She has the sympathy of every one at Galewood. Miss A. Bauer, extra stenographer, relieved her.

James Kerr, rate clerk, Galewood, is getting very popular among the lady employes at Galewood, especially the comptometer operators.

Switchtender John McCarthy has a minor operation performed on his throat the first of the month and was absent a few nights. Every one around Galewood misses Mac when he is off, especially the telephone operators.

Mrs. Wm. J. Ricketts, wife of Switchman Ricketts, went to Madison, February 19, to spend a few days with friends.

James McMullen, switchman Western Avenue Coach Yard, and wife, left for St. Petersburg, Fla., the latter part of February, where they will visit Mr. and Mrs. Chas. Matthews.

Chief Operator W. G. Murbach, G. T. office, Galewood, is a busy man these days having joined a church society which gives some sort of banquet almost every night, and as a result Bill is getting into society on the North Side.

Chief clerk to trainmaster, A. C. Van Zandt, made a flying trip to Champaign the 11th to see his "dearie." Some "dearie," too. She spent a week in Chicago some time since and stopped at the Blackstone while here. Leave it to Van. Same sad faces around Galewood though. 'Nuff said.

Engine Foreman and Acting Assistant Yardmaster P. E. Ring suffered a severe stroke of paralysis a few evenings ago while eating supper at his home. He was feeling as usual and was preparing to come to work when he was stricken. Every one at Galewood wishes him a speedy recovery.

Foreman P. R. Hayes, Galewood, is doing extra yardmaster work in the Grain Alley in place of Ed Johnson, who is working in place of A. G. Y. M. Jim Ryan, who is off sick. "Paddy" is making the boys go some over in the grain alley and all he asks is a C-1 engine and some switching room and he will do the rest. We noticed some paving blocks loose on the viaduct while he was over there, so he must have had Engineer McArdle and Eddie working according to Paddy's signs.

General Yardmaster Grunau and wife, accompanied by Yardmaster Dudley and wife, left for Excelsior Springs on the Southwest Limited March 12. We hope to see Mr. Dudley return much improved as he has lost considerable time lately on account of ill health. Presume one could see Mr. Dudley and Mr. Grunau almost any day on the promenade at the famous resort. They both may worry some about getting the rush cars out of trains on the hill every morning, but we arranged with Mr. Dudley before he left that the rub-bish would be taken care of so that probably will not cause him any worry.

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for their booklet "FLOORS."

Switchman Peter Scheffler, Galewood, has taken up dancing and attends all the hops around Hansen Park. Understand they have a new dance called the "Tramp Dance" and Pete is very proficient in this particular step. Look out Pete that it don't put you on the tramp.

C. & M. Division Notes.

B. J. Simen.

Conductor C. M. Joss met with a painful accident a few days ago, while walking on sprained his ankle. He is relieved by Con-the streets of Chicago he slipped and ductor Mooney.

Engineer Robert N. Scott and wife left their home in Libertyville on Feb. 29th for a trip through the south. A few days were spent at New Orleans, then they proceeded to St. Petersburg, Fla., where they will put in most of their time. They expect to be away a few weeks.

J. A. Hoffman, agent at Morton Grove, has been in the hospital at Chicago for several weeks. He has a serious attack of appendicitis. G. L. Taylor is relief agent at Morton Grove.

Agent Frank Winkel of Grays Lake was off for a couple of days on account of the death of his two months old daughter. He was relieved by operator H. F. Guyot of Rondout.

Agent Frank Lumber of Ingleside has been suffering from an attack of rheumatism. It was necessary for him to lay off for a few days, Operator Robison relieving him.

Engineer F. G. Cleveland and daughter Mrs. Warren Grummitt were called to LaGrange, Ill., a few days on account of the death and funeral of Mrs. Cleveland's cousin.

Brakeman Henry Meyer and family spent Sunday, March 12th, at Libertyville as the guests of Conductor Al Kirby.

Fireman Oscar Warner and wife are visiting relatives at Arlington, Wis. Mrs. Warner is much improved in her health. For months she was practically helpless, suffering from rheumatism, but is again able to walk.

Conductor James Kennelly who was injured at Zenda nearly a year ago, is planning to resume work in the near future. He is visiting friends in Seattle and Tacoma at present.

Roadmaster D. Mau of Chicago has been away for a week visiting relatives in Kansas City.

A baby daughter born to Section Foreman L. Santucci and wife of Solon Mills. Congratulations, Lorenz.

Engineer George Ruble is on the Deerfield run and W. E. Stephens has taken his place on the Elkhorn freight milk run.

Brakeman E. W. Stafford on the Janesville Line way freight had his hand injured at Rondout while coaling the engine. He got his fingers into the cogs of the hoist and had two of them crushed.

Trainmaster A. J. Hasenbalg was off for a week on account of the death of his father who died in Chicago in the month of February. We extend to him and his family our heartfelt sympathy.

Conductor E. Haddock is running on No. 160 and No. 161 in the place of J. J. Corbett who is still at the hospital. Jack is reported as getting along first rate and hopes to be able to be home soon, but it will be some time before he will be able to resume work.

Operator J. R. Alleman of CG office has received his commission as postmaster at Libertyville and will enter upon the duties of that office within the next few days. We congratulate you, Jake.

Engineer James S. Lee and wife visited with their son, Fred, at E. Elkhorn, for a few days. Mr. Lee has been in poor health for some time, but hopes that when the weather improves he will be able to resume work. He has done no work to speak of this winter.

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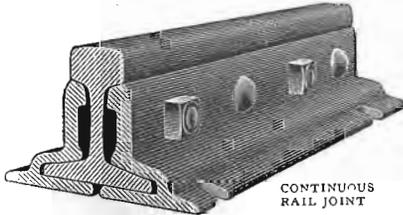
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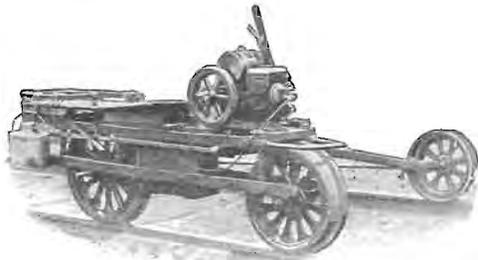
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