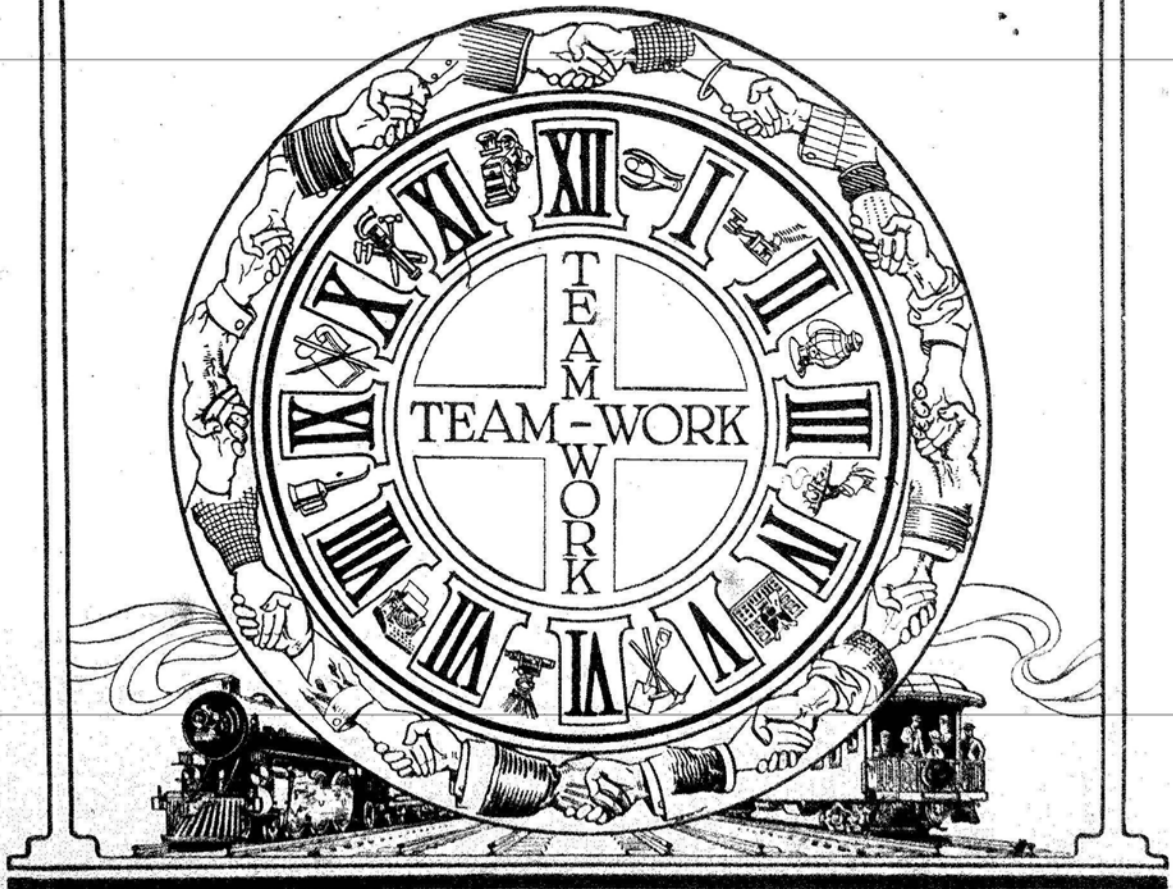


THE MILWAUKEE RAILWAY SYSTEM EMPLOYEES' MAGAZINE

December

1918



VOLUME 6

No. 9

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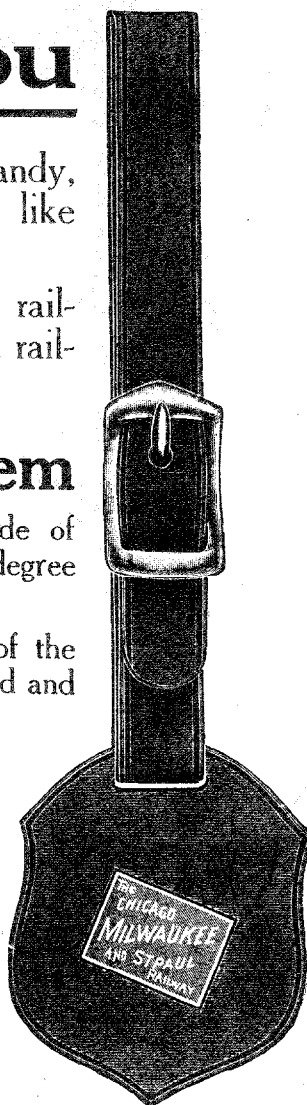
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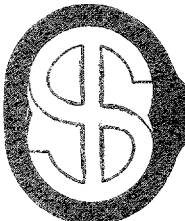
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Published monthly, devoted to the interests of and for free distribution among the 65,000 employes of the Chicago Milwaukee & St. Paul Railway System.

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VOLUME VI

DECEMBER, 1918

NUMBER 9

To Officers and Employes of the Chicago, Milwaukee & St. Paul Railroad:

After a little over a year of service with you, it seems appropriate for me to tell you how much I appreciate the splendid support and co-operation you have given me in carrying on the business of our railroad under the great difficulties that have prevailed these trying months, now happily past.

There are problems still ahead of us, but in view of past experience we can look forward with confidence that they will be met in the same spirit that has carried us through the greater ones of the past year.

I wish yourselves and your families a very Merry Christmas and a Happy New Year.



Federal Manager.

The Old Engineer

W. H. Shafer.

Oil was second oldest in service on the division—from the diamond stack wood burner down to the present super-heater, he had seen them come and go and handled them too.

Jimmie! he used to say, ain't she a dandy? And he would pull the throttle out a little, stick his head out of the cab, then look over at me and say, see them spin, are the drivers going fast on your side, Jimmie? And then he would grin and laugh, Jimmie! do you know? they didn't name these super-heater engines right? They should be called super-women.

Do you know why they call an engine she? Nope, says I, why? It's this way, engines are made to carry and haul big loads, compare them with women, it's an even break. Women have had to carry the burdens of the human race since the world began. Sometimes though, they get contrary and stubborn just as engines do. Here he gave me a sly grin and I wondered if he was slamming somebody. I'd been eight months trying to get a definite answer from my best girl. Yes, old Oil was pretty foxy. He'd slam you when you wouldn't be looking for it. Yet a good fellow at that, and the best engineer I ever fired for.

Peculiar in his ways, like most engineers, sometimes talkative, and then again it would be days before he would get friendly and talk, except that, which was necessary to do our work.

"Boys!" said he one day, when on a talkative lap. "I could tell enough about engines to fill this cab. When I started firing I had to pitch wood. If it got short in front I'd have to go back in the tank pit after it, and throw it into the fire box. And say, I had that down to perfection. I could take a sixteen-inch stick of wood and curve it into the fire-box anywhere I wanted it to go.

"Talk about curving a baseball! These seven hundred per cent ball pitchers would look green if they could have seen some of the old time wood-burner firemen pitch wood.

"The first engine I fired was the 24 spot, a 'Lawrence.' Charlie W. Case was my first engineer. A good man and a bright one. He afterwards became superintendent and later on transferred west of the river and for a long time was assistant general superintendent with headquarters at Minneapolis.

"I did all my firing on wood-burner engines. The first engine I run was a 'Mason' wood-burner, equipped with a pump. Those days injectors were not in practical use. These pumps were a queer contraption. The 'plunger' we used to call it, was connected with the cross-head and the engine had to be moving in order to work the pump,

"The next engine I had charge of was a Roger. Then a McQueen, then a Tweed, then a Grant, then a Hinckley, then a Blood, and several others that I don't remember the names of—one other one though that I remember was a McKay. The company only had one of this class of engines. She had a seven-foot wheel, could run like the old blazes, but couldn't pull any cars. I ran her one trip then she was sent on the Northern Division and never came back. I'll never forget the last wood-burner 'Roger' that I run. We were pitching over Lyndon hill one day, going west, when a cylinder head blew out and she stripped herself on the left side. I was pulling Al. Shumway that trip and when he came over and saw her disabled, 'he knew it would be the last of the wood-burners, cause they were converting them into coal-burners as fast as they went to the shops.' Shum let a joyful war whoop out of himself, threw his cap in the air, danced the can-can and shouted, 'Oil, God bless her, I'm glad she's gone, we won't have to pitch wood anymore.'

"Those days there were seven wood piles on the division, and when we needed wood, all hands on the train had to help load up. Yes, those were the good old days, Jimmie. Many a night we stopped at Oakdale, left the train on the main track and went to a dance for two or three hours.

"The first coal burner I run was a converted 'Mason,' formerly the General Sheridan, and later numbered the 48. She was a good girl. The worst engine I ever run was a 'Blood,' the 131.

"There was the most inconsistent old kettle I ever was on. Couldn't do a thing with her. Nearly all the engineers on the division had handled her and none of them could make her hit the ball. E. L. Wilcox was round-house foreman at Portage then and he says to me, 'Oil, everybody that has run the 131 complains and tells me she's no good, and I'd like to have you take her and see what the trouble is.'

"Alright, says I, hand her over. Brisbois was firing for me at the time, and say, he just bawled me to a finish for taking her. Don't worry George, says I, we'll get her hide or she'll get our's; and she did. We had hardly got started on our first trip when our troubles began; she didn't even wait for a good start. I'd no more than touched the throttle when she gave a snort that would scare a bull-dog—look a jump, and pulled a draw bar on the third head car—one of those old three link 'Potters' and out of the wrong end of the car at that. I heard the

(Continued on page 8)

"THEY KEPT THE FAITH"

To Our Boys in Service:

It is my great privilege to wish each one of you a "Merry Christmas." America has kept her word because of such as you! We are proud to think that so many of our employes went—shoulder to shoulder—with the millions of others to fight for the cause of Democracy. We are waiting to welcome home again those who are over there, and will endeavor to show to you our everlasting gratitude for the great sacrifices you have made. God bless you, and again, "A Merry Christmas!"

Sincerely yours,

Amelia A.

President



Former River Division Conductor W. D. Jones, now with 60th Engineers in France.



The Navy, Army and Red Cross. The "Jackie" is Kleber Earl LaGrange, the "Yank," John Thoro O'Donnell, the sweet-faced nurse, Mary Louise O'Donnell. Children of Engineers LaGrange, N. M. Division and O'Donnell, R. M. Division.

conductor and brakeman chewing while they were chaining up and judging from their conversation only one side link was coupled, so the 131 wasn't wholly to blame. We finally got started, and the next thing to happen was a slip down on Kilbourn hill, and we had to double of course. We doubled every hill on the division that trip and nearly every trip after that. Just one continual round of railroad fun. Our worst place, the place of all places to stall or slip down, was in a tunnel. It got to be such a common occurrence that we looked for it every trip. This one particular slipping spot was about five rail lengths in the tunnel from the west end hole. Every time we'd hit that spot she'd stop and spin, just on this one particular rail; we'd spot that rail so bad that a new one would have to be put in ever so often, and when a new rail went in, Brisbois would say, 'well, we ought to get by this time,' but nothing doing. She'd balk and slip and take on something scandalous, it was no use.

"Shag Williams, one of the old-timers, said her petticoat pipes were too big, allowing too much exhaust. Smut Reed, another old-timer, held out that her reflection plates weren't adjusted right causing too much draft—really, nobody seemed to know what the trouble was.

"One day, she slipped and churned so hard she loosened her jacket; another time she shook the cover off the sand dome. Some slipping, wasn't it! And about the only thing that didn't slip on her was the ash pan. Honestly, I believe all the lodestone in the magnetic pole couldn't have held that old mill to the rail. And say, you can talk about an engine being dumb and not knowing anything, but I'll argue different. Why, that old skate would just look around at me while going around the curve before getting to the tunnel and stare, like you've seen a balky horse do when he looks back and thinks he's got too big a load.

"Believe it or not, I've seen her tip the right blizzard light and give me the con-sarndest look, and as much as say, 'I've landed 'em all, I'll land you.'

"Well, to make it short, I gave her up. Turned her in as they say it now days, and she stood in the round-house at Portage two weeks or so, until J. M. Lowry, General Master Mechanic, got to inquire about her. When he found out what the trouble was he went right up in the air. 'Nobody to run that engine?' says he. 'Well say, I'll put a man on her that will make her climb a tree.' And he sent E. L. Wilcox orders at Portage to put her in charge of Engineer Pat McMahon. Pat was on the extra list at the time and hadn't handled her yet. He'd heard about her though, and knew what was coming, but he never flinched. And say! that same Pat was some engineer. He was a general, a typical natural born engineer. The brakeman's friend. They all rejoiced when Pat pulled them, they said he was the easiest man to brake behind on the whole division. He took that bunch of polished steel, and did just what J. M. Lowry said he'd

do. He had his troubles with her though before he coaxed her into line. The first trip she blew a cylinder head, shortly after she slipped an eccentric, that was one of her pet hobbies—slipping eccentrics. Then she threw a fire and came near ditching herself, but for all of that Pat stuck to her.

"We met him at Rockland one day on a stock train and being into clear on the siding gave him clear sailing, and he never shut off.

"'By gar,' Brisbois says, 'I believe he's getting her, look at 'em come, see them tails flying and rockets going sky-high. Notice that determined look on Pat; see how meek the old skate looks and just digging in for all she's worth. By gar! something doing, you bet.

"How he ever got her by that spot in the tunnel nobody seems to know. The trainmen used to say that he would work a light throttle with the lever pretty well down and favor and baby her all the way up hill, and then ease off before getting to the bad spot in the tunnel. I had a talk with Pat some time after, and in his genial, good natured way began to twit me about the 131.

"'Umph!' says he, 'Slipping eh? Can't get her through the tunnel? She's going through now; all you need to do is treat them like as if they were human and you can do anything with them. Why I have her trained so that she'll eat out of my hand. She even smiles when I come around to get her ready! The first passenger engine I run was a Tweed. The 191. A good one. Then a passenger McQueen, the 362. Next came the Rhode Islands, ten of them. I got the 693 and ran her for thirteen years. Then came the high-wheeled Baldwin, Compound Atlantics, built for speed.' "Let me interrupt you a minute, Oil—did they ever have any compound Pacifics here?" "Yes, there was one, but she was only on trial and the company wouldn't buy any, I don't know what the trouble was. Next to the Baldwin Atlantics came the long-legged broad-shouldered monkey motion F 3's with a trailer, built for power and speed. Last and best of all, came the F. 5, super-heaters, the best of their kind ever built, judging the one we're on."

"Do you like her, Oil?" "Do I like her? Say boy! I just love her. Next to the wife at home she's my best friend. And when I cash in I want to be right here on this seat box with a full hand and a clean deck.

"Jimmie!" and he leaned slightly towards me, "Have you any of that new fangled standard tobacco, the kind that comes in the little tin pails with the perforated cover?"

"You bet I have, old-timer, bought a fresh can this morning; here it is—help yourself."

Hark.

Sted.

Don't you hear the sleigh bells jingle? Santa Claus is on the way, he's speeding now across the seas, he's due most any day; when he arrives sweet peace will smile, the whole wide world engender, he bears a script from Germantown—Unconditional Surrender.

A Line on Christmas

Sted.

Our big show opened and the crowd entered when Marie remarked she would prefer serving fish instead of fowl for our Christmas feast. Her untimely remark almost butted into the sacrilegious and only Joe's fertile thinking cup saved the situation when he remarked he had been Santa Clausing a fishing rod and tackle about Mexico for four years but had never enjoyed the pleasure of hooking on to the enemy. He asserted it was a Jonah and he intended wishing it on some other dub when opportunity presented. This generous microbe incubated and hatched out the next day.

Located as we were in the City of Mexico with the lakes Tezoco, Kochimilco and Chalco watering for the season within reasonable distance, I ventured to remark that maybe there were fish in those waters weeping tears for the privilege of enjoying the tainted air at some festive board on Christmas day. Interrogating Marie—she was our spiritual adviser when all other chickens flew the coop—we inquired if there was the veriest chance of connecting with a fish in case we should undertake such a daring adventure, especially in the land of the ancient Aztecs with American tackle on which no duty had been paid. The idea claimed her immediate attention as Joe spread his war bonnet on the bed and she requested permission to decorate herself with the gaudy flies at the coming fiesta. Joe told her she was fly enough already and had more lines out than one chicken could pull with safety.

"Yes," said Marie, "there are fishes in the lakes. You take a car at Buena Vista, ride to the Zocolo, change cars for Penon, hike about one kilometer and you will see the waters. Just sit down and wait for a canoe to come ashore and you can purchase all the fish you want, and it is my fervent desire you so do, then I can serve a fish Christmas dinner. You go, you buy them, no?" Just the information we were longing to acquire, so we—that is Joe did—excused her with the grace of an American boomer.

Joe wanted to tote along some minnows for bait but none were procurable, so the invention was sidetracked. Then squirmed forth the subject of angle worms. Christmas dinners and angle worms create one harmonious combination. We searched the casa for a spade, then explored the corral. Nothing doing. We then decided to operate a machete and got busy. Choosing a soft, loamy spot that we confidently predicted would make good we started prospecting. Joe maneuvered the machete, slashing right and left while I pulled old mother earth loose with my hands; the proposition would have been a winner only for three untimely disappointments.

First: We did not find any worms.

Second: In his frantic endeavors Joe slashed my fingers with the machete.

Third: An officer of the hold up law came along and threatened to pinch us for defacing property. The third act was pulled off in a creditable manner with harmonizing scenery, and a bit of debit to graft. Joe had his murderous looking knife in his right hand which he wildly flourished in the air. I was standing to one side in deep mental affliction trying to assume a noble pose, both arms covered with mud to the elbows, blood oozing from my maltreated hand, wondering why lunatics were so enthusiastic over fishing trips, but was awakened from my ponderings by the officer waving his official club at my head and inquiring what I had to say about it. I did not have one idea to place on record so remained quiescent, as the man had never been introduced to me. I was somewhat taken arrears by his official presumption in thinking he was acquainted with me. He repeated his question, so I bravely replied: "Being in Mexico, I am in favor of free silver and herewith present you with this souvenir to convince you of my loyalty." He inferred I was or should be a gentleman and was sorry he had overlooked me in his initial introduction as it would have saved him heaps of language; as he departed hence he remarked we could dig there any day at the same price.

Thoroughly enthused over our attempt to secure live bait we decided to use only flies, they were a choice collection, possessing nearly all the colors of the rainbow, and then some! We felt confident of success, laid them out on the bed covering, admiring the blending of the different colors; also realizing how impossible it would be for the fish to resist such lovely temptations. Turning around to inspect the other tackle, we were again visited by the god of luck, for no sooner were our backs turned than Marie's cat, which had been dozing in the rays of the sun, dreaming of we knew not what, with a "meouw" and a leap landed on the bed covering. Fish hooks entering the flesh produce a sensation similar to pain so she essayed another jump, and repeated with a series of prodigious leaps impossible for me to describe; and also in her tragic maneuverings while trying to free herself she fastened on to Joe as a bosom friend. Marie came in, grabbed a stick and tried to save Joe's life, but there was so much more of Joe in view than the cat, that he presented a juicy, red appearance when the cat left his bed and board, and jumped through the window, scattering glass in all directions.

Joe was feeling around the room for words

soft enough to express his supreme satisfaction and pleasure. His face looked as though he had been in a barbed wire trench, his clothes were festooned with blood and looked ragged. Marie was crying sympathy for her cat. Every one was in such a joyous state of happiness that I went out for a walk without excusing myself, not desiring to mar such a homelike, peaceful scene.

Returning that evening I found Joe bolstered up with court plaster and bandages but feeling half ways sociable. Marie was still in tears, but these we soon dried by promising to secure another feline pet; there were three hooks left so we concluded to try our luck the next day. Christmas is always inspiring. My dreams that night were composed of a mixed solution in which cat-fish and trouble seemed to predominate, but when morning dawned I was ready for the fray.

Following the trail advised by Marie, the morning previous to Christmas morning found us at Penon at nine o'clock. Starting for the lake, we recalled our readings of the battles that had been fought on the ground we were treading, from the history of the ancient Aztecs down through the aisles to the feline battle of the preceding day. We agreed however it was more pleasant to wander over such historic spots in peaceful times on a pleasure trip and tried to forget all that had ever happened that had not turned out just as planned. The walk was through a considerable growth of cactus, lizards of many colors were turkey trotting over the scenic landscape, scorpions were crawling here and there; it was an enjoyable ramble in low shoes. Before reaching the lake we came to a Mexican village of grass huts, the inhabitants being identified as dogs, fleas, Mexicans and more fleas. They offered their services as efficient guides but we shook our heads as though we did not understand the language, followed the lizzardy, scorpionized trail and reached the lake.

Tezcoco at the present day is about ten miles one way and five miles the other. That day before Christmas was calm and the waters appeared sleeping for all signs they made of recognition as we stood upon her historic shores. The glassy surface stretched away to the north, east and west, while back of these rose range after range of mountains, whose peaks composed a rugged back-ground for so calm and peaceful a picture. It was a sight worth going to see, a Christmas offering presented to us a day ahead of time.

A few Indians in canoes laden with vegetables and produce were near, but we could not persuade them to pole us to good fishing waters, neither did they have fish to barter. I wonder if all women talked like Marie did? Noticing a modern appearing building up the lake some distance, we set out to see what it could produce. On ascending the steps we were confronted with the sign—Pastime Pleasure Club. While exploring this curiosity a peon came shuffling up. He mistook us for members of the club and inquired if we wished a boat. Of course we did, and then came another stumbling block, he said

we would have to produce membership cards, as the committee who had left him in charge said the boats could only be "overturned" upon the presentation of said card. Joe had an O. R. T. traveling ticket, but after the peon had compared it with the sample in his possession he handed it back and said it was not the right color. We finally got real angry and admitted that we were members of the club but had left our membership cards and keys to the building in our other pants pocket, but we had a bit of silver that we would joyously part with just for the little privilege of riding in one of those floating palaces. And I wish to record right here that that Mexican was human and for a larger stipend consented to go with us and furnish the power of locomotion. We happily seated our worthy selves astern and amidships, ordered the crew to weigh anchor and knew that at last our troubles were at an end and we were outward bound to the delightful pleasures of angling. And the next day was Christmas.

Our crew remarked that the water was shallow and it would be necessary for him to locomote the boat by shoving while wading. We lit a couple of smokes and ordered him to shove away, and not to worry about the officers. While he was endeavoring to perform this pleasant task for his masters, the masters got to arguing about whether the wild mallard has red or yellow legs. It really did not matter what color the mallard's legs are, but we got so argumentative that our surroundings were forgotten. An exclamation from the peon brought us back to our pleasant realities and we proceeded to take our bearings in the regular nautical style. We were a mile from shore and had clasped a mud bar to our bosom, or rather the boat had. The water was half an inch deep and the porcine scow demanded three inches for positive action. The native said he was fatigued. This was so pleasant that it was interesting and gave us encouragement. We assured the boatmen of this in the kindest of tones with happy words. We made him feel that we appreciated his efforts. It was now near midday and the next day was Christmas. With no coverings but a couple of narrow brimmed dickies we began to get acquainted with the workings of the sun. Our boatman was standing knee deep in the mud asking Joe what was going to be done? This was just a trifle more than Joe's happy nature could digest, so removing his shoes, half hose and a few other articles of raiment, he placed his feet in the waters of lake Tezcoco. It is not every one that can enjoy that privilege, and I began to envy him.

Kind, weary reader, there bobs up once in awhile in a person's life some incident that would ordinarily produce mirth. A time when one would like to laugh, again there are times when one would like to weep; but when a person has a desire to laugh and withholds that desire for fear of offending the private feelings of some dear friend, or more especially when this dear friend is larger in stature and athletically inclined, and you

know that to laugh would only cause you to weep, then is one of those trying periods when it is hard to circumvent one's innermost thoughts.

Joe's feet had no sooner hit water than they struck mud, one foot had no sooner landed on that watery mud than a crawfish fastened on to it; I attempted to smile but Joe wanted to know if I observed anything exceedingly funny. His inquiry had a peculiar ring and he really seemed to be in a serious state of mind, and I quickly concluded it was one of the saddest scenes my eyes had been privileged to witness. Unfastening the visitor, Joe remarked something about being an ardent lover of Nature, and how he did enjoy outings, and all that, and wanted me to plan some plan of escape. I referred the matter to our boatman and explained to him our position. He seemed to realize that something was not just exactly right and hastened to remark that he could walk to shore and get help from the natives. And with winning smiles and hearty bursts of laughter we bade him speed. For was not the coming day Christmas?

We waited there for two hours, the sun's rays beating down on us warmer and warmer, until they reached a degree bordering on heat. We did not have any thermometer with us although we should have had. I do not feel I should take the responsibility of making a guess as to the heat of the sun that day. I might over estimate and would not care to have anything appear in this historic sketch that was even the least little bit imaginative. We were hungry and thirsty, but we just had slathers of unemployed time to admire the surrounding scenery, especially the horizon toward which our crew had perambulated. That was one of the loveliest horizons human eyes ever beheld, it caused much of a divine nature to mingle with our happy conversation. Away to the south reared the peaks of Popocatepetl and Iztaccihuatl, and the sight of their snow embowered summits filled us with joy and happiness. Of course we were really sweltering in the sun thousands of feet below the other end of those big hills. But nothing in the nature of envy was manifest in our little visits while awaiting the return of our crew.

Everything comes to him who waits, especially when one is compelled to linger awhile whether he desires or not. Help and succor arrived at last. Pushing from behind, shoving along the sides, pulling from the front, we were safely landed at the wharfs of the Pastime Pleasure Club house at five p. m. And we had had such a fine time and were happy and contented.

Joe's rod was yet in its case, so he made a present of it to our noble crew who graciously accepted it and thanked us for inviting him that day to share with us the joys of the trip. Then came the rest of the life savers. But they did not bother us, as all that was required was just merely some hard dollars which we placed in their reluctant hands. It was a happy parting.

"Thoroughly satisfied with our day's sport we set out for home, arriving just in time for supper, and if ever two tired and hungry mortals enjoyed a meal after a day afloat and afield, we did."

This last sentence is copied from some of the numerous trips that appear in the various sportsmen's magazines, with the exception that they generally describe the hostess, her charming dishes, etc., and is also utilized by nearly everyone in writing up such happy trips as Joe and I had that day. Therefore I usurp the liberty of stealing it for this grand occasion, begging the reader's pardon for not describing Marie and what we swallowed, as it is none of the reader's business. And the next day was Christmas.

Marie waited on us with smiles, but at first seemed disappointed we had not been able to buy any fish, but mentioned she had changed her mind while we were away and had that afternoon purchased the customary turkey, also she had missed her cat all day. We gave her the flies and tried to sympathize with her. Yes, we were in just the right mood or humor to feel sorry for every person on earth who had a reason to feel that way. The strain was severe, Marie left the room in tears and grief; that is, she left us in the room and carted the tears and grief along with her. Misery loves company, but the next day was Christmas.

Before I close I will add that Christmas came the next day alright. It was on the twenty-fifth of December if I remember rightly. And Marie served fowl. A Happy Christmas to you all.

Reclamation Report.

The report of the Reclamation Committee is to be concluded in the January Magazine.



Ernest Mix, now with Co. F, 11th Depot Battalion, and his mother and sister; family of Agent, Waukesha, Wis.

United States Railroad Administration

News from Washington

A Letter of Appreciation of Railroad Men.

The following letter written to the Director General is sent by him to the Magazine together with his reply to Doctor Gates:

THE SOCIETY OF PAROCHIAL MISSIONERS.

Horatio Gates, B. D., General Parochial Missioner, 355 Oakland Avenue, Milwaukee, Wis. For Wisconsin, Minnesota, North Dakota and Michigan (Upper Peninsula.)

September 8, 1918.

Hon. W. G. McAdoo,
Director General of Railroads,
Washington, D. C.

My dear Mr. McAdoo:—

I notice as I travel through the North West, the poster which asks for suggestions, complaints or in re the Railway Service and its employees.

In the years I have been travelling over a large territory and meeting the railroad men daily and personally * * * and I must say that for hearty good fellowship, devotion to duty and a manly performance of the same, they cannot be surpassed.

The conductors and brakemen of the passenger service can stand the same test. They have the more trying life. There are many using the railways and travelling about who are not adapted to travel. Some people leave home with a "grouch" and add to it another for every mile travelled. This accumulation they seem to delight in emptying upon the conductor or brakeman, and are never happy unless they can. In these days, it is from this class that most of the complaints come, not from the many whose duties require them to live on the roads many days in the year.

In my work I use the lines of the North Western, the Omaha, the "Soo," the C. M. & St. Paul, the Great Northern and G. B. & Western,—and I have never yet witnessed anything but what was gentlemanly and considerate toward the public on the part of the employees of these various systems. My work, too, as a clergyman and missioner has been in many cases among the families of those men. I know their home life, its trials and discouragements, its successes and its pleasures, its ambitions and its devotion, I have stood with them at the font of Holy Baptism, I have married off their sons and daughters, I have gathered with them in worship, and with them at the open grave,—and to my mind, there is much true heroism in their lives and a keen sense of the obligation of duty well done. They are, as we are, human, with all that implies, and I can say as a much experienced Missionary, that the railways, which you are so ably and acceptably administering, may well be proud of the men who form its efficient working force. They have risen patriotically, here at least in the North West, which is the part I personally know, to sustain your hands and the hands of the Government, and to carry out the policy of our Great President and his able advisers.

I have the honor to remain,

Most truly yours,

(Signed) Horatio Gates.

November 16, 1918.

Dear Mr. Gates:

Please let me tell you how deeply I appreciate your kind letter of the 8th of November, telling me of the attitude of railroad employees throughout the northwest, an attitude with which you are so familiar because of your long association with these splendid men.

It makes me more than ever proud of the railroad employees of the United States when I receive such disinterested and impartial testimony, and from such a high source. Throughout my experience as Director General of Railroads, it has

been immensely gratifying to me to discover much loyalty, patriotism, and devotion to the interests of the Government and to the service among railroad employes generally.

I hope to have the pleasure of meeting you personally sometime. With all good wishes and assurances of my genuine interest in the great work you are doing, I am,

Cordially yours,

(Signed) W. G. McAdoo.

Rev. Horatio Gates,
355 Oakland Avenue,
Milwaukee, Wisconsin.

Traffic Conditions In the Northwestern Region.

Report of November 13th:

Passenger traffic and general business conditions depressed account prevalence of influenza, but improving rapidly.

Car supply easy and heavy demand for flat cars to load government trucks and agricultural implements and refrigerator cars for fruit movement, has been met successfully.

Notwithstanding grain embargo, movement is heavy, with prospects of continuance.

Requests for relief account Minnesota forest fires decreasing. During two days in October, railroads handled forty-six special train movements with approximately 12,000 refugees, which resulted in saving many thousand lives.

Traffic conditions in other sections have been similarly affected by the prevalence of influenza, but situation generally improving. Grain, fruit and other perishable freight movement has been heavy, but loading and unloading retarded by shortage of help in eastern regions. Good rains were reported in the Southwestern Region and conditions favorable to planting fall and winter crops.

The Fuel Administration reports the general coal production reduced account of illness and elections, but bituminous supply ample throughout the country.

Reports concerning the Consolidated Ticket Office at Chicago are very favorable, and the Consolidated Offices throughout the country are working well and without complaint.

Increased Efficiency of Freight Operation.

A fact brought out in the monthly report of Director General McAdoo indicates the increased efficiency of freight operation: the railroads handled during August, 1918, two billion tons of freight a distance of one mile, more than was handled during the same month of 1917, an increase of 6%. This gain was accomplished by the more intensive use of each unit of operation: because while the total traffic moved, measured in ton miles, increased 6.7% the mileage run by freight trains to handle this business increased only two-tenths of one percent. The number of tons of freight per train was increased 6.6%, from 684 tons to 729 tons and the number of tons carried by each car as increased from 27.8 to 30.1, or 8.3%.

Observing Fire Prevention Day.

In connection with a movement by several states to observe November 2nd as Fire Prevention Day, the Director General sent a notice to all railroad employes urging a general observance of the day, in such ways as removing all rubbish heaps, inspection of all fire apparatus and a resolution to keep tidy hereafter all the property of the railroad wherever situated. "I hope the day will be widely and thoughtfully observed as a war duty."

General Order No. 54.

General Order No. 54 makes provision for hearing and investigation of matters presented by officers and employes of the American Railway Express Company. The Division of Labor of the United States Railroad Administration will hear

and investigate and recommend adjustments of any disputes between said Express Company and its employes not affecting wages and working conditions. Such disputes are to be transmitted to the Director of Labor, in accordance with the procedure established by him. The Director General quotes from General Order No. 8, previously issued for the guidance of railroad employes, urging that officials and employes of the American Railway Express Company be governed thereby: "There must be co-operation, not antagonism; confidence, not suspicion; mutual helpfulness, not grudging performance; just consideration, not arbitrary disregard of each other's right and feelings; a fine discipline based on mutual respect and sympathy; and an earnest desire to serve the great public faithfully and efficiently. This is the new spirit and purpose that must pervade every part and branch of the national railroad service."

Treasurer, U. S. R. R. Administration.

Effective November 1st, Charles A. Lutz was appointed Treasurer of the United States Railroad Administration, vice G. L. Scott, Acting Treasurer, resigned.

Seniority Rights for Returning Soldiers and Sailors.

General Order No. 51 says: "The majority of railroads under Federal Control have already made announcement with respect to the preservation of seniority rights for employes who have entered the military service of the Army and Navy, and have indicated that so far as practicable, preference in reemployment or reinstatement would be given soldiers and sailors when mustered out of service.

(1) In order that as nearly as practicable there shall be a uniform treatment of this matter, the following general principles will govern:

(a) In case of an employe having established seniority rights, so far as practicable, and where the employe is physically qualified, he will be restored to such seniority rights.

(b) In case of employes who do not have seniority rights under existing practices, a consistent effort will be made to provide employment for them when mustered out of military service.

(2) On railroads where assurances given on this subject have been more specific than the provisions of paragraph (1) hereof, such assurances shall be observed.

Rules to Relieve Telephone and Telegraph Facilities.

The Director General's Circular No. 61 makes the following rules, to relieve railroad telephone and telegraph service:

1. Use the telegraph and telephone only when the mail will not answer the purpose.

2. Send by mail messages written late in the day, on Saturday afternoons, Sundays or holidays which cannot be acted upon at once and which will reach their destination by mail in ample time for action.

3. Omit superfluous words, avoid unnecessary file numbers and references. BE BRIEF.

4. Use telegraph code systems where it will effect a saving.

5. Limit use of telephone facilities both railroad and commercial, to railroad business and to the shortest time practicable.

6. The Telegraph Section, Division of Operation, will establish an effective system of censoring with a view of reducing the number and length of telegraphic communication.

Railroad Employes Given Opportunity To Vote.

On November 1st, the Director General wired all Regional Directors to instruct Federal Managers to give railroad employes the largest possible opportunity without interfering with necessary railroad operations, to exercise their right of suffrage on Election Day, November 5th.

Signal Supervisors and Assistant Supervisors Ranked as Officials.

Orders have been issued by the Director General that Signal Supervisors and Assistant Supervisors shall be considered as officials and that their compensation shall be fixed by the Director General upon the recommendation of the Regional Directors.

General Order No. 55, issued by the Director General, under date of November 13th, issued instructions concerning the collection of transportation charges and disposition of overcharges,

undercharges and agency relief claims, for all services performed by carriers under Federal Control. The Order is for general distribution among officers and agents who are required and expected to collect the correct amount due for each service performed, such amounts being determined or determinable by the application of the lawfully published rate or rates plus charges for intermediate or terminal service not included in and made part of such rates, and the war taxes applicable to the foregoing. The provisions of the Order apply to overcharges, uncollectable undercharges and to other charges which accrued or may accrue subsequent to January 1st, 1918. Settlements already completed on the basis of rules theretofore in effect shall not be readjusted.

Director General McAdoo has issued the following statement to the railroad telegraphers:

"I regret to learn that efforts are being made by some persons to induce telegraphers in the railroad service of the United States in certain sections of the country to strike on the fourteenth of November unless the Director General makes a decision before that date on the request of the telegraphers for increased wages. I cannot believe that genuinely patriotic men will listen for a moment to advice from anyone to strike against the Government of the United States. All employes of the railroads are now in the service of the Government and never in the history of the United States have its employes struck against their Government. It is impossible for the Director General to render a decision on the telegraphers claims on or before November fourteenth. The case is under consideration and will be decided at the earliest possible moment. A grave mistake will be made if any body of employes should quit their posts. It is just as essential now to keep a continuous flow of supplies to our soldiers and sailors in France as it was while the war was actually raging. I earnestly request each patriotic employe to remember his duty to his Government and to remain at his post and await with confidence the action of the Director General which will be taken at the earliest possible moment. In this hour of glorious triumph for world democracy let us not fail to do our part by standing to our posts as our soldiers and sailors have so gallantly stood to theirs."



Sergeant L. M. Hibbard, Corporal M. A. Galvin and Privates L. J. Meibel and J. Fuerst, Co. C, 60th Engineers, formerly Dub. Division employes.

From the Reminiscence Column.

As an old-time employe of the Milwaukee & Prairie du Chien Railway, successor to the Milwaukee & Mississippi Railway, and alive to its traditions and to the number of men graduating from it to other lines, both in the rank and file, I ask you to give space to publish the following article:

Extract from the reminiscence column of the Evening Wisconsin (Milwaukee) of a recent date.

"FROM OUR OWN FILES.

Sixty Years Ago.

"The train on the Milwaukee & Mississippi railroad from Prairie du Chien to Milwaukee, September 17, 1858, D. A. Olin, conductor, made the best time on record up to that date—leaving at 11:05 and reaching here at 6:20—seven hours and fifteen minutes for the trip. The train brought passengers who left St. Paul on the preceding day at 4:30 p. m., making the distance from St. Paul to Milwaukee in twenty-five hours and fifty minutes."

We must assume that the passengers making the connection at Prairie du Chien, came there by boat, as I am informed there were no railways west of the Mississippi in 1858. It is something to reflect on that a trip which then required twenty-five hours and fifty minutes, is now being made easily in twelve. Yet, proportionately we have not improved. The train mentioned in the above article, ran over iron rails 16 feet in length, secured by chairs at the joints, called "saddles." The engines burned wood, with a maximum boiler pressure of 120 lbs., so that the performance made today is relatively poor in comparison with the one herein named.

Now for the social, personal side. John Cummings is about the only man, aside from myself, who will remember D. A. Olin as the general superintendent of the Western Union Railroad. Olin was taken from a conductorship on the Milwaukee & Prairie du Chien—not the Prairie du Chien Division and made assistant superintendent on the Milwaukee & St. Paul Railroad—now the La Crosse Division.

It may interest the rising generation to know that in the time of Mr. Olin, and in fact for many years thereafter, and during my time on the Prairie du Chien, passenger conductors had individual trains—with the exception of mail cars. The coaches, express and baggage came in and went out with their conductor. The baggage car was fitted up with a stateroom, in which was an office for the conductor and a couch. Without any disparagement to the present trains, these trains on the Prairie du Chien were the finest in the land and from them graduated several general superintendents and general managers. I remember as a brakeman it was our duty to clean the lamps in the passenger cars and in the mail and express cars as well. The forward brakeman cleaned the hand lamps and all signal lamps and the lamps in the baggage and mail cars. The rear brakeman,—owing to his seniority—was required only to clean the lamps for the coaches. After the luxury of every conductor having his own train was denied, there was

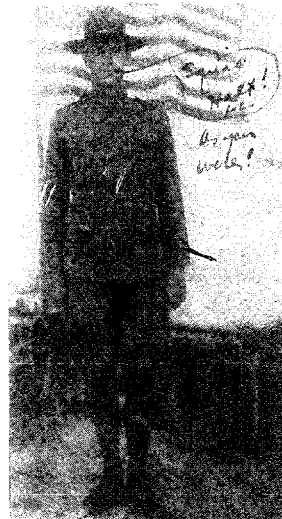
a competition between the brakemen as to who could do the least lamp cleaning in the coaches, with its attendant bad results and general discomfort to passengers from poor lights.

Once a Brakeman.

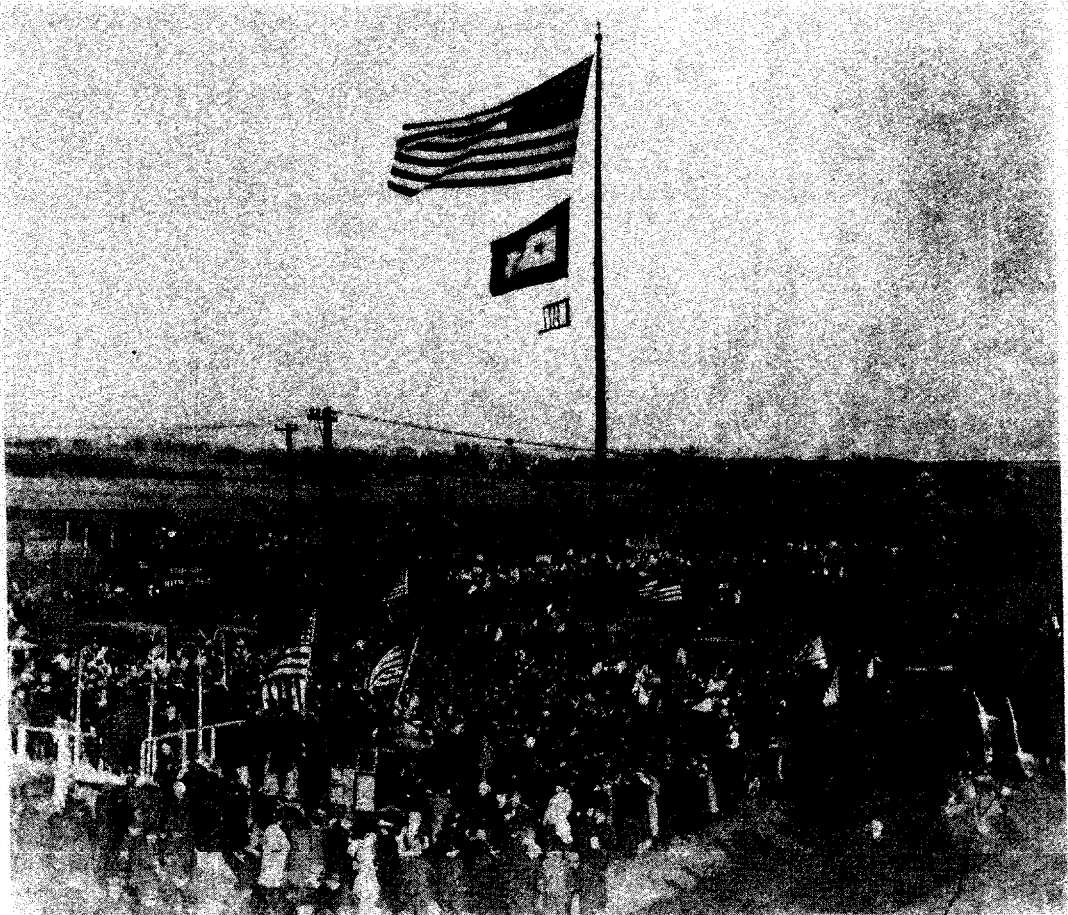
Peace Has Come.

Nora Breckenridge Sill.

Jest been putterin' all day long. Seems I can't git nothin' done since I heard that **peace is come** an' I seen this paper says "**that us Yankees licked the Hun.**" Jim he went. I reckon now purty soon he's comin' back glad he give them Dutch a whack. Ain't the sky jest awful blue? Ain't the sun jest shinin' fine? Did ye ever see the beat of that purty field of wheat? Seems I can't git nothin' done till I git this paper read. Jim he went. He said us two here at home was helpin' tho. Me an' John was workin' hard. He's my youngest, crippled son. One leg's shorter'n tother one. But he's worked from morn till night. I ain't heard him kickin' none. Walkin' miles behind a plow barrowin' an' harvestin'. An' my ol' back is awful sore pickin' rocks from everywhere. Darn the dum tarnation things. Guess I better git to work; don't want Jim to think I'd shirk. Jest been putterin' round all day, seems I can't git nothin' done since I seen this paper said "**Peace is come, we licked the Hun.**" Jim, I reckon's mighty glad. John is too, he grinned an' said "Like as not Jim helped 'em Dad, you an' me can keep 'em fed the with next year's crop of bread." Then he went to hitchin' up. I jest keep on putterin', seems I can't git nothin' done. Ma's a makin' apple pies, with her specks above her eyes. Ain't the sky jest awful blue? Ain't the sun a shinin' fine? Did you ever see the beat of that purty field of wheat? I jest keep on putterin', seems I can't git nothin' done. Ma says "I hope that McAdoo aint a feelin' none like you."



Private J. J. Charleston, 6th Battery O. A. L. D., formerly employe of Superintendent of Terminals, Chicago.



Peace Day Celebration at Perry, Iowa, November 11th.

Greetings to Perry Patriots.

The following Christmas tree greeting, if a trifle "wobbly" as to construction, is, notwithstanding, firm as to sentiment. Good cheer go with it:

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WAUKEE DISPATCHER'S OFFICE FORCE WISH IN THIS MANNER TO EXTEND THE SEASON'S GREETINGS TO THE NINETY-TWO MILWAUKEE EMPLOYEES FROM PERRY WHO AT THIS TIME ARE IN THE SERVICE OF OUR GOVERNMENT. OUR MOST HEARTY CONGRATULATIONS ON THE VICTORY THAT HAS BEEN GAINED, ARE EXTENDED TO EACH MAN AS WE FEEL THAT EACH HAS DONE HIS BIT TOWARDS THE MAKING OF THE WORLD SAFE FOR DEMOCRACY. WITH ONE ACCORD WE LOOK FORWARD TO THE EARLY RETURN TO RAIROAD SERVICE OF ALL MEN NOW IN THE SERVICE

OF
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Signed,

F. A. Maxwell, Trainmaster.
 J. J. Kindig, Chief Dispatcher.
 A. J. Krohnke, Asst. Chief Dispatcher.
 T. C. Peterman, F. E. Jackson, C. L. Kinner,
 C. C. Marchant, Ruby Eckman, Mabel
 Trouth.

To Captains Dewey, McPherrin, McKrihan.
 Lieutenant Drake, Sergeants G. Courtney, Chas. Stoner, Elmer Clothier, Percy Salzgeber, Harold Stoner, Corporal E. B. Brooks, and George Pullerton, L. G. Honomichal, S. C. Tucker, Bert Blue, Frank Millard, L. Keith, F. McDevitt, M. O. Patterson, C. C. Powers, E. B. Oehler, W. W. Warrath, C. Henrici, Fay Marsh, Guy Carroll, F. G. Cummings, C. F. McCurdy, E. Buckley, J. Townley, Dee Everetts, Lee Tucker, Thos. Cummings, Elmer Robbins, James James, Harry Emberling, Dean Brooks, W. P. Laughlin, Otis Stump, Harold Elliott, John Vodenick, F. Gardner, George Slater, Victor Lewis, Peter Slater, Earl Tucker, Ben Spence, Floyd Lutz, Jno. Peudy, George Tomer, Geo. Balsbaugh, E. Elsasser, Geo. Becker, O. Balsbaugh, W. Abbott, Fred Wiley, W. Hoefius, A. Horne, J. Mendelecki, R. W. Moore, W. Murphy, Glen Linn, Ed. Ryan, W. Callahan, Ray Burns, W. Higgins, Russell Markham, Chas. Johnson, Ben Moore, Bert Quick, Jno. Barth, Harold Howe, Jno. Wagner, Orin Lutz, Walter Sheets, Joe Burns, Hugh Smith, Harry Marshall, Elwood Bennett, James Kelley, Frank Colburn, Brooks Cross, Houston Hoover, A. Johnson, Ora Porter, Wm. Marks, Paul Paddock, Ray Anthe, Richard Parker, Henry Foster, Chas. Jones, Barton Livingston, Merrill Cafe, Wm. Sheets.

Claim Prevention Bureau

C. H. Dietrich, General Chairman

Chicago, Ill., November 18, 1918.

The General Committee on Claim Prevention submits the following Freight Loss and Damage statistics for September:

	1917	1918
Freight Revenue..	\$6,969,925.00	\$9,480,747.00
Loss and Damage..	157,739.00	156,992.00
Ratio of L. & D. to Revenue0226	.0166

During October there were 17,408 loss and damage claims received in this office amounting to \$571,379.00. This shows an increase of about 5,000 claims over the number received during the month of September.

The question of Claim Prevention is receiving more attention today by the railroads under the Federal control than ever before. One of the factors instrumental in bringing this feature to the front is the need of preventing unnecessary waste of food products, clothing and other essential materials. Every individual railroad in the country is putting forth extraordinary efforts to show favorable results along claim prevention lines, and as our loss and damage account is a direct reflection of operating efficiency, every officer and employee interested in the operating efficiency of this road must get into the loss and damage game if we are to show up favorably along side of other lines in this region.

Perhaps the most important single feature confronting us today is the organization of our heated car service which was referred to by the General Manager in his circular of November 2d. Our experience heretofore has been that cars are properly equipped and forwarded from originating point with heaters burning, but through lack of attention at various sub-division points the heaters are allowed to burn out and the contents of cars are then damaged by frost.

A car traveling under heater protection must receive constant attention and be closely supervised at every terminal stop. A complete record must be maintained of its performance in order to enable the Claim Department to dispose of claims presented account of frost damage.

Our claims for the value of entire packages lost in transit during the past nine months have been unreasonably high and the closest attention to this feature is necessary if we expect to bring about an improvement. The first step in this direction must be taken by the agent accepting the freight, viz., (a) require shipper to mark his freight plainly, and (b) with a mark that will not become detached in transit. If a package is plainly and properly marked, even though it go astray it will ordinarily reach its destination

finally; while a package improperly marked, even though loaded correctly, will seldom reach the consignee.

The excessive number of shortages of an entire package leads this committee to believe that our local agents are not giving this matter as much of their personal attention as they should, especially at the larger receiving stations where the acceptance of freight is handled by check clerks.

From the inspection of original waybills, it is evident that at transfer points we are not eliminating from the waybill the car number in which the freight was received and showing, plainly, the car number into which the freight is transferred. This is an important feature and should be closely supervised.

During September, on one division, shipments worth \$1,199.00 consigned to order, notify (subject to original bill of lading before delivery), were turned over to consignees without surrender of original bills of lading.

After all that has been said on this subject, it is hard to understand why our agents continue to take chances in this manner.

An initial supply of uniform blanks for presentation of freight claims has been distributed to every agent on the line, together with a circular letter of instructions. Any agent not receiving these forms may secure a supply by telegraphing this office. As no claims will be entertained except such as are presented on this uniform blank in accordance with General Order No. 41, it will save considerable delay and extra work if agents will insist on claimants filling out this form before submitting to this office. PLEASE BEAR IN MIND, also, that this form does NOT take the place of Agents' Form No. 234, which will be filled out by the agents as usual.

With this bulletin you will receive a few Suggestion Cards which the committee trusts you will use to good advantage, giving us any information that in your judgment will assist us in preventing claims. All such suggestions will be acted upon promptly whenever practicable.

As indicated in our previous bulletins, the united efforts of every man handling freight or connected with its handling is necessary if we are to secure the results expected of us in this work. And this thought should be kept in mind continually, that in preventing freight claims we are not only making a favorable impression upon patrons of our road, but, incidentally, an impression favorable to the entire United States Railroad Administration.

Two Station Car Loaded with Freight Mixed.

One of our large Iowa stations loaded car C. I. & S. 795071 October 5, 1918, with merchandise for Van Horn and Keystone, Iowa. The freight for the two stations was mixed and train was seriously delayed while crew was sorting out the shipments. Incidentally, it was found that flour in bags had been loaded under machinery, with the results which were to be expected.

Some of our inefficient loading stations are offering various excuses for not loading freight in station order, but it is hard to imagine any excuse for not keeping two stations separate in a car. Agents must concern themselves personally with the loading of way cars and not allow them to be sent out loaded in a disorderly manner.

Claim Prevention Hints.

A. M. MacCiner.

Unload freight carefully.
Do not dump your loads.
Study the location of the stations.
Store freight in station order.
Study the loading days.
Keep posted on your work.
Erase all old marks.
Watch the MARKS.
Keep top of packages up.
Keep marks so they can be seen.
Never lay glass flat.
Report leaky packages.
Re-cooper broken packages.
Keep cars clean.
STOP THE PILFERING.
Load fragile (light packages) on top.
Keep floor clean by using paper on car floor.
Keep cats away from oil.
Hold oil for the oil car.
Never load hides, tallow or oil with foodstuffs.
Keep sacks away from projections.
Pull nails which you find will damage freight.
Store freight carefully.
Protect freight from the weather.
Keep a perfect seal record.
Always see that explosives are cleared, cleats are provided.
Keep fire away from explosives.
Never load oil hides or similar articles in refrigerator cars.
Packages liable to breakage should always be loaded lengthwise in cars and properly braced.
Load the cars full.
See that freight is tiered down when car has been completed so as to avoid breakage in transit.

Watch the unloading boards, see they are always securely placed.

In using skids see that they are properly braced.

Be loyal to your employer.

If you do not like your job, find another more suitable.

The company wants good men. Good men like a good company.

"The Boys of Uncle Sam."

We are winning on the mountains, and we beat them on the plains,

We whipped them at Cantigny and we licked them at Champagne.

They thought our "tintype" army was nothing but a sham.

Ah, Germany will rue the day she tackled Uncle Sam.

They are sons of old New England, and the wild and woolly west,

From Canada to Texas, and the south has sent her best.

To rally round "Old Glory," and to plant it in Potsdam.

Or sacrifice their brave young lives to win for Uncle Sam.

They heard their country calling, and like warriors true and bold,

They rallied as their forebears did in the brave days of old.

They have licked the Kaiser's shock troops, that bunch he called a "sham."

And that was just a picnic for the boys of Uncle Sam.

They are going over weekly, a hundred thousand strong,

And when they reach the trenches, this war won't last so long.

They go to battle smiling, with a faith serene and calm.

They know their cause is just and right, these boys of Uncle Sam.

They will win where'er they meet them from Berlin to Rochelle.

On every battle field in France, they'll give the boches hell.

For our boys are soldiers, and for the Hun don't give a dam.

These soldier boys in khaki, who fight for Uncle Sam.

They are fighting for humanity, and seem to think it fun.

They'll put the fear of God into each brutal, ruthless Hun.

And when a world wide peace is here, they'll be bearing victory's palm.

Those Yankee boys in khaki, who won for Uncle Sam.

--From a switchman "over there," furnished by Walter "Boomer" Cambarn.



"Sheron's Crew," Minneapolis (Machine) Shops. They went Over the Top with 100 per cent Subscription to Fourth Liberty Loan.

Safety First

A. W. Smallen, General Chairman

The following figures show a decrease in accidents of 67 killed and 1,732 injured over 1917 and is entirely due to the efforts and co-operation of the employees, and if the same spirit is maintained, we may expect a reduction of approximately 2,500 injuries and possibly 100 less deaths for the year, which I believe in itself is sufficient reward for us to bend greater efforts along this line.

	SYSTEM		SYSTEM	
	1917	1918	1917	1918
	Killed	Injured	Killed	Injured
January	25	1,198	20	1,129
February	16	1,195	19	947
March	30	1,305	20	1,148
April	18	1,179	14	1,167
May	20	1,329	21	1,330
June	36	1,368	21	1,270
July	36	1,616	11	1,248
August	33	1,761	21	1,384
September	18	1,539	18	1,135
Total	232	12,490	165	10,758

Decrease—Killed, 67; injured 1,732.

Death of Hiram W. Belnap.

Hiram W. Kelnap, manager of the Safety Section of the Division of Transportation, U. S. R. R. Administration, died in Washington, October 12th, of influenza. Mr. Belnap was an enthusiastic and experienced Safety First man, having been for fifteen years, in the employ of the Inter-State Commerce Commission as inspector of safety devices and chief of the Safety Bureau.

Minutes of the Safety First Meeting, Minneapolis, Shows, Nov. 12th.

Meeting opened at 2 P. M. G. Lamberg, Chairman.

The following men were present:

G. Lamberg	J. C. Ople
J. Erickson	Wm. Frank
Ed. Hoem	August Bremer
J. Turnbull	Erick Berg
E. Anderson	H. C. Mayer
L. Marchessault	W. Osterwind
K. Johnson	John Hendry
T. Ward	James McCurdy
C. M. Klink	A. Julian
J. D. Jones	J. Smith
J. Stevenson	Mr. Bratt

The matter of the roundhouse floors was again taken up and they are to be repaired as soon as possible—some of them have already been taken care of.

In regard to the pop valves in the power house, this matter will be taken up again.

Mr. Bratt quoted that the goggles at the emery wheels were put there for protection, but that the men are not required to use them, but can procure a pair by applying for them at the tool room.

The matter of the floor on the east platform in the wheel shop is to be repaired at once.

The sewer in the boiler shop pit No. 23 is not draining. It appears to be plugged up.

Wires that are dangling in front of hand rail on engines should be taken up.

Mr. Bratt suggested that we all be a committee of one in the profession in case of fires. He also spoke in regard to emery wheel proposition due to eye injuries.

Mr. Hendry inquired about goggles for engine handlers and fire knockers. He remarked that the goggles that we were using were not the proper kind, and suggested that we get a goggle that would be more suitable for fire knockers and engine handlers. Mr. Bratt is instructed to take up this matter with the proper authorities.

Mr. Marchessault made a complaint in regard to grates being piled up on the east side of the

tin shop. He claims it was obstructing the light for the workmen.

Mr. Johnson, pipe foreman, requests that a window be placed in the power house, east of the smoke stack in the south wall.

August Bremer requests that a new rail be placed in the east end of the machine shop outside where the old one is broken. He also states that the ties are in very poor condition as well as the floors. He further stated that the floor at the boring mill where driving boxes are being bored needs repairing.

Wm. Osterwind reports a leak in roof over first lathe in wheel shop, which has not yet been repaired. He also states that the floor in wheel shop is in very poor condition.

Mr. Hoem requested that a electric light should be installed outside the door near Mr. Erickson's office, so men can find their way out at night after dark. He also stated it is very hard for the men to pick out their iron after dark.

Mr. Osterwind requested that a hood should be put over the door at the west side of the wheel shop on axle platform, so that the icicles will not fall on the men during the winter when passing through.

Mr. McCurdy reported that pistons are being stored in pit No. 13. This is very dangerous and they should be put in a more suitable place. They are liable to fall off at any time and cause injury to employees.

Mr. Smith remarked that the floor side being very much congested on account of pipe and material being thrown around all over the floor and too close to the engines. He also stated there was too much scrap in the racks—also that an experienced man should be placed, when using crane in boiler shop, to handle boilers and one that would know how to properly chain up a boiler when same was to be removed from one end of the shop to the other. He further stated that scaffolds used by boilermakers and drillers were in very poor shape and that proper boards be furnished with a head on the end to keep them from splitting. Also that a copy of the Minutes be given each committee man.

Mr. Turnbull remarked that all along the wall in the boiler shop boilermakers have boxes and cupboards, which are very dangerous in case of fire caused by acetylene welders. The men should have proper lockers for their clothes. He also spoke of the emery wheel proposition and claimed that we should have an emery wheel suitable for rough work. He also remarked that men are cutting off files with boiler shop shears. This practice should be stopped at once.

Mr. Bremer suggested we should have an emery wheel without a rest—a power wheel about 6 in. by 9 ft. for rough work only.

Mr. Hendry requested a light be placed on the

northwest corner of supply car near power house so pan cleaners would not be in the dark when cleaning ash pans.

Mr. Smith suggested that we have an inspection committee go through all tool boxes and lockers and see that all tools are inspected so that we would eliminate the mushroom heads, chisels, punchers, etc.

Mr. Berg reported intermediate shaft and countershaft at drop pit and light pulleys are loose and should have new keys put in and repairs made at once.

Mr. Julian requested that the swinging doors in Sherson's gang, which swings both ways at present, should have the right door swing but one way. He also suggested that the welders be furnished with asbestos aprons and mittens. Also that the rails at transfer table should be filled with wooden blocks, so that men would not get their feet caught.

The men complain that the pits in the shop and roundhouse are wet and do not drain properly. They requested same should be taken care of and see that all sewers are properly drained. It was also requested that all chains used in hoisting should be examined and annealed once a month.

Mr. Erickson, blacksmith foreman, requested that small benches of different heights be furnished floor side, so when machinists putting up clamps, etc., would not use a board by placing same somewhere in wheel to elevate himself so he can reach his work. He also requested that a line check should be placed in air hoist and hose in case if the hose blew off there would be no danger of the piece dropping. He further stated that the air room is very much congested. Mr. Erickson also stated that notices of the Safety First Meeting should be bulletined a week prior to the meeting.

Mr. Johnson reported roof leaking in boiler shop where pipe men have their benches, also a bad leak at the door in the tin shop that leads to the air room.

Meeting adjourned at 4 o'clock P. M.

Minutes of the Safety First Meeting Held Nov. 18th for the Milwaukee Terminals, Milwaukee, Wis.

Members of Committee.

- B. F. Hoehn, superintendent terminals.
- J. I. Campbell, district safety inspector.
- C. A. Bush, asst. Supt. terminals.
- N. A. Meyer, trainmaster.
- W. G. Breckenridge, general yard master.
- W. G. Miller, agent.
- *Ben O. Hara, district adjuster.
- W. L. Hebard, car distributor.
- H. Eggert, chief carpenter.
- *E. E. Ross, agent.
- W. Joost, district master mechanic.
- J. Garrity, roadmaster.
- *A. B. Mitchell, Traveling Engineer.
- *D. J. McAuliffe, switchman.
- *J. Lineham, chief car foreman.
- *C. Tuft, engineer.
- *E. J. Voss, carman.
- *Ed. Franzen, foreman freight house.
- *K. Wagner, extra gang foreman.
- *E. Braum, yardmaster.

Visitors.

- C. J. Lomblot, yardmaster.
- Ed. Mix, yardmaster.
- J. J. Zuest, yardmaster.

* Indicates those absent.

The following suggestions and recommendations were brought up since the last meeting:

Obstructions are found in various yards in the Milwaukee terminals. (J. Garrity instructed to have the yards cleaned up.)

It has been reported that at Humboldt & Locust Sts., after flagging track street car stops in middle of track to let conductor board car. (Took this up with the T. M. E. R. & L. Co. for correction.)

W. G. Breckenridge reported that the concrete underneath the 27th St. viaduct is dropping down onto our west bound freight track. (This matter was referred to C. L. Davis.)

N. E. Murphy advised that the sheet iron on the bridge of the N. E. and S. Fowler St. is loose and is about to fall down. (Informed the National Enamel & Stamping Co. of this fact.)

He also advised that the Milwaukee Western Fuel Company were driving their auto trucks and

teams on track Stub 1 at their 16th St. yard to get to one of their hoppers. He called the superintendent's attention to same, but the practice has not been discontinued. (Took the matter up with the Milwaukee Western Fuel Co., and they reported they would take care of this matter.)

Committeeman Breckenridge reported that there was a sand shed at the Central Foundry Co. which scrapes the left side of cab of engine. (Referred to J. I. Campbell for this attention.)

Mr. Campbell complained that the Carl Miller Lumber Company, North Ave., were piling timbers and lumber too close to the tracks. (Taken up with the Carl Miller Lumber Company.)

The following suggestions were made at the meeting:

Committeeman Bush suggested that section men board up ditches which are being placed in the yards to drain water from switches. (Roadmaster Garrity instructed to line the section foreman up to have this taken care of as soon as ditches are completed.)

District Safety Inspector Campbell recommended that crossing tenders at 5th, 8th and 12th Sts. crossing be instructed as to the proper use of "stop" discs. Sign to be held towards street instead of between man and train. (Taken up with Asst. Supt. Motive Power E. J. Brennan and with the T. M. E. R. & L. Co. for correction.)

Yardmaster Mix also reported that there were a large number of automobiles crossing tracks at 36th St. (Referred to Asst. Supt. Motive Power Brennan for his recommendation.)

Mr. Zuest suggested that the coal box at Galeua St. be moved next to the flagman's shanty as the flagman must now cross track in order to get coal. (Roadmaster instructed to have this taken care of immediately.)

Committeeman Breckenridge reported that stop board had been knocked off pole near Merrill Park. (Roadmaster instructed to have same replaced.)

Mr. Breckenridge also stated that he found a number of grain boards with nails protruding lying between the tracks in the grain yard. (Taken up with Chief Grain Inspector Breed.)

C. A. Bush suggested that the stop sign located at the crossing from the west to the east bound track, North Milwaukee, be renewed. (Referred to Roadmaster Armstrong for attention.)

He also reported that a large number of people were securing water from the spring located at Commerce St. and were crossing our tracks in order to get to the spring. (A sign reading "Private Property—Dangerous. Use the bridge to cross the railroad tracks" will be installed at this point.)

Mr. Miller stated that the underpinning at House 7 platform needed repairs, also the platform between House 7 and 11. (Referred to Chief Carpenter Eggert for attention.)

He also reported that the teamway to the fruit house was in very bad condition and needed repairs at once. (Referred to Chief Carpenter Eggert who will have same put in first class condition. Roadmaster instructed to cut off the track at the end of the fruit house.)

Agent Miller also reported the "No Trespass" sign at West Water St. badly worn. (Roadmaster Garrity instructed to replace same at once.)

Committeeman McAuliffe suggested that the semiphore be placed for in bound trains at the west end of air line yard. (It was recommended that certain track changes be made at this point so as to permit the trains to proceed to the switch tenders' shanty which would eliminate the necessity of the semiphore at this point.)

Mr. Campbell reported that Seaman Co. still had material and rubbish piled very close to their track. (Taken up with the Seaman Co. for correction.)

The meeting adjourned at 9:45 P. M.

A Safety First Meeting Was Held at Western Ave., Ill., for the Chicago Terminals, Nov. 14th, at 2 P. M.

The following are the committeemen:

- | | |
|--------------------|-------------|
| *C. E. Christopher | O. Roseman |
| A. J. Hasenbalg | Geo. Hachay |
| J. Costello | J. W. Cowan |
| J. Grunau | P. M. Black |
| *L. A. Smith | L. D. Gay |
| A. H. Scharenberg | E. G. Hale |
| L. Denz | J. Dulen |
| A. D. Beesley | A. Moberly |

J. Carroll
F. J. Swanson
Chas. Mueck
R. Smith

H. E. Riccus
J. McNaney
A. C. Schaarf
T. Galey

* Indicates those absent.

The following suggestions and recommendations were brought up since the last meeting:

Yardmaster MacBarron reported the passage between the west end of Canal Yard and stock yards blocked by cars on 14 Track, make it necessary for employes to climb over the draw bars. (Referred to Trainmaster Meyer, who issued instructions to keep the passageway open.)

Agent C. H. Klingler, North Ave., reported three posts 10 ft. high placed too close to track by Whitnall Coal & Supply Co. (Referred to District Safety Inspector Campbell, who reports posts removed.)

Yardmaster Zuest reports that the gates are not being lowered by the gateman at North Ave. crossing. (Taken up with the roadmaster and gateman instructed to give his prompt attention.)

General Yardmaster Breckenridge reported concrete under 27th St. viaduct being loose and falling down. (Taken up with Board of Public Works—C. L. Davis.)

Breckenridge also reported foundry cinders being unloaded too close to the switching lead by the Falk Co. (Referred to the Falk Co. who immediately removed the cinders to the proper clearance.)

Report made brick wall built beyond clearance point. (Referred to the Plankinton Packing Co.)

Report made that Hughes Coal Co. unloaded wood and coal too close to their side track. (Taken up with the Hughes Co. who have given same necessary attention.)

J. I. Campbell reports section men at Milwaukee shops are raising track with a jack inside instead of outside of the rail. (Referred to J. Garrity and instructions issued by him.)

Yardmaster Zuest reports the cover of sewer catch basin located south of North Ave. near North Ave. Fuel Co. broken. (Referred to Board of Public Works and repaired.)

He also reported that there were about fifty trespassers on Transfer Conductor Hanson Oct. 7th, while same was passing between Grand Ave. and North Ave. (Referred to district special agent and local police department.)

Yardmaster O'Malley made a report that wires crossing malleable track No. 1, North Western Malleable Iron Co., could not clear a man on top of car. (Notified North Western Malleable Iron Co. and wires were raised to the proper clearance.)

Yardmaster Zuest reported street cars stalling on North Ave. crossing due to trolley pole leaving the wire. (Referred to T. M. E. R. & I. Co. and corrected.)

District Adjuster Kinsey made report regarding cinder and material piled too close to track at North Milwaukee. (Instructed Roadmaster Armstrong to have same removed.)

Yardmaster Carlin reported dispatchers moving down the main line with blow-off cocks on engine No. 10. (Instructions issued by District Master Mechanic Joost.)

Reported by Foreman Butz, Chestnut St. station, that planking east of freight house was in dangerous condition. (Repaired by Chief Carpenter Eggert.)

Mr. Butz also reports planking between tracks at crossing foot of Poplar and Commerce Sts. in bad shape. (Repaired by Chief Carpenter Eggert.)

Also reports dangerous holes in paving next to the rail south of Cherry St. yard. (Referred to Chief Carpenter Eggert for attention.)

Complaints received from autoists that the gateman at 33rd and Vliet Sts. is slow in lowering gates. (Referred to Roadmaster Armstrong for attention.)

Committeeman C. A. Bush reported material unloaded too close to track by Tempkin & Leven Co. (Same was removed on being called to their attention.)

He also reported rubbish and other material on tracks of Schlitz Brewing Company. (Removed on being called to that firm's attention.)

Reported also by Mr. Bush that coal was being unloaded too close to tracks by the American Auto Body Co. (Coal removed to the proper clearance upon being called to American Auto Body Co.'s attention.)

Mr. Breckenridge stated that foot guard blocking on frogs and guard rails was loose. (Roadmaster Garrity instructed to give this attention.)

He also made report that tell tale warning signals were missing east of 1st Ave. viaduct. (District Carpenter Eggert will give this attention.)

Mr. Breckenridge reported drainage at Hercules Steel Co. to be very poor and dangerous to track conditions. (Box Culvert installed by Hercules Co. when called to their attention.)

Committeeman Brown stated that a number of derailments occurred on the lead at the south end of Blue Mound yard due to large engines not going over the frog. (Roadmaster Garrity will apply high guard rails at these points in order to avoid derailments.)

Reported by Mr. Mitchell that the minute block signal located west of Kelly's cut, C. & M. Div., was obscured by the Electric Co. viaduct. (Referred to Superintendent P. L. Rupp for attention.)

Mr. Garrity stated switchmen were in the habit of pulling derailed cars along the track until they reached a frog in order to re-rail same. (District Master Mechanic Joost instructed to apply re-railing frogs on all engines and engineers instructed not to move until frogs were replaced on engine after cars were re-railed.)

D. J. McAuliffe stated that the National Foundry Co. were unloading pig iron too close to the track. (Taken up with the National Foundry Co. and corrected.)

Committeeman Tuft stated that switchtenders at the cut-off were in the habit of placing the switchhandlers up, while engines were moving off the engine track. (General Yardmaster Breckenridge instructed to see that practice was discontinued.)

Mr. McAuliffe also recommended that switch targets on the south lead hump be given a coat of paint. (Chief Carpenter Eggert instructed to have this taken care of.)

Mr. Bush recommended that the semaphore signals at Harley Davidson be given a coat of paint. (Referred to signal department for attention.)

Mr. McAuliffe also suggested that the injector pipe on engine be either straightened or turned back so as to prevent injury to men, due to being scalded. (Referred to District Master Mechanic Joost for further consideration.)

Mr. O'Hara recommended that the gate located at the east end of Union Passenger Depot be arranged so that it will lock. (Referred to Chief Carpenter Eggert.)

Committeeman Mitchell reported coal being piled too close to tracks at Taylor and Burnique Elevator. (Taken up with the elevator for correction.)

The meeting adjourned at 10 P. M. The next meeting will be held November 25th.

Prairie du Chien Division Meeting, Held at Prairie du Chien, Oct. 24th.

J. A. Macdonald	*A. M. Rogers
R. E. Sizer	*P. B. Hayes
*A. J. Klumb	*Jas. Doyle
*H. T. Dersch	*R. Black
O. D. Aeppli	*Jas Gillete
J. I. Campbell	*Geo. W. Allen
*E. A. Deards	

* Indicate those absent.

Visitors: John C. Prien, ticket agent; Frank Schneider, roundhouse foreman.

J. I. Campbell made the following suggestions: "Baggage trucks must not be pushed toward baggage room until after passenger train has cleared the platform." "The handles of trucks must be kept fastened up except when in actual use." "Stock yard gates must be kept closed." (J. A. Macdonald issued a circular to all agents in regard to these suggestions. A copy of circular was sent to Superintendent Westfall of the American Railway Express Co., and he was requested to issue instructions in regard to this matter.)

H. T. Dersch suggested at the last meeting that Safety First boxes be installed at Madison and Janesville. (No action taken yet, but will be arranged for by Roundhouse Foreman Schneider.)

Braundt G. Johnson, adjuster, sent in report that the express employes at Edgerton were leav-

ing trucks standing on the crossing in such a position that a teamster in driving over the crossing would either have to drive to one side of the crossing or get off and move the trucks to one side. (Matter referred to Superintendent Westfall of the American Ry. Express Co.)

Mr. Johnson also reported a high rail on the side of Henry St. at Edgerton, and suggested that the plank and sidewalk should be laid level with the rail, or the rail lowered. (Matter referred to Roadmaster Murphy to take care of.)

J. I. Campbell also reported in regard to a telegraph pole at Waukesha. (Agent J. Lawless reported this has been taken care of.)

O. D. Aeppli reported in regard to crossing at East Washington, 100 feet east of the Northwestern tracks, as it is very difficult for two cars to pass one another. (No action taken.)

J. I. Campbell reported he had noticed some holes that needed filling between depot and the Washington Hotel at West Madison passenger station. (No action taken.)

J. I. Campbell also read a statement giving figures of killed and injured in the Middle District. In August, 1917, there were 14 killed and 589 injured, while in August, 1918, 3 were killed and 436 injured, showing a decrease of 11 killed and 153 injured. (Decrease shows interest taken in Safety First movement.)

R. E. Sizer reported in regard to bridge this side of Stoughton, 50 feet from the west switch, with a drop of about 15 feet, dangerous for engineer after throwing switch, as he is liable to slip. Suggested that fence be put up. (No action taken.)

The matter of Safety First signs being put on emery wheels was taken up. (Will be taken care of by roundhouse foreman.)

It was requested that instructions be issued to wear goggles. (Matter will be taken care of by roundhouse foreman.)

Meeting Held at Janesville, Oct. 24th.

J. A. Macdonald	*G. W. Allen
*R. E. Sizer	*C. Gregory
*A. J. Klumb	F. W. Zimmerman
H. T. Dersch	*Fred Korber
*O. D. Aeppli	Thos. Howe
Thos. Brennan	D. F. Davey

* Indicates those absent.

J. A. Macdonald opened the meeting and said that several committeemen had wired they could not attend account of the influenza, the epidemic still continuing very bad. He urged on everyone the importance of the Safety First movement, and that it was the duty of each committeemen to keep his eyes open at all times and notice any unsafe conditions and remedy them if he can and make report.

Thos. Howe, Machinist, said the I beam in roundhouse, that had been recommended, had not been put up yet. (This is in hands of Division Master Mechanic Klumb, who has been instructed to report on same at November meeting.)

Yardmaster Davey spoke about new building Green Tobacco Co. is erecting which evidently will not provide sufficient clearance. (District Engineer has checked up and track will be thrown to provide standard clearance.)

Conductor Brennan reported that some switch locks were missing in Mineral Point yard. (Roadmaster reported he has furnished locks for each main line switch and he and Trainmaster instructed to watch.)

Yardmaster Davey reported that some of the switch lock chains in yard were too short, and when switchmen were in a hurry unlocking the locks and dropping down and turning around the lever they strike the locks and break them. (Roadmaster Hazeltine instructed to check up and remedy.)

Mr. Campbell reported that he noticed the truck at Dill that we reported in bad condition had been repaired.

Mr. Dersch reported that First Aid Boxes had been provided at Madison and Janesville and recommended that boxes also be provided at Lone Rock, Waukesha and Waukesha. (Requisition made for First Aid Boxes for Lone Rock, Waukesha, and Waukesha.)

Mr. Davey reported that coal shed chute had been fixed so it will go up to proper clearance.

Mr. Campbell reported defective warning sig-

nals at bridge east of Browntown. (Chief Carpenter instructed to repair at once and section Foreman to watch.)

Following suggestions were received: "Baggage trucks must not be pushed towards baggage room until after passenger train has cleared the platform. The handles of trucks must be kept fastened up except when in actual use. Stock yard gates must be kept closed. (Issued in circular letter to all agents October 24th, also advising "Your attention to these details will assist in preventing injuries and your co-operation is desired, not only in this particular but all others that concern Safety First.")

Mr. Campbell stated that in August there were only four accidents to report on the Mineral Point Division against 27 accidents in 1917, which was a remarkably good showing.

Conductor Brennan reported that sometimes the Mineral Point Public Service Co. were careless unloading coal and not shoveling it back to proper clearance. (They were notified they must provide clearance 6 ft. from rail, otherwise we would not spot cars on that track.)

Mr. Campbell stated that the Milwaukee Terminal Safety meeting had to be postponed account of influenza epidemic and Board of Health rules.

La Crosse Division Safety Meeting, Held at Portage, Wis., Nov. 20th.

*A. Bornitzke	C. F. Holbrook
Guy Sampson	*W. G. Bowen
T. C. Murphy	M. P. Smith
G. Tearney	J. J. Little
F. Sheehan	*P. F. Mitchell
J. Kopacek	P. H. Madden
F. J. Bolting	E. O. Buffumire
T. Bloomfield	*W. O'Brien
W. J. Walthers	J. A. Ball
W. L. Connor	C. Whipple
August Thurler	U. R. Hagman
J. I. Campbell	*F. Hauer
D. F. Rossiter	

Visitors: W. H. Hammond, Night Chief Dispatcher; Brandt G. Johnston, Safety Adjuster.

* Indicate those absent.

Meeting conducted by Mr. Rossiter. Minutes of the former meeting were read, discussed, and approved.

A paper on "Safety First As I See It" was read by Mr. Sheehan. Mr. Murphy was requested to prepare a paper for the next meeting.

The following suggestions were made by the various members:

Mr. Sheehan called attention to the fact that lights should be placed between the roundhouse and depot at Portage. (This matter brought up at a previous meeting is now being taken care of.)

Mr. Bloomfield suggested that platform be constructed on which to keep express and baggage trucks when same are not in use, instead of letting them stand on station platform, as is now being done. (This matter will be given consideration.)

Mr. Little suggested that the signal at Tunnel City be changed so engineers on westbound trains can see same. (This matter to be investigated with members of the Signal Department for their recommendations.)

Mr. Little suggested that engines should be equipped with bell ringers. (Recommendation will be made to Mechanical Dept.)

Mr. Little also reported that there are no lights in Watertown roundhouse. (This will be given the necessary attention.)

Mr. Whipple reported that at the LaCrosse roundhouse clinker pit blocks of wood are being used for steps and that recently a man was injured by block slipping while stepping into pit. (This will be given the necessary attention.)

Mr. Bolting suggested removing the empty coach which is left standing on track at Portage every day, as it is in the way of mail and express men. He also suggested putting Madison train on old main which would allow passengers to board the train and alight from same at depot instead of on narrow platform where mail and baggagemen are working which creates a congested condition at that point. (This matter being investigated and the necessary action will be taken to correct the practice spoken of.)

J. A. Ball reported noticing some water barrels in cabooses and suggested that if these were being used for fire protection that they be ex-

changed for fire extinguishers as a severe jar of train would tip barrels over and cause injury to occupants. (This matter to be investigated further.)

Mr. Ball also reported that he has received complaints from train men that inspectors do not make report of inspection of cars and do not mark inspected cars. (This matter will be taken up with car inspectors to have inspected cars properly marked.)

Mr. Tearney called attention to the dangerous condition of the water spout at Portage and suggested that a hook be placed on same until such time as the water spout can be changed. (This matter now up with the B. & B. Department, who have charge of the work.)

Mr. Tearney recommended that the pusher engine at Tomah go to the east end of the westbound passing track instead of pulling up to the west end, and thus eliminate the necessity of trains making two stops. (Instructions to the pusher crew will be issued.)

Mr. Thurler reported a car being placed on repair track at Portage recently with pieces of broken tiling on top of roof, and suggested that a matter of this kind be taken care of before cars leave point of origin, as pieces of this rubbish falling off presents a dangerous condition. (This matter to be taken up with originating point to have this nature corrected.)

W. J. Walthers reported that the lower arm of the semaphore at Duplainville projects over the eastbound track, and suggested that this be sawed off about 1 ft. Mr. Walthers also suggested lengthening side track about three rail lengths, as this side track only holds engine and three cars. (These matters will be investigated and taken up for correction.)

Guy Sampson called attention to a letter which he had written Mr. Bowen under date of October 18th in regard to a loaded car billed to Merrill, which had no number on south side and which had to be set out at New Lisbon. (Corrected at that time.)

Mr. Sampson also called attention to two letters which he had written to the Division Superintendent under date of October 10th, one in regard to unsafe condition of new platform which was built in Kilbourn stock yards, and the other in regard to Frog Shop employes at Tomah crossing tracks at other than the highway crossing. (The matters referred to in letters were taken up, the first with B. & B. department and the second with Mr. Rheiner of the Frog Shop, who has issued instructions to his employes.)

Mr. Sampson also reported that the railing on the east end of south side of bridge C-408, west of Tomah, is broken and in a dangerous condition; that two rods are projecting over track. (This will be taken up with B. & B. Department to have same repaired.)

Mr. Sampson stated that men on way freights who are doing more or less switching at all stations have asked that section men rake cobble stones from that part of the track where they have to work, as it is dangerous to run over these while following a train to make a cut, and particularly at Mauston and Kilbourn. (Cobble stones will be removed.)

Mr. Sampson recommended that the cut-off from passing track to main line at West Salem, in order to be in safe condition, should be moved about eight car lengths east, and if necessary the east end of the passing track should be extended in order to make it long enough to accommodate westbound trains. (It developed that moving the cross-over would not entirely eliminate the difficulty. This matter to be investigated further.)

Mr. Sampson stated that while the hauling of bad order cars behind cabooses has been eliminated to a great extent, it is still being done in some cases, and suggested that same means, such as the use of brackets, be devised whereby a marker could be attached to the rear of these cars, as the ordinary red light is not sufficient. (This matter is being investigated and the proper action will be taken.)

Mr. Murphy inquired if it would not be possible to have train order signals at Sparta and New Lisbon moved and set south of eastbound track, as conductors cannot see signal when approaching Lisbon from the east since coal shed has been built. The same condition exists when approaching Sparta from the east on account of the shade trees. (These matters to be investigated and trees trimmed at Sparta if it is

found that this will remedy the condition at that point.)

W. J. Walthers inquired as to what was being done in regard to repairing bridges at Brookfield. (It was stated that new floors are being put in these bridges.)

J. I. Campbell called attention to the fact that the accidents on LaCrosse Division so far this year show a decrease of 33 per cent.

P. H. Madden reported that Safety First is being talked of a great deal on the division and that a great deal of good is being accomplished along this line.

Meeting adjourned at 11:30 A. M.

Next meeting will be held in Business Men's Club Rooms, Portage, December 16th, 1918.

Safety First Meeting Was Held at Green Bay, Wis., for the Green Bay Shops, Nov. 12

The following are the committee:

W. E. Tyler	P. Neugent
*D. W. Kelley	*F. Sellisen
H. J. Culbertson	C. Seims
J. I. Campbell	H. Nelson
*H. L. St. Clair	M. Murphy
*W. S. Robbins	*J. Slater
*A. LaValley	*A. Dufour
P. LaChappelle	W. H. Tierney
J. Kramer	E. E. Peters
J. Dunn	

D. W. Kelly called to Milwaukee; other members absent account shortage of men.

* Indicates those absent.

A Safety Meeting Was Held on the Superior Division, at Channing, Mich., on Nov. 13th, at 4 P. M.

The following are the committee:

W. E. Tyler, superintendent.
J. I. Campbell, district safety inspector.
*H. L. St. Clair, adjuster.
W. H. Hart, traveling engineer.
W. J. Krummell, car foreman.
J. J. Kocha, roundhouse foreman.
Ebbe Johnson, Engineer.
Ben Herman, fireman.
F. Santamour, conductor.
B. J. Romneck, brakeman.
John Morynski, carsmith.
F. W. Kinskley, boilermaker.
*F. Hawley, machinist.
L. Anderson, blacksmith.
W. J. Tobin, agent.
R. Gohr, transferman.
*Paul Quick, roundhouseman.
A. B. Worthing, chief dispatcher.
N. L. Biggs, assistant trainmaster.

* Indicates those absent.

A Safety First Meeting Was Held on the River & I. & M. Division, Minneapolis, Minn., Nov. 11th, at 12 o'clock.

The following are the committee:

W. J. Thiele, superintendent.
W. J. Lieb, trainmaster.
*W. F. Cody, D. F. & P. A.
M. T. Skewes, chief dispatcher.
W. E. Moe, fireman.
E. O. Oettjendier, engineer.
R. B. Stackpole, brakeman.
E. H. Kough, engineer.
J. J. Graf, conductor.
J. L. Gunderman, car repairer.
W. E. Tritchbes, bridge foreman.
H. A. Hanson, agent.
T. A. Thayer, agent.
P. E. Orcutt, signal maintainer.
Henry Kuklinsky, section foreman.
C. Carlson, roadmaster.
H. C. Kassabaum, roadmaster.

* Indicates those absent.

Mr. Sheehan's valuable paper will appear in January Magazine.

John W. Lee, engineer on the Northern Division, running out of Berlin, is another veteran who has passed away, died November 11th; the funeral at the residence, 3222 Mt. Vernon avenue, the 13th.

Letters from the Boys

The following from Captain C. U. Smith, formerly of the Chief Engineer's forces, will be read with unusual interest:

On the Line, France, Oct. 17th, 1918.

Mr. Chas. F. Loweth,

Dear Sir:

I feel that I have sadly neglected some of my very good friends in the matter of correspondence, but I hope this will be excused in view of my activities since having been in this country. Before I tell you anything of myself I want to thank you for the never to be forgotten kindness and attention you gave to Mrs. Smith during that time of suspense and anxiety when I was reported lost on the ill-fated Tuscania. The strength and courage which you gave will be lasting both with Mrs. Smith and myself. True friends we find are few and the further I go along this life's way the more I learn to appreciate all that is given.

Now that I have mentioned the main object of this letter, I will give you a brief outline of my career in this country. After landing at Brest in February the regiment was split up into its various companies and my company was stationed at Saugres, where I was a sort of city engineer and also had charge of a large hospital construction job. This lasted until the latter part of June, when we moved to the Alsace front between Mulhouse (German) and Belfort (Allied).

In getting our baptism of fire and first insight into trench life we spent a month on this front. From there we were moved to Chateau Thierry, arriving at that now celebrated place in time to take part in the famous drive to Fismes. In all that drive my company had the honor of being the advance engineers all the way from the Ourcq to the Vesle. Of course the way was rough and at times quite hazardous but we came up in fairly good shape with very few casualties. The crossing of the Vesle was the hardest task of engineering work, although keeping the roads open, was no small job. I can assure you that some of the Milwaukee's famous records for putting up quick job bridges were certainly shattered on that particular piece of work.

After we had the Boche well across the Vesle we were relieved and after a short rest in the immediate back area of that front we were moved up onto the famous Soume battlefield, where we again went into action in the taking of Jevigny and Temy Domy. On this trip my company was in the rear column and it was hardly as nerve racking a job as the time before that. It certainly does take an awful long time to get used to H. E. shells and shrapnel bursting in one's vicinity and I for one don't think I can ever hope to accept it all with the calmness of our Allies, the French, who are marvels under shell fire.

From there we were again moved and are now at—well, for the time being that must be our information, unless the newspapers are giving you more information than our censor regulations permit us to send out. But all that is history can do no harm, so having brought you this far I must let you surmise for the time being with the assurance that our division, and for that matter all our forces, will put this part of the country on the map of history.

Our division was mentioned in orders, both French and American, and has been so complimented and feted that it has an awfully big reputation to maintain. The French with whom we operated from Chateau Thierry to the Vesle have dubbed us "Ses Teuilles" and "The American Ace Division." All of this is a big thing, but it must be borne in mind that the whole A. E. F. are full of the same spirit and most likely of the same physique so that the Boche farewell party is merely a matter of time.

For my part I believe signs of real peace are in the air. Not the kind you have read about among the various notes in the daily papers,

but a peace brought about by sheer force of Allied armies,—such that the brute German Empire will be forever a thing of the past. I cannot forecast this peace much before next spring. I should say about March.

A word or so about the men from the road that I took with me may be of interest to you. Sergeant 1st Class Harry E. O'Neil, son of your old foreman, Alex, has been with the company from the start. I sent him to school for a couple of months just after the Fismes affair and upon his return he had the misfortune to have his foot crushed while on some road work, a few days ago, and is now in a hospital.

Charles G. Meyers, an instrument man in Mr. Lapham's office, was with the company up until a short time ago. He was also a Sergeant 1st Class, which is as far as an enlisted man can get in a company, and is now a Master Engineer with the regiment, as is also Van Brokaw, another one of the road's instrument men.

Mess Sergeant A. H. Cody of my company was one time timekeeper on the Portage subway job. Several men from the shops and B. & B. department are among the personnel of our 2nd battalion.

This, I believe, sir, is about all the information I have at hand right now except to tell you that I am writing this in an old German dug out, one time on a line of supposed impregnability and I've been here a week just one day after the former occupants got out. It isn't facing just exactly right now but it will do.

Tell Mr. Weise, if you please, that I have received a letter from him and also the Railway Magazine. Mail is much appreciated but rarely answered, at least by the officers, for we have our hands full censoring what the boys write. However, we love to receive and all that. Have looked in vain for other C. M. & St. P. officers but hope to meet them sometime.

Please give my very best regards to both Mr. Holt and Mr. Hadwen and present my apologies for lack of correspondence. I take this opportunity also of sending a long distance "hello" to all my old friends not excepting Mr. Penfield and Mr. Sewall. I would be awfully glad to hear from you if you can spare a moment some day, yet I suppose it isn't fair to ask it, with all the duties you must have at this time.

In closing, again let me thank you for your great kindness to Mrs. Smith. I assure you it will never be forgotten.

Your grateful friend,

Smith.

Capt. C. U. Smith, Co. E 107, U. S. Engineers.

Letter written Switchman Oliver B. Maltby, Kansas City, Mo. by former Switchman C. V. Hill, now Lieut. 140th Infantry in France.

In France, September 22d, 1918.

Dear Sir and Brothers:

I received your very welcome letter on the 19th, one month from the day it was mailed, and needless to say I was very glad to get it and hear what you people have done for me, so please thank them all for me and give them all my regards.

Since coming over here, I have been promoted. The powers have seen fit to commission me so here I am an officer of the line. My promotion came while I was in the front line trenches, which I feel makes it a bona fide promotion that I am quite proud of.

I have seen some action and expect to see more soon. Have dodged "Jerry" pigs which are a small shell containing about 50 pounds of high explosive that he playfully drops at you when one forgets and lights a cigarette after dark. I have experienced the joys of crawling around in the dark under a hail of machine gun bullets. They were clearing the ground above by about 8 inches and I had about 4 inch clearance. A fellow sure learns to lay close to good old Mother Earth. But we have always man-

aged to make him sick of anything he starts.
I have a lad in my company named Haley, that worked as call boy at Coburg. He is just as game as they make them too. I know for I had him with me in a little party we put on sometime back. This is the first time I have had the opportunity to write for several days so I will close this time and write a couple of others.

Again wishing you and everyone the best of success, I am,

Lieut. Clinton V. Hill,
110th Inf., A. E. F.

Letter written Switchman Oliver B. Malby, Kansas City, Mo., by former Switchman Frank Murphy, now with the 10th Engineers, somewhere in France.

France, September 23d, 1918.

Dear Friend Malby:

Well Kelsy, old pal, your ever welcome letter received yesterday after a 36 hour heat and read after getting a little sleep and believe me it sure listened good. Those letter copies were fine also thanks. That \$1.95 sounds good. With that much I could buy half the booze in France. I see you mentioned General Yardmaster Stewart is Tom the big one now? Tell him what ever he is to answer my letter and not to say he didn't get it. I also answered John's. The old St. Paul must be a still better place to work. That safety first is the dope.

I bet you fellows sure had some time on your back pay. I guess all of the young fellows are gone from Coburg on the Blue, aren't they?

The button is fine. Shows the narrow gauge brothers where I stand. I thought we used to have a little grief once in awhile but it is a common saying here that Saint Peter don't record any sins committed by the men in Light Railway service. It is sure a great game if you don't weaken. Rains every day and then some for good measure.

Murray didn't write. Tell all of the boys "hello" and that the men over here sure appreciate everything they are doing. That sure makes things lots better. As a rule stationery is easy to get but this bunch was a life saver as we are on detached service with another company and are away out in the jungles.

I guess you know by the papers what is going on—sure is fine, isn't it?

I am enclosing a shoulder strap from a non-com's coat in a dug out that Fritzia occupied for four years. He was sure fixed "pretty" but the yanks took his happy home and we doubled all the hills on his old stumping ground the same as our own.

It sure would have done your heart good to see the civilians after the Germans left. The French soldiers took charge of the towns and believe me, Kelsy, there was sure some parley-vousing. I never saw anyone (even an American army engineer) work their arms as much with a shovel.

Well, old kid, I guess I will have to get a little sleep so I can do my bit (cuss the petite chemin de fer" some more) so, so long and write.

Frank Murphy.

28th of September, 1918.
Saturday, 4 p. m.

From V. G. Spies, U. S. N.

Formerly employed in office of the Assistant Superintendent of Transportation, Seattle.

I'm very well, thank you.

Am thinking how different is this Saturday from the ones of a year ago. It seems much more than a year ago since I first took up laundry work, etc. I have learned through experience how much work I used to make for others, and how much money I might have saved.

When I return to civilian life I will continue several of the habits which I have acquired in the Navy (?). For instance: when the time comes around for my semi-annual, why, I'll just draw a bucket of water, take it down in the basement and go to it. Completing this I'll next wash my clothes, still using the same water. This done, I will swab up the deck in immediate vicinity of above operations. Next I will ask mother if she hasn't some paint work or a deck I can scrub. If she says yes, why, then the same bucket of water will do the work. The above operation will save three things,

water, laundry bill, and board bill; it will give me too, a bath and clean clothes. Can you beat that for all around economy?

Say, I wonder if Hoover ever spent any time in the Navy? All I need now to make myself independent of a wife is a few cooking lessons. Have become past master at sewing on patches and buttons.

Guess I have dwelt long enough on my accomplishments, although I have not mentioned them all by any means. We are pretty busy these days licking the submarines and trying to make as good a name for the United States on water as our boys are on land. Our soldiers are certainly doing fine and every one on this side has nothing but praise for them. It begins to look as if the Kaiser is about to realize a few of his mistakes concerning poor, helpless U. S. A.

We are having chilly weather, frost, hail and snow have already visited us, while rain is an almost daily and continuous visitor. The wind gets up speed enough to take the top off your head at times and makes things a little uncomfortable and exciting at times. It is all in the game though, and nothing to what the poor lads in the trenches must put up with.

Would like to drop in and see the bunch again, and I may come most unexpected or unannounced some fine day. For should we get hit we'll go high, very high, and I will steer a course for Seattle on my way down.

Well, I smell fried onions and am reminded that chow is about ready and I am always ready for it. Have gained twenty pounds since leaving home and have never had an ill feeling. Give my regards to the gang.

From Corporal George Karch, formerly fireman C. & M. Division,
In active service with the American Expeditionary Force.

October 11th, 1918.
Somewhere in France.

Dear Folks:

Received Tabby's letter last night and I was sure glad to receive it for it was my first letter since we sailed and in fact was part of the first consignment of mail sent to this division and you should have seen the bunch around here—they were almost wild, and if people at home knew how much a letter is appreciated over here, they would write very regular, and another thing that makes a big hit over here is newspaper clippings describing interesting events, etc., for some of the fellows received them and every one was scrapping to get hold of them.

Enclosed you will find the ticket which entitles the holder to send one package to the person addressed to and the specifications therein must be strictly adhered to, for if not, the package must be returned to the sender, and I think you had better send a couple dozen safety razor blades (Durham Duplex) and the rest some home made candy, but don't send any jewelry or anything for I don't need it and we can buy most necessities at very reasonable prices from the Y. M. C. A. which organization deserves all the credit in the world. We can get chocolate bars and such candy and tobacco and cigarettes at about half the retail price in the U. S. and it certainly surprised us, for in England one would have to be a millionaire to buy anything whatever, so you see we lack but very little and the Government deserves credit for the way they look after the welfare of the men over here. It is remarkable.

We are billeted in a little French village in Southern France in the grape country and it is certainly nice here, for we have regular houses and good bunks and good food, which, by the way, all bears the U. S. label, and the climate is grand—just about like California. We have grapes galore, for the grape season is on now and wine is easier to procure than water and costs practically nothing, but is very light, so does not have any ill effects on the men. There is a woods right back of our billet, and English walnuts, almonds and figs grow abundantly, so you see we are having a very delightful time of it. The French peasants treat the Americans wonderfully and if we could only speak a little of their language, we could be right at home, but it is almost a joke having a Frenchman give a big spiel, and not understand a word of it, and right here there are very few peasants

that can understand any English whatever and about all I know is "good morning" and "good-bye" and their method of counting money, but I hope to learn more before long.

We have not had a chance to visit any cities because the men are almost too green to foreign ways, but expect to do so soon, so I can see some of the American engineers, for they are operating American engines and cars over nearly all parts of France. It surely looked funny to me to see the French engines and cars, dinky engines and little twenty thousand capacity cars and the engines have no pilots and no bells and no automatic couplers and no air. Then little later an American engine and train of American cars come along and they are of a very late type—engines about like our C 5's and most all hundred thousand capacity cars and full American crews, so to see them go by one almost imagines he is in the United States, and from all accounts this little scrap will be over before many months, but I suppose you hear more news from the front than we do.

I suppose you know that no packages are to be sent overseas but the one I described on the enclosed slip, but don't worry about me wishing for anything, for I am getting along fine and never felt better in my life and the Government is even generous enough to give us a package of Bull Durham every few days, so you see almost every need is looked after so they cannot load down the boats with non-essentials when all space is needed for food.

Well, I guess I am just about exhausted for news for this time, but if we stay settled, will be able to write very often if only a few lines for we have been traveling and could not write, so I will close for this time, hoping for lots of mail.

Love to all,
George.

Address: Corporal George Karch, A. P. O. 916, Co. D 312d Infantry, American Expeditionary Forces, France.

George Karch is a C. M. & St. P. locomotive fireman in civil life on the C. & M. Division and a son of George P. Karch, engineer C. & M. Division.

From T. J. Bucklin, Formerly Agent at
Ellensburg, Wash.

France, Sept. 21, 1918.

A. P. Chapman, G. P. A.,
C. M. & St. P. Ry., Seattle, Wash.
Dear Mr. Chapman:

Just a line to thank you for the many courtesies received from you, and the grandest old railroad in the whole, wide world.

Have been in all the battles thus far, and aside from a little too much gas at the last fight, and also where I lost about twenty five pounds in weight, due from exposure, and the many meals I missed, I am feeling fine.

Spent one day in the hospital, and believe me, when they gave me a perfectly good bath, and a large dish of oatmeal, I improved wonderfully fast.

Have been recommended for the distinguished service medal, and also a complimentary letter from the Colonel of the regiment, so I feel that my work at the front has been done satisfactorily, and I am certainly glad to have gone through with it, without anything more serious happening to me.

Cannot give you any details, but presume you have more news of the fight than myself, as I have not seen an American newspaper for some time.

Saw a beautiful air battle the other day, one enormous German plane with three men, and shooting a one pounder, attacked by American and French planes; they fought for fully thirty minutes, right over us, the German plane trying his best to get back to his lines, and he might have done so, were it not for a small American plane that resembled a black bird, pecking at a hawk, and stuck right with the German plane, until it finally hit the ground, and now of course the three Germans are all good ones. The American aviator was only about twenty-two years old, and the way he handled his machine was wonderful.

Would be very glad to hear from you once more,

and kindly give my compliments to all the boys.

Very truly yours,

1st Lieut. S. R. C.,

T. J. Bucklin,

1st Lieut. 8th Field Signal Bn., 4th Division
U. S. Army, American E. F.

Somewhere in France, Oct. 14, 1918.

Mr. F. E. Weise,

C. M. & St. P. Ry.

My dear Mr. Weise:

Just a line or two to let you know that I am still alive and O. K.

As I write, we are hearing rumors of peace negotiations and the way it looks to us, the Huns had better do something of the kind quite soon or we will have them all chased back to where they came from with a good whipping.

I have seen quite a bit of France by this time and have visited several of the largest cities, but as far as living goes, I prefer the good old U. S. A. and Chicago looks better to me than any of these cities.

The French certainly do believe in good things to eat though and they do know how to cook. In fact I seem to spend all my extra francs for good things to eat. You can hardly blame one though when you have to live on "corned-willy" half of the time. I have eaten some very delicious dishes, such as escalloped snails and other mysterious concoctions, which tasted mighty fine as long as no questions were asked.

Life is not always so hard as you might think it would be in a campaign. Right now, I am quartered in an old historic Chateau where everything is most wonderful and grand, and the cuisine is excellent. I sleep in a bed that is higher than an ordinary dresser and when I lie down I sink in about a foot. The living room is wonderful with panelled walls and ceiling of black walnut and inlaid floor. There are some wonderful paintings and statuary and the furniture, piano and billiard tables, and various other things that I don't know the names of, are very quaint and picturesque. There is also a trophy room and conservatory which are very interesting.

In regard to railways, I took special pains to notice everything I could, both in England and France. I will say that in both countries the track and roadbed as a rule was much better than that of the U. S. A., but the rolling stock, equipment and methods of operating of the U. S. railroads is 100 per cent better than of either France and England. I was surprised to find practically no grade crossings whatsoever in both England and France. Every road, no matter how much it seemed to be used, had either its overhead bridge or undercrossing. There is practically no trespassing on the right of way either in England or France, and, believe me, the French are artists with reinforced concrete. Some of the reinforced concrete bridges which I have seen, they seem to have a knack of making their designs very pleasing to the eye. They seem to prefer arches, but I have seen some very neat girder and trestle designs.

The French have much U. S. rolling stock over here now and many of the older structures have to be rebuilt and strengthened. I saw one very funny thing in regard to an American locomotive. It was at a quite large railway station where they had train sheds and this big American locomotive went through as we were at the station. It entered the train sheds and every time the exhaust puffed out through the smoke-stack, it blew a hole about two feet in diameter in the roof. The roof was of tile and, believe me, it was funny to see the tiles fly in the air every time this big locomotive puffed.

Well, I think I've written enough for this time. Give my best regards to Mr. Loweth, Mr. Middleton, Mr. Holt and Mr. Hadwen, and all my other friends at the office. I believe I notified you what my overseas address would be but as yet have not received a single piece of mail from the states. I would like to read the Employees Magazine now and then. Well, enough for this time. In hopes of a quick Bosche defeat so we can come home, I am,

Yours truly,

Lieut. P. R. Elfstrom.

Co. D, 311th Engineers, American E. F., via
N. Y. City.

P. S. I forgot to tell you that I have been commanding the company since August 1.



"The Little Patriot." Master Edward, little son of R. H. Clerk, D. Z. Robinson.



Claudia, little daughter of Agent J. F. Wosepka, Milan, Minn.



George William, little son of Yardman R. Barkenhagen, Milwaukee Terminal.



Ruth Elizabeth, little daughter of Machinist Helper Otto Beall, Marion, Ia.



Frances Marie McCurdy, little daughter of Conductor John McCurdy, Perry, Iowa.



Eileen, little daughter of R. & S. W. Div. Lineman H. H. Spear.

The Baby.

Daniel Delaney.

Who is it strikes the Harps of Gold
And renders harmony untold
As Love's vibrating chords unfold?
THE BABY!

Who wields the scepter of a king—
Rules and sways the household ring—
And shows e'en despots joys may bring?
THE BABY!

Who's joyous prattle is echoed o'er
His little world, in magic lore;
Who's clinging touch ope's each heart's door?
THE BABY!

Who is it renders life complete,
Makes home and love and living sweet,
And deepens, quickens each heart-beat?
THE BABY!

Who is shielded from all harm,
Who lends to life a "bit" of charm,
Who nestles deep in hearts so warm?
THE BABY!

At Home

Is There Dress Conservation.

Promenading the boulevards and looking into the shop windows, you would scarcely conclude from what you see on parade and behind the plate glass screens, that a movement for conservation and economy in dress, was afoot. Far from it,—for never in my memory has there been such a display of expensive furs, expensive shoes, expensive frocks and high-priced hats as you see wherever you go. Why is this, thusly? The answer does not lie with me, except possibly it may be in the reason given by one shrewd observer, that the present lavish outlay on clothes is due to the higher wages received by the girls who are holding down good positions as stenographers, clerks, etc. The women of the smart set, she told me, were all wearing their last year's gowns, their old furs and very modest, comparatively inexpensive suits; while their money went into the war work on which they have all been heart and soul, engaged. The same condition maintains all through the allied countries wherever young women have taken up the work of their men-folk,—they seem quite unable to resist the temptation of the glittering array in the shops and they spend their money for finer clothes than they have ever been able to afford themselves before. Oh, well, girls will be girls, and the things of this season are unmistakably pretty. If they have the money to spend, why shouldn't they have their flings while Miss Gotrocks wears out her old clothes. Miss G—— will have money for a new outfit next year and perhaps Miss Steno will have yielded her place to her returned brother from overseas.

Oddly enough, it is the silken frock which is the moderately priced creation, while the gown of wool is splendidly aloof as to price, quality and quantity. A fashionable woman's tailor told me a short time ago that probably another season there would be little or no all wool cloth on the market. Then indeed shall we have to buy with much care, make with care and keep out of the broiling sun in the interest of color preservation. But that's a long way off, and just now, if we want to have a pretty afternoon frock, we scout for charmeuse, tricolette crepes, satins and any other soft silken fabric that appeals to our fancy—but we don't buy taffeta very much. Taffeta doesn't lend itself to the straight silhouette of the moment, for whatever else you have in mind about the way your frock is to be made, it is a positive necessity to have a perfectly straight and tight skirt—tight as you can step in—and over this you throw a tunic, plain and round or draped or slit into panels. If you add to this a surplice bodice and some braiding, embroidery or a bit of fringe, you have a smart little gown at a much less price than you would have to pay for the same thing in any of the beautiful and amazingly expensive

wool fabrics that are now offered as the proper material for a winter outfit.

For every-day street wear a suit may still be bought at a comparatively reasonable price, providing your taste doesn't lean toward navy serge, or any of its variations as to twill and texture. Oxford, heather and khaki mixtures make good suits, as do the fine checks and tweeds.

Useful Christmas Gift Suggestions.

After all this is going to be a very Merry Christmas for most of us. We have already seen to it that "our boy" over there has had his box packed and forwarded, and perhaps we have found a little money we could spare so as to supplement his Christmas box with a money order for some little extra comforts; we have also taken care that the boy over there who has no one to send him a Christmas gift shall not pass a joyless Christmas while his comrades are rejoicing and so now we will hang up our own stockings with the confident hope that Santa Claus "soon will be here." Uncle Sam has asked that the Christmas giving shall, in the main, consist of useful articles, with toys for the little folks, of course. Useful articles may be as beautiful, as dainty, as extravagantly or as economically chosen as knick-knacks of yore; and I believe, if they are chosen with care and thought as to the tastes and needs of the recipient, they will be more acceptable. For instance, silk stockings are a never-failing pleasure to every woman, and men, too—so a pair or a box of these is never amiss. Gloves are among the luxuries nowadays, so a pair or two will be sure of a welcome. Linen has gone sky high, so a linen handkerchief from a friend will certainly attest her high regard. There are so many oddly beautiful things now coming from the Orient that you can't miss it if you go searching something unusual among the Japanese and Chinese stocks that are everywhere, now. Japanese porcelain grows more and more refined in texture and more exquisite in decoration, while the prices, as compared with china imported from European countries these days, are reasonable and even cheap. A magazine subscription will give pleasure and be a messenger from the giver for twelve months; and for those whose boys are soon coming home, a map in a neatly folded leather case, of the war zones, so as to be ready to talk it all over and hear understandingly, "all about it," will be a thoughtful remembrance.

Your candy allowances will, of course, be limited, but there are no restrictions on fruits and nuts, while one friend told me she was going to send her mother a gallon of olive oil. As olive oil perches around nine dollars a gallon, that will be "some" gift.

Must Still Practice Economy in Food.

The fighting is over, but the famine is not, and we are to be called upon to continue the "willing sacrifice" we practiced with such conspicuous efficiency last year. We shall not, of course, have to use substitutes for wheat, for which we are profoundly grateful. I have heard many good housewives, and all the members of their families as well, say they don't care how much of the "substitute stuff" is sent over to feed the starving enemy—but let's keep our wheat for our allies and ourselves. Certainly the return of the white bread loaf has been hailed with more joy than the Prodigal Son, or than any other one article of food which we have denied ourselves to help win the war. Mr. Hoover certainly has realized the extent of our self-denial in this particular, because as soon as he saw his way clear—indeed within forty-eight hours of the signing of the armistice—off went the ban on wheat, and I am willing to bet that white bread was a guest of honor on every home table by the next day, at least.

But now while we are returning to normal life again, we are asked to live simply, be economical in our use of food, especially fats, meats and sugar; be economical in its purchase. We must do a very large share in helping to relieve the suffering in Europe, and we can do it without any great sacrifice of the necessities over here. The luxuries of the table, we can very well do without, and by so doing, with the elimination also of all waste, there will be food in plenty to ship over seas.

Here is a recipe for a nice little Christmas confection:

Sweethearts: Two cups flour, two teaspoons baking powder, one cup shortening, one egg, pinch of salt, half cup milk. Roll and cut as cookies. Spread jelly on one cookie, wet around edge and place another cookie on top. Press edges together. Bake in moderate oven.

When I Come Home.

Sted.

There's a little spot of sunshine in a home across the sea; there's a wealth of love and comfort that is waiting there for me; there's the joy of home and mother, proud old Dad who longs for me, and a sister and a brother in that home across the sea. And I'm going back to greet them when this cruel strife is o'er, and I hope when we have finished, there'll be peace for evermore; but the thing that keeps me plugging when old life begins to slide, is that honey spot of sunshine over on the other side.

It's Lt. Colonel Rice, Now.

Friends of Lieut. Colonel George M. Rice, all over the System will be glad to hear of his advancement to the Lieutenant Colonelcy of the 18th Engineers. When the 18th Engineers was mustered into service, Rice was Major of the 2nd Battalion, and went with the regiment to France in August, 1917. The 18th has been engaged in heavy construction work at a seaport in France, and Lieut. Col. Rice has superintended some of the largest dock and wharf construction undertaken by the United States Government for the quick and efficient movement of troops, supplies and material for the American Expeditionary Forces. Congratulations are extended.

Galewood's Bit in the United War Work Campaign.

The following message to the Yard Department Boys at Galewood, from their "old faithful boss," Andy Larson, urging the boys to come across has been sent to the Magazine by them, "to show the patriotism of our superior, and why Galewood is always doing her bit in the Yard Department, never letting up, as we are here at the mouth of the Old Reliable System, furnishing her divisions with all the necessary equipment to keep her alive.

Galewood, November 9th.

Wm. Heitinger, Train Clerk:

Herewith list for giving to the United War Work Fund, to be expended in proving to the boys "Over There" who are risking everything for us, that "Somebody Cares." That is the message of this campaign to the soldiers and sailors,— "Somebody Cares." It goes with him on the train to his training camp and there it stays beside him till another train takes him to the transport where again he is met with the evidence that "Somebody Cares."

Probably the first friend he has in France is a secretary of one of these agencies, united in this campaign. There are more than 15,000 uniformed workers there, eager to prove to the nation's defenders that the nation remembers,—that "Somebody Cares." That "Somebody" is all of us and we want to prove it with our dollars to those who are giving everything over there until we can bring them back to their homes over here. Hope the boys will give liberally.

(Signed) A. Larson, C. Y. C.

Tidings from Minneapolis Car Department.

Wawa.

PEACE

With wings of brilliant shining white,
Spread far over the land
Peace leads with wand of glistening light
A huge victorious band.

With beating drums and heads held high,
And flags waved toward the sun,
Rejoicing troops go marching by,
The Great World War is won.

Some of the boys will not return,
To home and friends again,
And though for them our hearts must yearn
They did not die in vain.

November 11th was of course a day of celebration here as everywhere. Enough to say that the employes all joined the madly rejoicing city in welcoming the glorious news of peace. Who will ever forget what November 11th, 1918 signifies to the world.

Miss Nelly Miller entertained 34 guests at a Halloween party at Lake Harriet October 26th. Dancing and games made the night hours fly, when ghosts walk and sometimes talk.

The office has been all dressed up with new desks and we appreciate the difference made by their shining surfaces.

Clerk Basil Murphy spent several busy days at Farmington, Minn.

The office force has been treated to several large boxes of candy by receivers of generous back pay checks. Welcome back pay.

Cheer up girls, they will soon be marching home.

Chief Clerk Tal Hughes left for Milbank and Aberdeen November 12th and returned to the office November 14th.

When Brother Holloran does not run into grocery stores and other buildings that happen to get in front of his car he just stands around and watches other unfortunates get into the same kind of trouble, and spent one whole day in the court house on account of witnessing a smash-up.

The office enjoyed three visits from Traveling Shop Engineer A. Kipp from Milwaukee.

We are all anxiously looking forward to the marriage of Clerk Thure Peterson. We admit we are puzzled and very curious as to the date, but we know the happy event will take place in the near future.

The marriage of clerk Miss Colla Pulliam to Mr. George E. Osterwind will take place November 23rd. We extend our best wishes to the happy pair.

Obituary.

C. W. Wilkinson, Assistant Freight Claim Agent, died at his home in Rogers Park Sunday morning, October 20, after a brief attack of pneumonia, and was buried at Graceland Cemetery, 2:00 P. M., October 21. The funeral was in charge of the military organization of which he was an officer, and an escort of troops from his regiment accompanied the body to the cemetery.

Mr. Wilkinson was born at Kalamazoo, Michigan, August 18, 1870, and leaves to mourn his untimely death his widow, a daughter, Margaret, a son, David, an aged mother and two brothers.

He entered the service of this company in 1885 as a messenger at Union Street freight station, Chicago, and continued in the service up to the day of his death, with the single exception of the five-month period between April 26 and September 10, 1898, during which time he served with his regiment (First Illinois) in active service in the Spanish-American War. After two years' at Union Street, he transferred to the freight claim department and the balance of his service with the company was practically all in connection with that department. In 1903 he was appointed chief clerk and on November 1, 1917, became Assistant Freight Claim Agent, which office he held at the time of his death.

Mr. Wilkinson, in his long years of service, had occasion to travel from one end of the System to the other in connection with his work, and his acquaintanceship among the officers and employes was perhaps as extended as any man connected with the organization. His cheerful disposition made every acquaintance a friend, and his passing will be felt as a personal loss to an unusually large number of readers of the Magazine. His loyalty to the company has been demonstrated on numberless occasions and his efforts in connection with the salvaging of property on occasions such as the Kansas City flood in 1902, the disaster at North McGregor in 1905, and at practically all of the wrecks for the past twenty years, were highly appreciated by the management.

Michael Glnaine died at his home in Dover, Wisconsin, November 9th, aged 82 years. He has

been in the employ of the Milwaukee for forty years, as section laborer and section foreman. He leaves a family of six, four of whom are in railroad work: Miss Susie Glnaine, agent at Dover; Jerry, rate clerk in Freight Department, Chicago; Edward, ticket clerk at Elkhorn, and William, ticket clerk at Kenosha, for the C. & N. W. Ry. His wife died less than two years ago. The sympathy of their many friends is extended to the bereaved family.

Appointments.

Effective November 1st.

O. N. Harstad appointed Superintendent of the Aberdeen Division, with headquarters at Aberdeen.

J. P. Phelan appointed Superintendent Muskegon Division, vice W. C. Ennis, granted leave of absence to accept service with the Government Spruce Production Division.

F. C. Dow, Acting Superintendent Coast Division, appointed Superintendent.

A. O. Veitch appointed Assistant Superintendent Rocky Mountain Division, vice J. W. Ross, deceased.

D. J. Hagerty appointed Assistant Superintendent, Missoula Division, vice A. O. Veitch, transferred.

E. L. Cleveland appointed Trainmaster, Trans-Missouri Division, vice J. E. Phelan promoted, Effective November 10th.

E. F. Rummel appointed Trainmaster River Division, vice O. N. Harstad, promoted.

Change of Date for Magazines.

The Director General advises us that it is desirable to have all railroad employes' magazines issued on the same date. In accordance, therefore, with his instructions, this Magazine will be issued on the first day of each month, except those months when the first falls on a Sunday or holiday, when it will be issued on the second.



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New York

Special Commendation

Conductor H. H. McElroy received a letter of commendation the latter part of October for the discovery of a broken arch bar on a car in passing train. Harold is a Middle Iowa Division conductor.

Conductor O. E. Torrence of the Iowa Division received a letter of commendation for the discovery of a broken flange on a car at Pickering, on August 15th.

Operator Arthur S. Harrington, Bryson, Montana, has received special commendation for prompt action upon the occasion of a derailment at his station, October 18th. He quickly threw the feed switch at east passing track, thus probably preventing the wreckage from taking fire.

Missoula Division Conductor Elmer G. Slater has received special commendation for efficient manner of handling situation at Bryson during the derailment there, October 18th, and especially for promptly calling sub-station at East Portal and killing the east feed wire.

Milwaukee Terminal employes P. Petric, H. McMurtrie, Jesse R. Fleming and M. Rossiter have received letters of commendation for excellent work on Air Line Hump during first half of November. "Such work is really in accordance with the request of the Government for the conservation of equipment and its contents. Keep up the good work."

The following letter is addressed to Messrs. H. McMurtrie, Jesse R. Fleming, Walter Kruse, Chas. Wussow, Walter Cheske, D. J. McAuliffe, W. A. Harte, Malcolm Haslam, Otto Teach, Edw. Mahike, Edward Zimmerman, H. J. Sherman, Frank O'Brien, Dan Ryan, Fred W. Gray, John Combs, Clinton Holt, Herbert Paulus, John H. Riley, Alvin R. Greve, George Morgan, Robert Berberich, R. E. Doelger, Frank Perry, John Regan, J. Harmeyer, S. Dunn, S. J. Kayoske, A. E. West, John Perry, Wm. Crowley and John O'Halloran, Milwaukee Terminals:

"I take this means of expressing my appreciation to you gentlemen who made it possible to establish a new record for the number of cars from the Blue Mound Yard over the Hump, Sunday, November 23rd, when 511 cars were handled. For your information, this is the largest number of cars shoved out of Blue Mound and over the Hump, and the fact that this was accomplished without any damage to cars is itself a wonderful record. I want you to know that this performance has not gone by unnoticed, and has been appreciated."

(Signed) N. A. Meyer, Trainmaster.

Section Foreman Mike Nowak, Milwaukee, has received special commendation and a credit record for discovering brake beam down on NTC231775 in passing train. Train was stopped and the beam removed before further damage occurred. His watchfulness and prompt action no doubt prevented an accident at Grand Avenue Crossing.

Switchman Alvin Greve, Milwaukee Terminals, has received special commendation and credit in the roster for promptly cutting air hose on stock train pulling into Air Line Yard with 8th car from engine derailed. His watchfulness undoubtedly saved a serious and expensive derailment.

Illinois Division Conductor E. Nintz has received special commendation and credit in the roster for discovery of broken rail, November 1st, between New Lebanon and Hampshire.

Trans Missouri Division Engineer L. J. Philpot has received a special commendation for excellent handling of extra stock train, 1600 tons, when left hand cylinder was knocked out at Griffin. No other engine was available and he brought train into terminal, 111 miles, making fourteen stops and getting on center but once, when fortunately there was an engine to start him again. Such a record can hardly be bettered, if equalled, in handling a train in emergency with the engine on one side.

LaCrosse Division Brakeman E. Tuttrup has received special commendation for watchfulness, discovering broken arch bar on C. & N. W. car 133320, extra east, August 24th, at Voltz. His timely discovery no doubt prevented a serious derailment.

October 10th, Agent E. P. Fitzgerald, Merriam Park, Minn., at 7:30 A. M., discovered a broken rail just west of the station. The Dispatcher was promptly notified and a flagman placed to protect the broken rail. Credit has been given Mr. Fitzgerald in the service roster.

Car Repairer Frank Shockley, Plummer, Idaho, has received special commendation for discovery of defective car in extra west, October 9th, while passing station. The defect was such that if it had not been discovered, would have caused a very serious accident. Credit has been given him in the service roster.

Messrs. Floyd Smook, W. L. Byers, Operator Heby, John Pricher, Pat Ryan and Herman Bertram, Chamberlain, S. D., have received a letter of thanks from Superintendent Ober for their valuable services in recovering the body of Brakeman Brous, who was drowned in the pond at Kings Dam.

Switchman Walter Gehrke has been specially commended for volunteering to fire engine 2321 on No. 35, October 31st, in place of Fireman Hoeke who was injured. Train was thus brought into Chicago without delay.

Messrs. T. E. McFadden and A. F. Manley and B. & B. forces have been specially commended by Superintendent Hill for prompt and efficient work in replacing a burned bridge near Cohasset, Wash. The conditions under which they worked were very bad and the prompt manner in which the work was performed calls for more than passing notice.

Chicago Terminals Switchman Chas. G. Rice has received special commendation for watchfulness, discovering broken truck frame axle on C. M. & S. P. car 100898. His timely discovery undoubtedly prevented a serious derailment. Credit has been given him in the service roster.

Engineer Frank Steel, while running the helper engine on Sparta hill and while pushing a stock train, noticed a steer fall from one of the cars, and at once had the train stopped and the critter removed from the west bound track where it had fallen. Car door also repaired before any other cattle were crowded out of car. Cattle had crowded the bottom of car door loose and had Mr. Steel not been observing, other cattle would have no doubt met the fate of the one Mr. Steel saw killed in falling from the moving car.

Fireman Ed Lee, of Sparta, is deserving of special commendation for discovering a broken spring hanger on a stock car that was being loaded with stock at Sparta stock yards. Mr. Lee states that he has cultivated the habit of observance ever since the Safety First idea became so popular on railroads a few years ago and this is the first discovery that he credited himself with, but realizes that it is one of the best habits a railroad man can tie to.

The Employees' Band Thanked.

The Chicago contingent of the Employees' Band, is entitled to the thanks and commendation of Milwaukee employes in the Railway Exchange, who enjoyed the privilege of listening to their impromptu concert in the rotunda of the building on peace celebration day. The band played patriotic selections, dance music and furnished the accompaniment for a group of grand opera singers who had strayed into the building for relief from the ear-splitting din outside, and seeing what our band was doing, they gladly led the singing and seemed to enjoy the incident as much as their audience.

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Twin City Terminals.

"Eleanor."

Mr. J. Lathrop, traveling auditor from Chicago, was a business caller in the Terminals Nov. 12th. Sted—What do you mean "flour"? Are you referring to the touching ballad entitled "The Roses in Her Checks Have Faded Since the Druggist Moved Away?"

Tom Bradley and Lucille Meyers are the two new employes in our office. We haven't had time to initiate them as yet, but some holiday we intend to give them the third degree.

Enginemen and switchmen in the Twin City Terminals wore out their shoes chasing around for back pay and Liberty Bonds, but now that their soles are worn through and all back pay distributed they ought to be on their feet again (credited to Earl Covey).

Mrs. A. L. Bolter, stenographer in superintendent terminals office, departed for New York, where she will join her husband, who is in government service. Miss Sullivan has taken Mrs. Bolter's place as stenographer in Room 17.

Miss Nellie Hennessey has resigned as telephone operator and is now employed with the Rock Island. We miss Nellie's sweet voice, but are glad to hear she is pleased with her new position.

Miss Mary E. Flynn of Mr. Van Dyke's office was in Lake City over Sunday.

Miss Alma Switzer has taken Miss Hennessey's place as telephone operator.

Mr. Bert Scott resigned as agent at South Minneapolis and has gone to Bass Lake as yard clerk. John Keenan has taken Mr. Scott's place as agent.

Mr. William Craig, yard clerk of South Minneapolis, left for Emmetsburg, Iowa, last Wednesday. He refused to give us the young lady's name, but we know his return pass reads Mr. and Mrs. William Craig. Best wishes for your future happiness, Mr. Craig.

Arthur Venie spent Sunday in Herman, Minn., hunting ducks. They tell me he is quite an expert making holes in the atmosphere.

James Tobin has been put on as car distributor in Mr. Van Dyke's office.

Harriet—Understand someone else is spoken for and the evidence has moved to Aberdeen. How about it?

The inevitable has happened, Trainmaster Harstad has been promoted to superintendent of the Aberdeen division. Congratulations, Mr. Harstad. We're surely glad to hear of your promotion.

Miss Myrtle Pearson made a business trip to Sioux City, Iowa, Sunday.

Stalled—Somewhere between here and Alexandria, Minn., one Maxwell motor car. For further particulars inquire Room 23.

Kansas City Division.

Billie.

Chief Clerk J. W. Sowder returned this week to his duties after a short vacation, several days of which were spent with relatives in Kansas City.

Ashton Lutz has been employed as bill and voucher clerk at Ottumwa Junction. Mr. Lutz was formerly with the Rock Island at Trenton, Mo.

Car Inspector Payton Rogers has gone to Texas for an extend visit.

Oliver J. Thomas has been appointed division storekeeper with headquarters at Ottumwa Junction. Also found some other new ones in this department. Joe Meyers and Sodie Blake, store house men; Ernest Pumroy, oil house man; Marina Engstrom, stenographer. Sodie Blake, day storehouse man, used to be hard to find. Now since the new stenographer has come to the store-room, Sodie is right there. Johnny on the spot.

Chief Dispatcher E. J. Klahn has been ill for about a week with influenza, but expects to return to work in a few days. He is being relieved by John Niman, while Lloyd Wilson is acting night chief.

Frank Baker, car repairer, has gone to Kentucky to move his family to Ottumwa.

Miss Lola Dornisfe spent several days in Dubuque, where she attended a meeting of car foremen's clerks.

Miss Maude Jackson has been added to the clerical force in Car Foreman Doyle's office.

Conductor William Morton will return in about

a week from Turtle Lake, Wis., where he is endeavoring to regain his health.

Roundhouse Foreman D. R. Davis has been transferred to Ladd, Ill. S. C. LaBelle coming to Ottumwa Junction. Also have a new roundhouse clerk, Cecil Marvel.

Miss Martha Williams spent the week-end with friends at Mt. Vernon, Iowa.

Regret to report that there have been a great many deaths on this division during the past few weeks due to Spanish influenza—Engineers M. Carroll, R. Nelson and Oren Brown; Brakeman C. G. Peterson and Mrs. A. J. Jones, wife of Operator A. J. Jones. Our sympathies are sincerely extended to the bereaved ones.

S. M. East.

O. J. B.

I have written about conductors,
I have written about brakemen;
Written of agents and helpers,
Written about all of them.

Some of it has been fiction,
Once in a while a fact;
But to tell the truth you have to
Catch them in the act.

Sometimes I get an item
That I didn't pick up myself;
Was a good guy in Mankato
Sent me a bit of pelf.

Wrote about an agent's garden,
He hasn't spoken since;
Wrote about raising prize beans,
And the man nearly had me pinched.

Missed writing up this column,
Then everyone said waf's matter;
Ain't nothin' doin' on the Essem?
Or have you lost your patter.

Nothin' at all was the trouble,
I just was too busy, was all;
When you have to get right down to business
And matters are urgent that call,
You've just got to let go your pleasures,
And tend to your job and that's all.

I didn't read that over more than once. It makes me think of "Schrecklichkeit."
Heard around Wells: My that's a fine pair of shoes you got there. How much did you pay for them?

He wasn't big to look at. You would not think at first sight that he was interesting. It wasn't until he began to talk to you that you realized what a lovable disposition was enclosed in that little boy Clifford. When we heard that he was taken ill we found that we missed him. Could not let a day go by without wondering how he was getting along in his brave fight for life. He lost that fight, but a greater victory was his, and not one of us who could be spared from duty that day but went to pay his last respects when the remains of Clifford Walsh, Roadmaster William Walsh's little boy, were laid to rest. Our sympathy is extended to Mr. and Mrs. Walsh in their bereavement.

Well I guess we—that is us B. and B. folks—are going to move to Austin. Already the headquarters of the S. M. Division are there. Superintendent Meyer tells us that the offices are large and commodious. That they are bran new and no tenant can come in, dragging along any old furniture to mar the scenery or jar the vision. I want to go down and see the place before I give a descriptive write-up and you can trust ye scribe of this respectable family journal to be true to the inherent nature of them all, and that is that he will always boost for his home town, which is of course the place where he resides even if he has been there only a day. So patience my friend, as the esteemed Rev. Chadband has it. We will search out the truth in a spirit of love.

And then there are several other things I want to write about, but I must carry them over. Who ever had any time to write when they were moving or celebrating a peace victory.

Wisconsin Valley Division Notes.

Lilly Ann.

No lily fragrant, white with winged petals furled,
No rosebud crimson sweet, in the fairest garden
of the world,
Can match in color, charm or grace,
Life's loveliest flower of any time or place,
A Baby's sweet little smiling face.

Florence Clara Fullmer, arrived at the home of H. O. Fullmer, division accountant, on October 17th.

Mrs. Nickalaus Obey visited during the week with friends and relatives at Minocqua.

Mrs. J. R. Campbell is visiting at the home of her parents at Mauston, Wis.

"Miss Blue," by no means a stranger, was royally entertained by the office force. She stepped right in and demanded attention and it certainly was given her, as the work throughout the office was partially suspended for about two weeks. The full force is back on duty again, and we all consider ourselves fortunate to be able to return to our duties.

PEACE! PEACE! Enuff said, and every one is happy.

A good many people are "right," but STED is "just right."

We sincerely regret to report the death of Avery Skeede, brakeman on this division on Oct. 17th. Influenza-pneumonia being the cause of his death.

A. C. Goebel who was temporarily employed on the I. & D. Division, was taken ill with influenza and died at St. Joseph Hospital at Mitchell, S. D., on Oct. 28th. Mr. Goebel was brakeman on this division for some time. He leaves a widow and five small children. Mrs. Goebel is tendered most heartfelt sympathies by all the employes on the Valley.

William R. Johnson, engineer, was also called by death on Oct. 18th. Influenza-pneumonia being the cause of his death. His fellow workers were greatly shocked to learn of his untimely demise and extend sympathies to the bereaved family.

Miss Emma Emmerich, is visiting with her sister Flora, for a few days before departing for Madison to resume her duties at the General Hospital at that city.

A. I. Lathrop, agent, who has been seriously ill with influenza, is able to be around and about again after an illness of about four weeks. We were all very glad to see him back with us and extend congratulations.

Mary and Kathleen Kennedy, daughters of Conductor Kennedy, are visiting at Grand Rapids.

Mrs. A. Hofer is spending a few days at Babcock.

Gerald Finnerty is visiting relatives at Chicago. Chas. Porter, son of C. Porter, engineer, returned to Milwaukee to resume his studies after visiting with his parents for a few days.

Mrs. J. C. Rodheaver and Mrs. Sam Ash are visiting at Grand Rapids.

Engine No. 358 has been tried out on our division, but was returned to LaCrosse Division as unsatisfactory. Little things won't do here. No reflections G. S.

Engine No. 2359 has been returned to this division after being held in the Milwaukee repair shops for about 6 weeks. Engine 2082 has been added to our engine list and will be used in switching service in the Wausau yard. The Roundhouse Department's engine troubles ought to be over with now.

H. L. Vachreau, our first trick operator, was absent from duty for about a week during which time he was also entertaining Dame Fashion. "Miss Blue." M. C. Harris, of Merrill attended to his duties during his absence.

It has just been brought to my attention that the annual convention was attended by all correspondents. Must acknowledge that it was a great treat, and hope to see you all again when next we meet.

Theodore Livernash is visiting with relatives at Rudolph.

Stella Gornecke left for Chicago where she will visit for some time with friends.

Mrs. M. E. Millard and son Douglas, were Wausau visitors during the week.

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C. M. B. S. P.

On the Steel Trail

Deer Lodge Shop Notes.

"Patsy."

The potency of old-fashioned remedies in treating some cases of influenza was demonstrated in a startling manner at Deer Lodge, where the epidemic has been raging.

It will always be maintained by Division Superintendent J. J. Murphy that an onion poultice, applied in the old-fashioned way, routed the influenza germs from his system after they had defeated the efforts of modern medicine.

According to Mr. Murphy, he was desperately ill, and physicians had given up all hopes of his recovery. As a last resort Mrs. Murphy decided on the poultice remedy, and quickly cooked up a batch of onions, thoroughly saturated with turpentine, and bound a part of the concoction upon her husband's chest.

Mr. Murphy responded a little, and his wife was able to leave him for a few minutes. During her absence the patient in a half delirious impulse arose and devoured the remainder of the onions-turpentine and all. The next day he was up and is now fully recovered.

During the "flu" epidemic two gentlemen—evidently of the Celtic origin alighted from the train at Deer Lodge and walked around. Everyone was wearing masks. The Celts looked around a bit, and one of them was heard to remark to the other, "Begorry, Mike, shure and this town must have had a big fight and I should have liked to be here. They seem to have all got hit in the same place."

The Timekeeping Department had been somewhat altered, in that, the timekeeping comes under the Mechanical Department. In order to get sufficient office room, the Store Department and the Mechanical Department are exchanging offices.

The substations have been turned over to the Mechanical Department. If any more changes are made, and any more departments are turned over to the Mechanical Department, it will be necessary to build us some new offices, and we sincerely hope they will be nearer the town than they now are.

Fred Moe, formerly employed by the C. M. & St. P. Railway at Deer Lodge, while on furlough recently, made himself very useful at the Emergency Hospital; in that, he spent most of his furlough assisting the Red Cross ladies in doing relief work for the sick.

The Boiler Department at the Deer Lodge shops has been increased by one more boiler. This is very cheerful news to the office forces as they now have no fears of the coming winter.

Engineer C. C. Adams is sporting a new Chalmers car and making mileage pretty fast. Here's hoping he will not have any hot bearings.

The C. M. & St. P. and the N. P. have unified their stations at Deer Lodge, the N. P. station being closed and suitable platforms and doors being constructed to connect the Milwaukee station with the Northern Pacific.

The shop forces have been very much hand-capped by the Spanish "flu." The following deaths have occurred during the month: Machinists J. W. Kerr and George Streeter, also Timber Helper Fred Billings.

Miss Ida Billings, daughter of Fred Billings, recently died of pneumonia.

Mrs. Walter Marshall, wife of Electrician Marshall, was also a victim of pneumonia. Mrs. Marshall's untimely demise is a shock to her many friends. She was a most charming woman and an active Red Cross and Canteen worker.

Mrs. Fred Vallton, wife of Electrician Vallton, died recently of influenza, which she contracted while doing voluntary Red Cross nursing at the Emergency Hospital at Deer Lodge. The death of Mrs. Vallton will be felt by all those who knew her, as she was a very lovable woman and always willing to assist in any worthy cause.

Mrs. Starr, wife of Electrician Starr, is reported ill with the influenza. Her many friends hope she will have a speedy recovery.

L. E. Hines, roundhouse foreman at Deer Lodge shops, recently moved his family from Beaverton, Ore., to Deer Lodge.

The wife and young son of Guy Bellows, electrical engineer for the G. E. Company at Deer Lodge, were very ill with the prevailing epidemic, but are pleased to report that they are now fully recovered.

H. E. Byram and party recently visited the Deer Lodge shops while on an inspection trip through the West.

M. R. Moody, general inspector at the Deer Lodge shops, has been called to Washington, D. C. to attend a wage conference.

Dispatcher Otto Hansen recently died of pneumonia. Mr. Hansen was employed by the Milwaukee at Deer Lodge.

R. & S. W. Division Notes.

H. J. B.

Conductor David Grisinger is at present at Waukesha taking treatments. We had hoped that Dave was over his trouble, but he is far from well. However, with a good rest and proper care, we are hopeful of his complete recovery. Howland is on the stub run and Larkin on 35 and 36.

We are glad to see Engineer Joe Myers around again after another operation. Joe had a serious time, but, as always, brought the full tonnage in on time.

Later bulletins give Kuntz the Delavan agency; Overcash, Darien; Dorchester, Corliss, first trick; Beamish, Racine, first trick.

Owing to "our" present location (at the lake end of the line), and in spite of the strong protests of Rossmiller, Horton, etc., we have decided to ask the Editor to accept our thanks for the many favors of the past—and excuse us. It's been a lot of fun and we hope our successor will let us send in a note, now and then.

The rest of the notes this month were very kindly contributed by Miss Coral Grosinger, the newly appointed chief timekeeper, at Beloit. We most humbly ask her pardon for the "Morning Glory" remark—as the following will prove her to be very much ALL THERE.

Just a note to you—Yes, Mr. Beamish, I quite agree with you. Life is so full of sorrows. I am sorry that I could not keep my promise, but owing to the fact that I was taken down with influenza, was unable to be out, hence, failing to keep my promise. Not a "Morning Glory," but a "Resurrection Plant." That's me all over.

We are glad to mention the fact that the Savanna force are taking such an interest in the so-called "Office Bunch" in Beloit, spending every Sunday in Savanna and surrounding territory. "You may wonder, Mabel, but we'll never tell you."

Wm. Mahar has resigned his position as 110 clerk in superintendent's office here, and has returned to his home in Mendota.

Henry Funk of Crookston, Minn., is the new 110 clerk in this office.

Miss Beryl Rossman is again at her desk in the roadmaster's office, after being absent on account of the illness and recent death of her brother.

Miss Bernice Olson has resigned her position in roadmaster's office, and has gone to Milwaukee to accept a position with Roadmaster Garrity.

Miss Marie Bollinger, 110 clerk of this office, and Miss Clara Bollinger, bill and voucher clerk, will spend Sunday, Nov. 17th, in Galena visiting. We are wondering what the attraction is. It, we imagine, would be a rather dangerous trip for Clara, after just recently getting the letters mixed, or perhaps she is going there to try to explain.

Bobby Hart, former yard clerk, and who is now in the employ of the Northwestern, spends quite a bit of his time down at the Milwaukee offices after hours, for instructions (?).

We cannot fully understand why the extra gang timekeepers have so much business in the road-

master's office of late. Is it on account of not fully understanding their work and like to be instructed, or for business only?

Traveling Inspectors W. J. Spton and E. M. McPherson, and W. M. Weidenheimer, chief clerk, were callers at this office Nov. 1st.

Byron Leick of Crookston, Minn., has been appointed chief clerk in this office.

Mrs. Geo. Peitch, and Herald Peitch, wife and son of Chief Dispatcher Peitch, are suffering from an attack of influenza and are in the Beloit Hospital. We hope for their speedy recovery.

What can be the attraction in Rockford for the member of the "Squadette" who is one of our force? Please remember, Ruth, that telephone calls during office hours are strictly forbidden.

Miss Marie Gradt, daughter of Chief Carpenter Gradt, spent Saturday, Nov. 16th in Beloit. Seems she is buying too many pairs of shoes lately. What is the trouble, Marie, have the shoes gone up in Savanna, or do you get better service in Beloit?

Mrs. A. Coles, wife of Assistant Chief Clerk A. Coles, spent Friday, Nov. 15th in Janesville visiting friends.

Mrs. D. L. Johnson, file clerk in this office entertained the office bunch at a "Sis Hopkins" party at her home on 8th street. In spite of the fact that most of the guests had a rather difficult time getting there, as there were too many "beaus" on the scene, a very enjoyable time was had, and Mrs. Johnson proved herself to be a very royal hostess.

Mrs. Irma Katswinkel, timekeeper R. & S. W. Division, spent Sunday, Nov. 10th, in Chicago visiting her sister. My, but sister is a fine looking man. You can't fool us, Irma.

We are advised that Dispatchers Lane and Morrissey are devoting most of their time to composing music. The latest being "Sweet Cider, O. Bring Some More Sweet Cider to Me." We are sure it will make quite a hit.

We are informed that Chief Dispatcher Geo. Peitch was a Savanna visitor Saturday, Nov. 9th, leaving on No. 11. We can't understand what

the great rush was getting out of the "burg." Perhaps like the rest of us disgusted with the place.

We are wondering why B. H. Perlick, one of the assistant general managers, office staff, and Mr. E. M. McPherson, chief clerk W. M. Weidenheimer's office, were wearing such a disappointed look while in Beloit, and upon investigation find that it was because after they had taken a special to Janesville they found that chocolate sundaes had been taken off the bill of fare after five o'clock during the influenza epidemic.

Guess this is all for this time. Please reserve a lot of space for next time.

K. C. Terminal Notes.

C. F. Wood.

Miss Louise Egner visited her friend at Camp Funston, Kans., Sunday, Nov. 17th. Mr. Reed and Mr. Lewellyn tell me it is getting to be a very serious matter and a great many are wondering how long it will be before the boys in the camps will be released.

J. M. Oxley, formerly superintendent Kansas City Division, was a visitor in Kansas City Terminals Nov. 16th. Mr. Oxley has many good friends in the terminal who were glad to see him again.

Agent Richards for the past two months has been on a leave of absence account of poor health, spending greater portion of this time in Colorado and California. His work during his absence has been very efficiently looked after by Chief Clerk Johnson and Cashier Owen. Mr. Richards reports having a delightful trip, and we trust that his condition is much improved.

Sept. 29th in the battle of Verdun, our old pal Edw. W. Keefner, was wounded. He wrote from Base Hospital No. 35 on Oct. 19th that he was doing nicely and expected to be out and with his company again within the month. He praised the work of the American Red Cross very highly, saying the nurses and doctors were very attentive and that the soldiers were very thankful for a phonograph in the hospital, the music keeping the boys cheered up and content.

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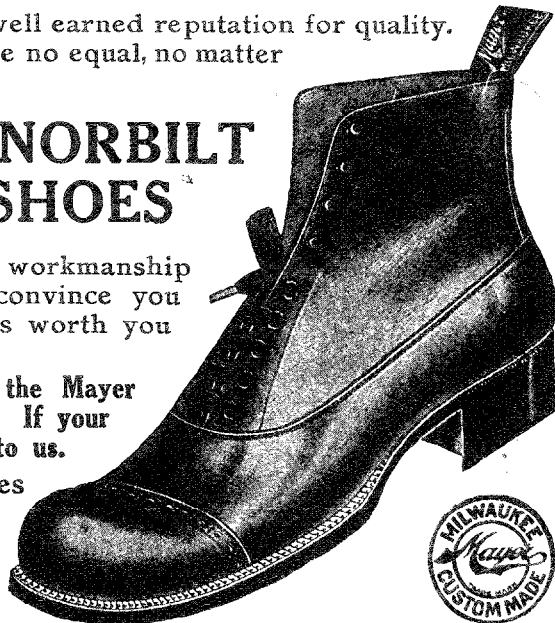
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We almost parted with a couple more of our good friends, who, but for the signing of the armistice on Nov. 11th, would have been in the service of Uncle Sam. Paul Drayer, who had enlisted in the tanks and C. B. Young, who was slated to leave for Kelley Field, Texas, on Nov. 11th.

We were grieved to learn of the death of Mrs. Alvia Jones, wife of Dispatcher Jones of Ottumwa, on Oct. 21th. Death due to influenza. The body of Mrs. Jones was brought to Kansas City for burial, very impressive services being held.

Privates Raymond Smith and Edwin Ballantyne now stationed at Lakehurst, N. J., expect to come to Kansas City on a furlough soon. Since enlisting Raymond and Edwin have been in training at Lakehurst Proving Ground, having but recently been transferred to the Motor Transportation Department.

Demurrage Inspector O. G. Mars, came into Kansas City, Nov. 11th, just in time to help us celebrate the signing of the armistice.

Miss Martha Browne was sick several days in early part of November, and her smiling face was very much missed around Coburg yard. We are pleased to report her back on the job again.

James and Port Leach were called home in November from the Great Lakes on account of the serious illness of their little brother. We are glad to report the little fellow improved.

Nothing has ever been said about Charles N. Wright, our wonderful claim clerk, presumably for the reason that he never does anything to get talked about. He is reported to have accomplished something that has been a source of a great deal of worry to Mr. Johnson for some time. On Nov. 13th, he is said not to have had a claim in his department. I feel that he should be "cited for bravery" and this go down in the history of the C. M. & St. P. in the K. C. Terminals.

It is a source of worry to the fairer sex now that the armistice has been signed and Ed is wounded, whether or not he will be sent home—immediately. The argument is that a wounded man shouldn't be required to do police duty. Here's wishing Eddie a speedy recover as well as a speedy return.

We have had considerable sickness among our employes and their families in Coburg yard. William Jones and his wife both had a severe attack of pneumonia. Mr. Jones is back on the job again, and while he is considerably reduced in weight, we are glad to know that he is feeling O. K. again.

W. H. Bounds, J. L. Bateman, E. E. Craft, F. B. Jacks and D. G. Cooper have been on the sick list this month, but back with us again. These men were all "flu" victims.

F. P. Munnigal has been sick for most a month with a complication of ills. It is hoped that he will be able to return to work soon.

E. M. Lane, local chairman of the B. of R. T., was off sick some time during the month of November.

Switchman Elvin F. Mayfield died of influenza on Oct. 21th; Switchman Floyd Fann on Nov. 1st. To the families of these men, we wish to express our deepest sympathy.

We are sorry to announce the death of Conductor Claude Jones' daughter a short time ago. We were also unfortunate in losing one of our most capable employes, Engineer Doris, who was another influenza victim.

Our General Yardmaster Stewart, was quite sick for several days in November, and we are glad to have him back with us again.

Marvin Bennett, our extra gang foreman, was also sick for a couple of weeks but is back on the job again.

The wife and daughter of Operator Lewis have been quite ill.

The C. M. & St. P. employes are certainly a patriotic lot. The allied drive commencing here on Nov. 11th was met in the same manner as the Fourth Liberty Loan, everyone contributing liberally to the cause. Again Committeemen Johnson and Zane did good work, collecting \$500.00 from the station employes and Gladys Clark who collected \$321.00 from the Coburg force.

Switchman J. W. Johnson was recently discharged from the Navy and is back among the box cars on the owl shift.

Since Extra Gang Foreman Bennett has taken the kinks out of the old lead many expressions

of appreciation of the change are heard among the switchmen.

News from the boys at the front, viz: Murphy, Bradbrook, Hill and West is not only very scarce but heavily censored. Everyone is elated over Brother Hill's promotion from Sergeant to Second Lieutenant, making the second officer on the Coburg honor roll.

I. & M. Division Jottings.

John Schullz.

Don't seem to be much doing on the old pike lately. Guess they are all staying home on account of the "flu."

On account of the eight hour law another ticket clerk was put on at Austin. Ellery Barker holds down the job.

Passenger Brakeman Bert Bernatz and family are all laid up with the "flu." At last reports they were doing nicely. Art Hazeltine was drafted from the freight department and put in Bert's place on the passenger.

After a victorious struggle with the "flu" the following have returned to work: Lane Hilbert, Edna Warfield, Jim Scott and Roadmaster Frank Larson.

James Dineen has been visiting his father D. J. Dineen at Milwaukee. D. J. managed to get home election day to help down the I. W. W.

We are glad to see Car Foreman Dave Twombly on the job again. Dave has had quite a siege of illness but is steadily gaining strength.

The force at the shops have also felt the effects of the "flu"; about one half of the force having had their bit.

Geo. Hennessy is acting Roundhouse Foreman at Madison, S. D. Machinist Fred Fisher taking his place here.

Frank Lauke has been appointed boilermaker foreman in place of Matt M. Dinger who is now located at Aberdeen. It goes without saying that Frank's many friends wish him success.

Reed Chaffee has been appointed storekeeper at Austin shops.

C. A. Bern with the eagle eye spends considerable of his time at Cresco, Iowa. No single man would go there so often unless there was a girl in the case.

The shops closed at 3 p. m., November 11th, to help celebrate the end of the war. The entire force marching with the throng. Leave it to the boys to hold up their end of the game. The last one to leave was Babe Damm. It seems Babe had about a dozen girls to escort home.



Jack Mulder, formerly clerk in Superintendent Motive Power's Office, Milwaukee, now with A. A. S. C. 496, Aero Squadron.

Minneapolis Shop Happenings.

James Nellins.

The work of making up the pay rolls of the car and locomotive departments at Minneapolis, and a number of outside points, is now in full sway in the office of the assistant superintendent of motive power.

By taking this work over from the store department, a transfer of the following clerks has been made from the store department to the motive power department.

Carl Johnson, chief timekeeper. His aids are: Miss Harriet Jennings, Hazel Flynn, Florence

Kelly, Mary Kush, Lillian Vreeswyk, Elavia Conroy, Charlotte Larsen and the venerable sage of the store department office force, Mr. Julius Nelson. Also Miss Frances Deming has been transferred from the round house office force to the timekeeping force in the office of the assistant superintendent of motive power.

Surely we are expanding some. After a short experience the work will run along smoothly.

General Superintendent of Motive Power Warnock and Superintendent of Motive Power E. J. Brennan were business callers at those shops November 15th. Mr. Warnock made a brief visit, but Mr. Brennan spent a greater part of the day at the shops.

Statistician Thompson, of Chicago, Chief Timekeeper Budzien, of Milwaukee, and Assistant Chief Timekeeper Bynart, of Tacoma, were business callers at those shops recently, instructing parties here on the method of handling matters pertaining to time books and pay rolls.

Among the recently employed office force is Miss Alma Hein, who takes the position vacated by Miss Emily Hiddelston, transferred to the office of Division Master Mechanic H. G. Dimmitt. Miss Hein appears to be filling the requirements. She was recently employed in the office of Storekeeper Kelly at Minneapolis.

Thursday, November 11th, will be a red letter day at those shops, as on that day the place was, without doubt, the most quiet day ever experienced even by the oldest settlers. Being victory day the shop shut up tight and the forces joined the rest of the country in the celebration, and the most quiet Sunday would seem noisy as compared with the quietness at the shops on that day.

Among pleasant business callers recently were C. E. Ludington, E. J. Summers and F. P. Roesch who spent some time here recently on the matter of fuel conservation. Mr. Ludington being the company fuel supervisor, Mr. Summers being assistant fuel supervisor and Mr. Roesch being the federal fuel supervisor.

The valuation experts are still with us.

The supervisory force of the shops—general foreman, shop and gang foremen—are all smiling recently. Wonder why? No doubt a good reason.

Henry J. Wandberg, general foreman boiler works, made a brief call at those shops October 21st. He appears well and happy, the inference being that he is well treated at the Milwaukee shops, but it is hard to keep away from his old haunts when in the neighborhood.

Mrs. Wandberg accompanied him to Minneapolis, and she, too, is looking well, much to the pleasure of ye scribe who values the friendship of both these people.

Now that the finish of the war is in sight, we veterans hope for an annual gathering the coming summer and as we have been deprived of this social gathering the past three years, there should be a great rejoicing at the prospects of having another meeting and convention and no doubt the executive committee will see to this in proper season.

Foreman Jos. T. Nicholson has been absent from duty a few days on the sick list. It seems strange not to see Mr. Nicholson at the shop, and we wonder how he feels away from here. He always appears in the harness and it would be quite a sight to see him dressed up.

Machinist Wayne M. Barnes is on the absent list on account of personal injury to his right hand, painfully injured on an emery grinder on November 4th. Nothing but something of this sort would keep him away from his work.

Watch the place here and listen to the racket, when our shop boys come back from the war. There will be noise enough for all.

Trans-Missouri Notes.

J. M. W.

F. C. Williams, ticket agent, is back on the job again after a severe case of influenza.

J. J. Foley is visiting in Moberge to day.

Mrs. McCauley and daughter Ray returned from Greenway, Penn., being called there by the death of Mrs. McCauley's brother.

W. C. Boyle and wife have returned from a week's visit at the cost.

Maurice P. Bamberry and wife returned from

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Everyone Needs a Flashlight

Valuable Pocket Lamps Have a Thousand Uses. How this Handy Little Device Produces Light.

A pocket electric flashlight is the handiest little device ever perfected for use about the home during the night. It saves all the bother of striking matches, of lighting lanterns and the carrying of lights when you want to look into dark places. And, often enough, a light is frequently wanted for use where a lantern would be of no service whatever and matches or open flames would be dangerous. When it becomes necessary to investigate the interior of an automobile while touring in the night, when you want to look into dark partitions, shadowy nooks, into dusty and inflammable places, the flashlight is handy and safe.

There is no mystery about the handy little flashlight, in spite of the fact that it can be carried around for weeks and weeks and yet is ever ready to give a beam of brilliant light on demand whenever the tiny switch is manipulated. This beam of light can be thrown into the most impossible places, from almost any position. The flashlight is an electric light. It differs in no way from the other electric lights in your home, except that it is smaller. The tiny miniature **Mazda** lamp at the end of the flashlight is a perfect little lamp consisting of a fine filament of tungsten wire encased in a glass vacuum bulb no larger than the end of your finger. Tiny wires lead the current into this lamp through the base and stem to the filament. The lamp screws into its socket and can be easily renewed at a trifling cost when it is burned out, like any other electric lamp.

The electricity for the flashlight is produced by small chemical batteries concealed within the handle, or body of the device. These batteries are made to conform with the shape of the handle. Each battery consists of three elements, a zinc plate, a carbon plate and the electrolyte, or chemical. The electrolyte is in the form of a paste surrounding both the zinc and the carbon. When the light is not in use the spring device of the push button keeps the circuit

open and the battery produces no electricity. The instant the circuit is completed by pressure on the bottom the chemical compound begins to act on the zinc, in a form of combustion. As the zinc is decomposed by the chemicals, electricity is produced. This electricity flows out over the electrical circuit, consisting of tiny wires concealed within the device, to the electric lamp and causes it to glow and produce light. The light is reflected out into a straight beam by a small reflector affixed behind the little lamp.

The tiny flashlight is really the only pocket light which can be carried without danger of leakage, bad odors or dirt. It is ready at the pressure of a finger and throws a strong beam of light where it is most needed. The lamp does not have to be lighted with matches, requires no dangerous chemicals and the batteries can, when worn out, be replaced instantly by the merest novice, at trifling cost.

Flashlights can be purchased all the way from 25 cents to several dollars each, depending upon size, finish and the life of the batteries. They are made in sizes small enough to be carried in the vest pocket and these little fellows are very serviceable, giving plenty of light for nearly three hours steady burning, if required, without replacing the batteries. The larger sizes of pocket lamps will burn 10 hours continuously or will last for a long time when only used for short intervals, now and then, as required.

Flashlights are carried quite generally by country residents who are frequently out on dark nights where street lights are unknown. They are used about the house, in cellars, dark closets and in general where a light is wanted for half a minute where it hardly pays to light a lantern. They are invaluable for service around inflammable materials. One man easily located an article dropped down a partition, by tying a small flashlight on a string and lowering it between the walls. Another had to crawl under a barn to fix a drain and found the flashlight handy and safe to use amid the cobwebs, chaff and other highly inflammable matter. In many other ways the flashlight is invaluable.

Fairbault, Minn., after attending the funeral of the latter's brother and sister who succumbed to influenza.

Weston Penor has been appointed baggageman at Moberidge. Dudley Fells resigned and left for sunny California.

Miss Mary Byrn of the telegraph office spent a few days in Pittsburg, her old home, last month.

Yardmaster J. L. Caldwell, spent a day or two hunting last week. He brought home "One" duck.

Jim Morley, boiler inspector at the roundhouse and family, leave this week for Tacoma to make their future home.

Ross Baker and Ross Stubbart are both back to work after an attack of the "flu."

J. J. Chnker, water supply foreman, is out and working after a few weeks of fighting the "flu."

Mr. M. G. Shacel, traveling accountant, is at Moberidge installing Divisional Accounting which will be a great relief to some departments to get away from the old stock of material.

The new divisional storekeeper, Mr. Juell of Miles City has established headquarters in the roundhouse until the new store rooms are erected. He will handle all material and supplies for the Trans-Missouri Division.

Mr. R. J. Middleton, Chief Engineer of Seattle and Mr. Clothier, Chief Carpenter, made an inspection trip over the south lines last week, to look over the bridges and water stations before cold weather sets in.

Mr. Van Haltern, Chief Steam Fitter of Tacoma, is now at Moberidge installing new parts to the office heating plant. Steam for heating the depot was furnished by engine No. 504. It was backed in on the house track and piped over to the depot and it certainly made things hot in the building for a day and a night.

The employes celebrated the peace news by burning an image of Bill Hollernzollern. A few minutes after the oil was ignited Bill had received his just dues, to the delight of a large crowd who danced and sang until the wee small hours.

Channing Scraps.

A new boiler and steam pipes for the pits are being installed at the roundhouse. It will not be long before the old oil torch will be discarded. The new boiler will soon be in shape for Ben Thompson and his gang are hurrying the work before the cold weather sets in. Poor Snooze will have the job of his life with the scoop to keep two boilers alive.

Mrs. P. Hawley and family have returned from Green Bay, where they have been visiting friends.

Mrs. C. Marash has returned from Green Bay, where she underwent an operation on her teeth.

Miss Rose Shea is the new stenographer in the Car Department.

Engineers Clem Voncent and Walter Mahoney are laid up with influenza. We will be glad to see them back on the job again.

Former R. H. Foreman Art Warner has accepted a position as Machinist Helper. Art is in his glory for his hours will be spent with his new Studebaker car. He is an apt pupil for his speedometer shows 60 miles per.

Machinist Geo. Otterson left October 18th for Marquette, where he spent a couple of days with his parents and friends.

Machinist H. Stinson went to Green Bay October 15th to visit friends and relatives.

Machinist Howard Hart has come to Channing to help out in the rush. Howard seems to be a fine specimen of a man, but his actions with laundry soap would make a heathen sit up and take notice.

News is scarce in this end of the globe, but sometimes news scraps travel a long distance. Word has been received that Machinist Ferris Nelson is "dad" to a baby boy. Ferris seems a little quiet, but when the news came, he became quite an orator, and he also bought a Liberty Bond for his little son. Congratulations. We hope you'll not wear out your hardwood floor doing sentry duty, Ferris.

Fireman Paul Bauman was a Green Bay visitor the middle of October.

Lester Redline, son of Engineer Redline, was a

Jewelry the Enduring Gift

WHAT OTHER GIFT ENDURES AND ENDEARS SO WELL; RECALLS THE DONOR AS OFTEN; OR GIVES SUCH PRIDE IN POSSESSION?

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Official Watch Inspector C. M. & St. Paul R. R.

202 Alhambra Bldg.—2nd Floor

MILWAUKEE, WIS.

Grand and 4th Street

Channing visitor October 15th. Les gets lonesome for the old bunch.

Engineers Al Linder and Charles Hornbrook were Green Bay visitors October 21st.

Former night foreman Jack Laden, from Iron Mountain, has accepted the position of night roundhouse foreman at Channing.

"Hookey" Dustin has taken a few days off to visit his wife and relatives at Crystal Falls. "Hookey" has run out of his line of hot air and is studying up some dope for the coming season.

Mrs. A. Redline, wife of Engineer Redline, was a Channing visitor the latter part of October.

Boilermaker helper, Fred Hinkley and wife, have returned from Minnesota, where they have been visiting. Fred seems overjoyed to be at home, for he was afraid of getting the "flu" up there in Minnesota.

Boilerman Ed Ennis, of Aberdeen, S. D., has come to Channing to work on the third shift. Ed seemed pleased to get back to Channing. His old hobby of fishing will be put in service soon. It seems his line of stories never runs out for his leisure time has brought out many a good tale.

Carpenter Charlie Edwards and his force have made good progress in repairing the roundhouse. We haven't overlooked the fact that Charles is having nifty looking smokejacks put in the round and lookout towers on top of the roundhouse.

C. & M. Division Happenings.

B. J. Simen.

We are drawing near the close of another year, the most eventful year in the history of the world; the coming holiday period has a more significant meaning, a deeper and more sacred feeling than at any time in our lives, and it is in this spirit I extend to you all, the oft repeated message: "A Merry Christmas and a Happy New Year." Let peace reign on earth and good will to men.

On November 5th, there was born at Libertyville to Agent M. W. Spoor and wife, a fine 11-pound boy, John Pershing Spoor. May the babe prosper and emulate his illustrious namesake.

Engineer Frank G. Cleveland has returned from Springfield, Oregon, where he was called on account of an accident to his aged father. Mr. Cleveland informed us that his father is slightly improved but still in a serious condition and is under hospital care. Frank has not yet resumed work owing to his wife's health, which is poorly.

G. C. Brown, former agent at Walworth, Wis., has taken the first trick operator's position at Rondout Tower, this vacancy having been made by the promotion of H. C. Cone to train dispatcher in Chicago.

L. N. Brown, former agent at Russell, has bid in the agency at Walworth, the transfer will be made within a few days. (November 20th.)

Conductor W. B. Carr made a trip to Seattle and was in charge of a troop train on his way back. Bill enjoyed his trip very much.

Conductor Burt H. Kress, of Deerfield, laid off for a couple of days on account of the return of his son, Earl, who was home on furlough for a few days. The boy is stationed at Camp Merritt, N. J.

The new cutoff from Techny to Bensonville will soon be ready for service. Nearly all the train and engine crews have taken their examination on the C. & N. W. Railway standard rules and are ready for business. The 8165, was the first L2 engine to go over the new cutoff. The engine was in charge of Engineer E. Manien. Fireman Kalias. The work train was in charge of Conductor Dodge, brakemen George Wilson and E. E. Wobensmith. The engine made quite an impression on the new fill, particularly as it was just after a rain, the track settling down from two to three inches. After you reach the C. & N. W. Railway tracks, you pass through some very fine farming country. There are two railroad crossings; when you get the signal, it gives a train a clear over the two crossings as one set of signals control this. There are about five grade highway crossings, the remainder are overhead crossings. Under present conditions there is one bad feature, but doubtless this will soon be remedied as soon as our Superintendent, P. L. Rupp, goes over this line. The condition referred to is there is no place to get out a bad order car between Shermerville and

Bensonville. With our long trains and the heavy tonnage handled a few draw bars will fail to hold.

Sergt. D. Holton, of Camp Custer, Battle Creek, Mich., spent a few days with his brother, Robert A. Holton, operator at Rondout.

Yardmaster George Dyer, of Rondout, advised that in one day over 700 cars were interchanged with the E. J. & E. Railway at that station, and for the first ten days in November 5,749 cars were handled.

We are glad to see our friend M. J. Higgins, the baggageman on one of the Madison runs, back on the job. He has been sick for some time.

Operator Robinson, of "CG" office, is the proud daddy of a little daughter, born October 5th. Congratulations, Bob.

Conductor Henry R. Bond met with quite a serious accident a few days ago, while packing a hot box, on the southbound main, near Deerfield. No. 73 in passing had something projecting from the train which struck Henry, injuring him internally. At the present time we are unable to say just how badly he is hurt, but we hope that it is not very serious.

MOTORING ON THE MILWAUKEE.

Up and Down Hill on Rocky Mountain Division.

N. B. Sill.

I hope you all had lots of turkey this Thanksgiving and lots of other goodies, because you know we may eat turkey as we can't send them to the boys over there, and don't you think perhaps this was the very greatest Thanksgiving day in all our lives? While we were feasting and giving thanks and telling each other how glad we are the war is over and thanking God for being so good to us, I hope we did not forget those others who perhaps were not so happy as we and from our great plenty of everything we spared them some.

There is more sadness in this November write-up on the Rocky Mountain Division than there has ever been, and for a while we, none of us, knew who might be the next to be taken away. Those we talked to only a few days ago, those who laughed and worked and were happy, are gone forever, but we are not here to say who shall and who shall not be left, and even though we miss them and grieve, we must remember those who are left behind and see what can be done to help them over to a bit of smoother road.

Our friend and brother John W. Ross was taken ill with influenza and died a week later at his home here in Three Forks. A better loved man, both as citizen and official of the Milwaukee, never lived, and his death caused a grief among all of us that can never be told. His little son, John William, was born a few hours after his father's death, and although John Ross has gone away, he still lives. He will never be forgotten on the Rocky Mountain; he will always be remembered with love by those who worked for and with him, and the Milwaukee has lost an official they could ill afford to lose, and we have all lost a friend and brother. Mrs. Ross expects to leave shortly for Sault Ste. Marie, Mich., where her people now reside, and the best wishes as well as sympathy of the Division go with her. J. W. R. now rests there, having been taken East November 1st.

Another sad death, October 20th, was that of Charles W. Hamilton, a fireman on the R. M. He leaves a father, one brother, Frank, who is also a fireman here, and two sisters. He was well known and liked by all who knew him, and was sick such a short while. It came as a great surprise when it was known he had died. He was taken to Pittsburg, Kansas, the old home of the family. The sympathy of the Division go to those left behind who mourn.

Matthew Welch, a popular Rocky Mountain Division conductor, passed away of influenza in Three Forks on October 20th. He had been sick some time in the Deer Lodge hospital, but was much better and out again and had decided to go East for a short visit with his home folks when he was taken suddenly ill and died before anything could be done for him. He was taken

to Fort Dodge, Iowa, for burial, accompanied by Brakeman C. R. Johnson. He leaves two brothers to grieve for him. Mr. Welch was always a very popular man, and is greatly missed by his brother trainmen.

The death of Herbert Wilcox, a Rocky Mountain fireman, occurred October 18th at Ekborn, Wisconsin. Mr. Wilcox left for that point on receipt of the message. . . . He has our deepest sympathy.

A sad accident occurred October 25th between Three Forks and Manhattan, when an auto in which they were riding turned over and killed Amos Hawkins, a Rocky Mountain fireman, and injured August Kunzie, another fireman, and his father; the latter died shortly afterward in the Three Forks hospital. Mr. Hawkins was taken to North Carolina and there laid to rest near his old home. He leaves a wife and three children, father, mother and four brothers. They have our sympathy in their deep grief. Mrs. Hawkins and children expect to return to Three Forks to make their home. One brother is now working for the Milwaukee in Butte, and another in Moberg.

Another accident which occurred November 17th when two motor cars met a short distance east of Three Forks, left another family fatherless. Ed. Martin for years section foreman here was killed and the section foreman and two men from Bustis and Barron were injured. Mr. Martin leaves a wife and three children,—a boy and two girls. Mrs. Martin had left the night before for Baker, Montana, where she received the message of Mr. Martin's death. He was taken to Tyndall, South Dakota, for the burial and was accompanied by Mrs. Martin and children and Clarence Martin and wife of Josephine. The division extends their deepest sympathy to the family.

It was a shock to all of us to learn of the death of Lottie Beatson, wife of Jim Beatson, our popular lineman here. She had been ill for some time, and had gone east in the hope of bettering her health when she contracted influenza and died November 15th at the Rochester hospital. Mr. Beatson left for there a few days ago and was with her at the time of her death. She was loved by all who knew her and the employes of the division as well as the friends and neighbors who knew her offer their sympathy to the sorrowing husband.

At his home at Pocatello, Idaho, occurred November 9th the death of J. P. Roach, father of Rocky Mountain Division Conductor Tom P. Roach. He was in the early days employed by the old Milwaukee and Northern as extra gang foreman, construction foreman and roadmaster. He later worked for the Union Pacific system in Nebraska and then again came West where he remained with the same company until the time of his death. He leaves besides Conductor Roach another son who is a trainman out of Pocatello, Idaho and who will be remembered by some here, when he visited Tom in the Three Forks hospital some months ago.

W. C. Eunis, who used to be our "boss" here, passed through on his way to Port Angeles, Washington. He has a position there with the Government building a railroad in the spruce cutting district and the well wishes of the R. M. go with him. He was relieved by J. P. Phalen from the Missoula Division.

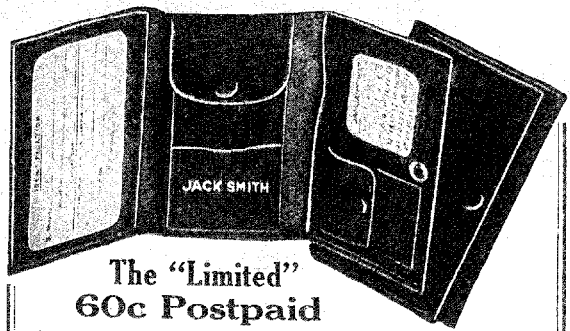
A. O. Vietch has taken Mr. Ross's place and is welcomed by the Rocky Mountain. His wife expects to join him here shortly, where they will make their home. Mr. Haggerty, our former Chief Dispatcher, has been promoted to Assistant Superintendent on the Missoula Division relieved by J. W. Blossingham and he in turn by Mr. Oleson as night Chief Dispatcher. They are still letting Jack Weatherly and Neil Grogan work a trick down there at Deer Lodge and once again did Dave "sit in" for M. J. Welch when he went all the way to Chicago and back by himself. G. B. Baker has been on second on the East End for some time and the way he ties into the operators sometimes almost breaks their hearts. **Almost.**

Dick Wendt is still in the hospital in Deer Lodge and we will all be glad when he gets out and we can hear his jolly voice kidding some one again.

Tom Healey, foreman of the trouble crew, has resigned and left for Connecticut November 18th. He was relieved by "Tip" Reynolds as foreman.

M. Deguchi, a Japanese laborer from Kogas gang, died here November 18th of the influenza.

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The "Limited" 60c Postpaid

A 3-fold combination BILL-FOLD, PASS and CARD CASE, of genuine black leather. Secret bill-fold at back, window with 12 monthly calendars, window for your pass—in all, 7 useful pockets. Size folded, 4 3/4 inches x 3 inches. Will wear for years. **THIS BARGAIN ONLY 60c POSTPAID** with your name in **GOLD FREE.** Send in your order at once.



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BE SURE TO MENTION WAIST MEASURE.

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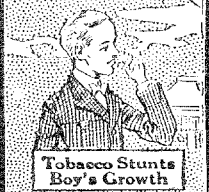
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Tobacco Tells on Nervous System



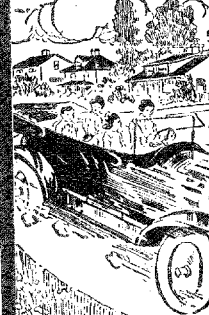
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Tobacco Habit Banished In 48 to 72 Hours

Immediate Results

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

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

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

Not a Substitute

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

Smoked for 25 Years

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

T. J. LAUTHNER,
Conductor Southern Ry. Co.,
Stanton Division No. 139.

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

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

Name.....

Street and No.....

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

Eight laborers were brought in from Canyon all suffering from the "flu," but the others are getting along nicely.

Earl Wilson, Earnie Hoyer, Joe Gordon, Ted Asher, John Lane, both the callers, and everyone else, almost that I have neglected to mention, have had a siege of the "flu." If any one in Three Forks, Deer Lodge or Harlowton was neglected by this old man Grip it was not his fault as he did his best to call on everyone. We walked around for two weeks with masks on and the public couldn't tell if I was pleasant or not, but they knew of course that I was.

Operator Kimberling on first here spent a few days in Bozeman acting as Chief Train Dispatcher for the Gallatin Valley goose. Don't laugh now,—listen, there is someone down there who honest to goodness draws two hundred and thirty dollars each and every month, has two days off each week and two weeks off each year for doing what Ralph K. did while he was there. I asked him for a line up but he is just like the R. M. Dispatchers, all the time too busy. He was relieved by Operator Martin from Harlowton.

Mrs. Kate Chambers, third at Lemnep, made a trip into Three Forks to spend a few days and nights at the hospital while she had the "flu," and her cousin worked for her during that time. Mrs. Golden working second while Mr. Edison relieved Red Bothmer as Agent. Red had the "flu" and then he left for Iowa where his wife and small son are now.

Sted, why do you have to give everything away like that? I did think I might come out to your fair city especially if there is a nice wet water fall there as this town goes dry January 1st. And I wonder why I. A. B. thought I wanted her to give that nice lady all that money for, if I wasn't buying Liberty Bonds and War Stamps with all my nickles. I'll tell you "Scraps," just charge it to my account and send it to Sted. I'll pay it some time as I am going to get an awful lot of money pretty soon now, since we got another raise.

Railway Exchange News.

B. H. Perlick.

Another month has come,
And news is "on the blink";
Somebody's got to "come across"
Or our ship will surely sink.

Miss Bernice Graves of General Manager Gillick's office has moved to Fulderton avenue.

Now that the "germ" and "man" has been removed from Germania we have nothing left but "Ee Yah," and that's what we have been yelling for, since Bill Hohenzollern got Uncle Sam mixed up in his deck and thought he had the joker. We knew, of course, that Bill held the smallest hand, but he took a long time to lay it down. Our boys showed him darn quick. Get me? Ee Yah.

P. M. McPherson and B. H. Perlick spent some time at Superintendent Morrison's office at Beloit readjusting certain positions and helping to get the office in shape, the superintendent's office at Beloit being only recently installed. The Spanish influenza played havoc with the office force for several weeks, which was the reason for an S. O. S. call. Things were running smoothly when Mac and Ben left. The boys and girls of the Beloit office did everything possible to make their stay pleasant especially Fink and Barrel Rosin.

Miss Mary Merrill, formerly at Union Depot, has accepted a position in Mr. G. L. Whipple's office, and is now continually under the watchful eyes of Miss Hazel, her sister. Fellows, this is just a friendly tip.

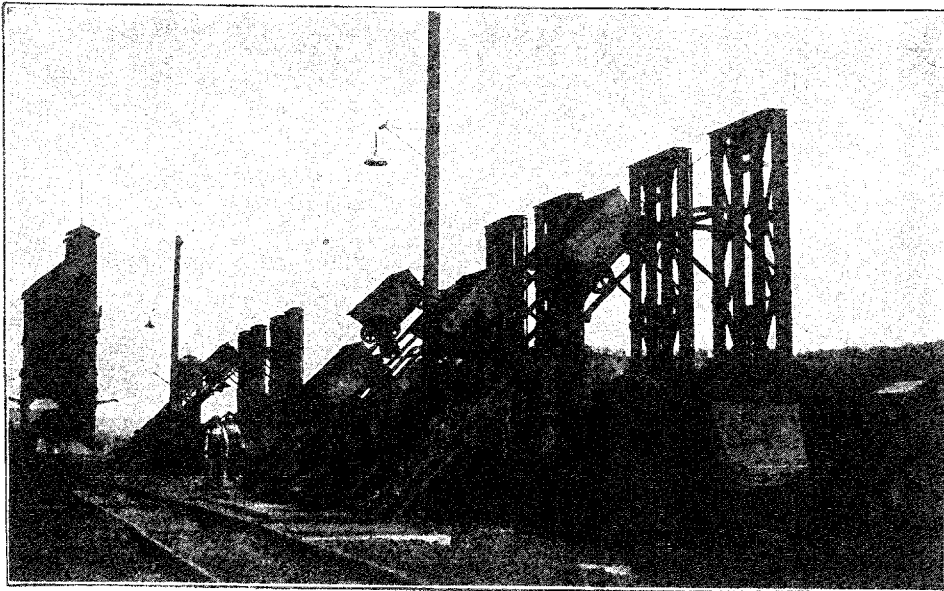
L. P. T. cars are worth their weight in gold these days. Walter Breinig says we've got to keep 'em moving. By putting this ad in our magazine it surely will help other readers, who have anything to do with L. P. T. cars, understand the importance of moving such cars promptly. Say, Walter, tell 'em about me and how much good I'm doing and maybe—but tell them not to send cranberries, because we don't like them. Thanks.

Grauger Smith says he's doing fine on the

Sixty Thousand Men for Uncle Sam

When the Railroads of the United States adopt the ROBERTSON CINDER CONVEYOR

To prove this statement, ask the Master Mechanic the cost and man power required to shovel cinders, compared to the cost and number of men required to handle them with the Robertson Cinder Conveyor



WILLIAM ROBERTSON & COMPANY Great Northern Building, Chicago

night passenger car distributor's job; that a Joliet person called him up (for the last time) and told him so. Grainger heard no more of the conversation, for some unexplained reason, only, "reverse the charges."

A little note on our desk we found the other morning headed "for the Magazine" and signed "Val Kelly." On the note was scribbled these lines:

Winter has come we fish no more,
With line tackle on the lake shore,
Until the snow, the beautiful snow—

O piffle, O non Kraus, 'tain't snowed yet! Let's get a few 'snoos. Got a pin?

General Superintendent Weidenhamer's office is now in the Railway Exchange Building. E. T. B. informs us that Mac knew the moving would be done that week that he went to Beloit. Mac says he didn't know, or he would have stayed and helped with desks and things. You should have seen E. T. bring up the rear with a pen rack in one hand and a cuspidor in the other. O! and he looked so comical, girls! Honest to Pete, you'd have laughed and laughed.

River Division.

Harriet Asplin.

Are we happy?
Well, I guess.
The Kaiser's gone to H (olland)
Via U. S. Express.

There isn't any kind of a grouch that could have survived Victory Day and folks just smile and smile and everybody is everybody's friend. Isn't it just great to be alive?

Our popular, young trainmaster, O. N. Haestad has been promoted and is now Superintendent of the Aberdeen Division at Aberdeen. He has the congratulations of the division although we hated to have him leave here.

E. F. Rummel, formerly of Milwaukee, has been appointed trainmaster. Mr. Rummel is the kind of a man our River boys will like.

We are glad to see that Warner T. Snyder has recovered from his recent illness and is one of us again. He asks to have the following inserted in the Magazine:

"On October 10th, Mr. J. G. Page presented me with a contribution from the office employes and trainmen of the River Division and although I would like very much to thank each one personally, it is almost impossible for me to see each one for some time. I want to extend my heartiest and most sincere thanks to each and every one for their generosity and good-will shown towards me. It was a very big help to myself and family during my recent illness."

Kenneth E. Morrison has accepted a position as Chief Accountant at Aberdeen and Jean Hanson is taking his place as trainmen's time-keeper.

Mr. and Mrs. D. M. Wheeler had the misfortune of losing their infant son, Horace Dana, October 23rd. Dana and Mrs. Wheeler would like to thank each one personally for the beautiful floral offering and remembrance received from the "bunch" but as that is impossible, he uses this means of conveying his appreciation.

Several of our number have been off enjoying duck hunting and influenza. We can't say just who went duck hunting and who had influenza. We know Jack Ferrier went duck hunting, but our records fail to show how many he got. Can anyone enlighten us? As for John Sullivan, we know he had a touch of the "flu" because he said so. Does anyone know how many ducks he got?

G. H. Borgman, of Deer Lodge, has taken Mr. Pritchard's place as Chief Clerk in Mr. Thiele's office.

My two old standbys failed me this month with news items about the C. V. & Wabasha and the engineers but I can't blame them for forgetting happenings on the division when there are so many other things going on in this world. I almost forgot the column this month, myself.

We were sorry to hear of the death of Engineer Theo. P. Fishback, about a week ago. Mr. Fishback has been running the switch engine at River Junction for some time.



Once upon a time, on a beautiful day, October 29th, Engineers Jack Marasek and A. B. Johnson of the River Division went on a fishing trip up Lake St. Croix and made a big haul. (All fairy stories commence "Once upon a time.") But of course we don't doubt they made a big haul, because notice the big, broad smiles of these husky bidders over their day's catch.

Black Hills Division Items.

J. E. Quass.

Our division seems to have had more than its share of influenza. Not an employe who has not been sick and off from duty from two to three weeks, on that account.

Mrs. A. M. Soxer, wife of Engineer Soxer, was claimed as one of the victims, having been sick but a short time. She leaves four small children beside her husband to mourn her loss.

Conductor Roy C. Younglove died at Chamberlain Sanitarium, having been sick but a few days. We all join in extending our heartfelt sympathy to the bereaved ones.

Business on West Division continues better than in past year. Up to November 16th there were twelve crews working between Mitchell and Murdo. Conductor Chas. Brophy has work train at Missouri River bridge. Conductor Geo. Slagle and Engineer A. M. Soxer have piledriver on west end.

The ditcher working under Roadmaster Barber has been laid off for the winter on account of short of help.

Brakeman Lee Sweet has returned to freight service after a few months spent on his ranch at Interior.

Passenger Brakeman Joe Broush in some manner slipped and fell from his train and was drowned in Kings Dam, when train stopped for water. As it was dark and the water deep, his body could not be found until the next morning. Joe will be missed by all, as he was known as "Happy Joe." We extend sympathy to the bereaved relatives.

Agent Roy Hunt and family returned from a much enjoyed vacation visiting relatives at Omaha and Zion City. Relief Agent Cavanaugh had charge while Roy was off.

Northern Montana Division.

E. H. W.

Miss Sadie Washburn is spending her vacation visiting relatives in Indiana and Illinois. Miss Doherty is assisting in the office of the superintendent while the employes are taking their vacations. Miss Hazel Hibbard spent her vacation visiting relatives in Milwaukee.

A. J. Bovee, who has been Chief Clerk in the superintendent's office last couple of years, resigned in September to accept position with Montana Power Co. at Great Falls. He was succeeded by Mr. Frank Wharton, who recently came here from the southwest. Congratulations and good luck A. J.

Mr. Lupton who has been clerk in roadmaster's office has been promoted to timekeeper in the superintendent's office.

Mr. Porter from Fort Dodge, Iowa, has accepted a position as accountant in the office of the superintendent.

Mrs. Geo. Martin, clerk in ticket office at Lewisfown, who has been ill with the "flu," is now able to be at work.

Chief Dispatcher Cornwell has been very busy the last six weeks supplying agents and operators, to relieve those who were sick with influenza. We are glad to note that H. B. Barn

ard, agent at Judith Gap, who was critically ill, is now on the way to recovery. Of the great number who were ill with this dread disease, we are sorry to note the passing away of three of our most popular employes: Geo. L. Goff, conductor, who leaves a wife, and E. E. Peterson, agent at Hanover, who leaves a wife and little girl; and E. L. Theriault, of Car Department, who leaves wife and baby. All of these men were considered the best in their line on the Division, and we extend our sympathy to the families. Mrs. Peterson and little girl were very ill with the same disease, but have recovered. Mrs. Goff is still quite ill, but is now on her way to recovery. She will take an extended rest before reporting to work at the Lewistown freight office, where she has been employed the last five years as expense clerk. Mrs. E. L. Theriault will make her home at Avery, Ida.

Mrs. M. D. Theriault of Avery made a short visit at Lewiston looking after some matters connected with affairs of her son E. L. Theriault and visiting with her old friends.

Jos. Goff, Chief Dispatcher for the G. N., at Willmar, Minn., accompanied by his wife and family, came to attend the funeral of his brother, Conductor Goff.

Mrs. C. L. Whiting, General Clerk at Lewistown freight office, recently returned from her vacation, which she spent in Minnesota.

Chief Dispatcher E. B. Cornwell and family spent a few days in Great Falls.

A. C. Bowen, Superintendent, was confined to his home for a few days trying to escape the "flu."

H. C. Thompson, Agent at Forest Grove, is working to relieve Dispatcher T. J. Hanson, who is ill. Mr. Thompson will relieve the dispatchers eight days out of the month to give them their Sundays to comply with the new schedule.

D. F. Walsh is now with the Western Weighing Inspection Bureau stationed at Lewistown.

Conductor Hatton has returned after spending three months on the coast.

Division Supply Department has been established at Lewistown, with Jay T. Gove from

Miles City as storekeeper, and Katherine Brown, formerly bill clerk at Lewistown freight office as clerk.

The employes of this division extend their sympathy to J. H. Minor, foreman of the B. & P. Department, whose wife was taken by pneumonia following influenza.

Jos. Pipp, carsmith at Lewistown, died, following an operation for appendicitis. Mr. Pipp leaves a young wife and two small children, to whom we extend our sympathy.

It seems to the correspondent that news from this vicinity is scarce except in the matter of the number of cases of influenza, which is not a pleasant topic.

Mr. Wahoske, D. F. & P. agent is now able to be out again after suffering with an attack of influenza. He says some people say that this is the grippe, but he has had the grippe, but never had anything like this before.

Dubuque Division.

J. J. Reilly.

It seems a little premature to be talking about Christmas, but by the time these items appear in print it will be close on to the holidays, so the writer wishes all employes, and our boys in Uncle Sam's service a Merry Christmas and Happy New Year.

Our passenger trains are making a record of maintaining an on time schedule. A-1 engines are now used on all main line passenger trains.

A tank full of news last month, and nothing to write about this time.

Conductor John Welsh is in receipt of a letter from our former Superintendent J. W. Stapleton, in which he wishes to be remembered to all his old time friends.

A station helper has been put on at Turkey River to assist in making the transfer from No. 33 and 4, also do the pumping at Turkey River Junction, etc.

Telegrapher M. E. McGrath has resigned as third trick operator at Harpers Ferry. Miss Barbars is now working second trick at that station and Miss Ebendorf is on the third.

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KNOWN BY THEIR PURPLE RIBBONS

J. C. Buechel, an old time operator, but until recently in the dairy business in Dubuque is back on the job and working as night operator at Edmore.

"Dad" Cawrey has given up his run on Nos. 3 and 38, and has taken a switch engine at Dubuque Shops. Denny Schaffner is now on his run.

Pump repairers W. H. Esmay and "Dutch" Rudnick had to go to Dubuque to have their questionnaires filled out on October 28th.

Fireman Dec Bogue is the proud father of a baby girl which arrived at their home in Dubuque last month.

Cement Foreman Mike Aswald had tough luck last month, losing two of his sons from pneumonia, and a third one was in a very critical condition, but at this writing is improving.

We received our rations of the Windy City Echo from Corporal Edw. Lee, last month. The boys in the lucky 13th are getting along fine, and will probably be home soon.

J. J. Degnan has given up the station at Brownsville and has been appointed second trick operator at Guttenberg. The vacancy at Brownsville has not been filled as yet.

E. B. Gibbs, a former agent on this division, but who has not been in the employ of this company for the last twelve years, helped out as operator at North McGregor a couple weeks, when we were short handed on telegraphers.

Miss Russell worked at Gordons Ferry a week or ten days, while Agent Clausen was laying off, and Miss Nelson had charge of the station.

Andy Graham gave up his passenger run and took the way freight run with the Sunday lay over in LaCrosse. John Miller took the other way freight vacated by Denny Schaffner, and Bill Keenan returned to the south end. Frank McKinney took No. 33 and 4. This was the run Engineer Graham had.

Edward Dohlin was appointed night operator at Dubuque and M. J. Thompson grabbed the day job. Their regular positions, third trick at Reno and the agency at Dubuque Shops are on the bulletin.

The Greek extra gang were moved from Harpers Ferry to some place on the LaCrosse Division.

Switchman Geo. Hatzendubler and son George spent Sunday, November 10th, hunting in the vicinity of Harpers Ferry. They had good luck, taking back a good bag of game.

Pumpman Walter Esmay was on the sick list for a couple days last month. His whole family had the "flu," although he escaped it.

Wire 171 is now run through to Cedar Rapids where all Western Union business that was formerly relayed at Dubuque is handled. On account of that office call being "CA" it was necessary to change Reno to "RO." It's pretty hard for Operator Chas. Leiser to get acquainted with the change.

Engineer John Barker had the misfortune to fall down stairs at his home in Dubuque, which will lay him up for a few weeks. Engineer Geo. Weigand is on his run at present.

Miss Perkins is working as third operator at Reno on account of Edward Dohlin moving to Dubuque.

The wedding announcement of N. E. Kelsey and Miss Catherine McNamara was published last month. Norm was formerly an extra gang foreman on this division, but is now Roadmaster at Northfield.

East End Signal Department Items.

C. F. Fisher.

Our office boy just came in with one Employee's Magazine; all he could get for the entire signal engineer's office. They don't seem to know around here who or where the signal department is. So for the benefit of the Employee's Magazine readers I wish to say we are located on the third floor in the east end of the locomotive machine shop. We have about seventeen in the office, mostly men, but we hope to have a couple of lady assistants soon.

J. C. Mill is signal engineer and head of the department; L. B. Porter is the assistant signal engineer; E. J. Leahy is chief clerk, and F. D. Morehart chief draftsman. S. D. Warren is superintendent of the laboratory; J. J. Casey is superintendent of our main storeroom and is located just west of the oil house. Casey is the

lucky one in the signal department, having Miss Ruth Brown for one of his clerks. As soon as we heard that Jim had a lady assistant, most of the fellows had to hurry down to see him about—nothing.

Remember the place and come up to see us. Just take the elevator to the third floor, that's us. We will be glad to see you, especially the ladies.

General Inspector E. P. Allen of the west end dropped in suddenly on the 16th. He sure is looking fine. His chest expansion is about 10 inches every time he exhibits the picture of E. P., Jr. More power to you, Perk.

J. Fleisner, formerly of this office, paid us a visit Saturday. John is now selling oil for John D.

Iowa Middle and West News.

Ruby Eckman.

William Boston, section laborer at Coon Rapids, has the distinction of having four stars in his service flag. He has four sons in the infantry and trench mortar battery.

Brakeman A. N. Drake of the Iowa Division received his commission as Lieutenant at the officers' training school at Camp Hancock, Augusta, Ga., in September.

Mrs. Thos. Birmingham, wife of Conductor Birmingham, died at the family home in Perry the fore part of November. She had been sick about a week with influenza, which later developed into pneumonia.

Engineer Ben Stapleton, one of the oldest engineers on the Iowa Division, was a victim of the "flu" epidemic, which prevailed the fore part of October.

Blacksmith James Ross and wife were Chicago visitors the latter part of September.

Nick Slater, the engine hostler, took a couple weeks' vacation in October and spent the time visiting in Chicago. Nick has been hostler at the roundhouse at Perry for a good many years.

A son was born to Engineer and Mrs. Earl Baker the fore part of October.

H. S. Williams has recently been appointed roundhouse foreman at Perry, succeeding Arthur Yates, who has gone back to the bench as a machinist. Two new shop foremen have also been added to the list since the force was put on an eight-hour basis.

Mrs. William Simonton and daughters, the family of Conductor William Simonton of the western division, spent a couple weeks of October visiting relatives at Camp Funston.

The roundhouse employes at Perry, who are always 100 per cent in all patriotic enterprises, had arranged for the raising of a service flag representing their 25 employes; the Fourth Liberty Loan honor flag and a new 12x24 wool flag the fore part of October. On the day set for the big event the city of Perry was quarantined account of the "flu," so the big victory of November 11th was duly commemorated by the flag-raising exercises. The school children, numbering over a thousand, together with about two thousand citizens of Perry, went to the roundhouse park and enjoyed the exercises with the roundhouse employes.

Conductor Elmer Millard of the middle division seems to be working under his unlucky star this fall. Several weeks ago he was thrown down in the caboose and had a shoulder dislocated. A few days after he returned to work he was struck by an engine while at work in Madrid yards and had three ribs broken. Some internal injuries were also sustained which will prevent him from resuming work for some time.

Federal Manager H. E. Byram and party were in Perry October 31st on their way east after a three weeks' tour of the Puget Sound and western lines.

Miss Mary Merrill of Mr. Whipple's office force spent a few days the fore part of November with friends in Perry.

Mason Hildreth, son of Engineer Morgan Hildreth, one of the oldest engineers on the Iowa Division, has taken a position as chief clerk at the Perry roundhouse.

Conductor D. T. Reel's family had considerable sickness during the fore part of November. Mrs. Reel had the influenza, one son, Raymond, had the pneumonia and their daughter, Agnes, had the influenza.

Conductor Thos. Costello, who has been making his home in Marion for several years, moved to Perry the fore part of November. Thomas did not like the idea of the extra ride from Atkins into Marion and made the move before the division was changed.

Baggage man George L. Riggs, who has written several very good poems which have appeared in these columns, also other magazines, has recently written the words and music for a song which has just been published. The song is entitled, "The Yankees Over There," and is proving to be quite a popular one.

P. W. Tighe of the Des Moines division, who makes his home in Perry, received a message from the war department on Nov. 2nd that his son, Venner Tighe, had been missing in France since Sept. 26th. Ven enlisted when the war was first declared and was one of the first Perry boys to get to France. Friends of the family hope to hear encouraging news at any time.

Engineer Ralph Shaw has been having more than his share of misfortune the last few months. He was taken sick and had an operation for appendicitis and shortly after resuming work was stricken with influenza, which developed into typhoid pneumonia.

Mrs. Halsey Jackson, wife of one of the Perry car department, died at a hospital in Des Moines on Oct. 29th. Burial was made at Perry.

Frank Patterson, a brother of Brakeman Myron Patterson, who is now in the service, died on the morning of Oct. 6th and was buried at sea, according to advice received from the war department by his relatives.

C. E. Book and family returned the fore part of November from a very pleasant trip to Glendive, Mont. Charles is foreman of one of the crews in the B. and B. department.

Edward Lee, eldest son of Conductor and Mrs. H. W. Lee, was one of the first of the Perry boys to give his life in the service of Uncle Sam. Ted, who formerly worked as yard clerk and abstract clerk at the Perry freight house, enlisted in the quartermaster's department at Camp Dodge after having been rejected at Camp Gordon for service in the infantry. Shortly after entering camp he was taken sick with the grip and after having been released from the hospital, suffered a relapse and developed pneumonia. His death occurred the latter part of October and burial was made by the Masonic fraternity at Perry. Edward was one of the most popular boys in Perry and while his death brought great suffering to his parents and friends, they have the consolation that he had lived an exemplary life and gave his life for a noble cause.

Signal Foreman Walter Ivey's family were sick with the diphtheria during October.

Fireman Owen Fox and Charles Warner of the Iowa Division have been made firemen instructors during the last few weeks. The advent of the new L-3 engines to the Iowa Division made the need of instructors in the use of the stokers apparent. Friends of the two young men were glad to see them selected to the positions.

The first gold star in the Perry service flag was placed for Fireman Bert Robbins, who died in action in France on Sept. 26th. Bert was one of the first of the Milwaukee employes at Perry to enlist after war was declared.

Conductor Charles Bradley of the western division is in Mercy Hospital suffering with a crushed heel. Charles had gone to Des Moines to attend the funeral of a brother and with a party of relatives was en route to the funeral when their auto was struck by an interurban car. All the occupants of the auto were more or less injured, and were in hospitals for some time. Charles had his foot crushed, but an operation which was performed on the foot a few days later, indicated that in time he would have its full use.

The correspondent was sorry not to have been "among those present" in the November issue, but two times out since the magazine was started isn't a very bad record and we hope to continue with that record.

La Crosse Division Doings.

Guy E. Sampson.

On October 28th press reports stated that the steamer Dumaru, owned and operated by the United States Shipping Board, was burned at sea about 20 miles from the Island of Guam. Lyall Sampson, former car clerk at No. La Crosse, and his brother, Harold, sons of your La Crosse Division correspondent, were both members of the crew on the ill-fated boat. Press reports of Nov. 8th tell of a life raft with four survivors, and Nov. 13th reports of a lifeboat with nine more from the Dumaru being picked up. Reports show no names but after exchanging telegrams with the Sea Service Bureau the parents of the two boys have been promised any information that the bureau may receive concerning the boys by wire. A month has passed and still no news, but all who knew the boys are anxiously awaiting some news that will break the suspense. The boat was burned October 16th.

Later a telegram from Portland Nov. 17th states "Reported that third lifeboat rescued and entire crew safe."

Engineer John Robert Show and wife are called upon to mourn the loss of their six-year-old daughter, Margaret, who was run down and killed by an automobile while crossing the street. The bereaved parents have the sympathy of all employes.

We are informed that "Sport Harrington," one of our oldest passenger brakemen and conceded to be the best duck and "chicken" hunter on the Milwaukee railway, has just returned from his annual shoot with the same results as usual, all the game he was allowed to take.

Several of our boys have received letters from former Brakeman Harry Williams, now Captain Williams, and all read alike. Greatly taken up with his new position, but often home sick for the rumble of the wheel as he used to hear it as he worked on the little red caboose behind S5 long. Now that the terrible struggle is over no doubt our old co-worker will obtain one of the many good positions that will be open over there during the days of reconstruction. Be that as it may, we all wish him success wherever he goes or comes.

A letter from Captain Sawtell of Company D, dated Oct. 16th, says everything coming fine, but at that time the voices that they heard from the

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moules of the cannon did not resemble peace talk, but that the opinion of the men over there was that those voices would soon convince some one that the end was near. And so it has, as the beginning of the end came within four weeks after the letter was written. He received the copy of standard rules now in effect on the Milwaukee, which was sent him, and they were sure read with much interest by Company D boys.

Carpenters are busy remodeling the old office building, once occupied by the S. M. Division officials. We understand that a rest and reading room for the use of the passenger men will be fixed up soon in the same building.

Carpenters are busy building a new office for roundhouse foreman and clerks at Portage. A rest room for engine men will be included in the new building.

A new coat of paint and a new heating system has put the Portage buildings occupied by division officials up second to none on the system. So many improvements have been made around that terminal since the division offices were moved there, that a committee will have to be appointed to meet and instruct our Portage boys who return home that they are AT HOME, as this is Portage.

Conductor H. B. Martin of La Crosse has been confined to his home several days following an operation on his tonsils, is fast improving, and all congratulate him over his speedy recovery.

La Crosse division employes were glad to notice in the November issue of the promotion of O. A. Rampson to night chief on the Dubuque Division. Otto was formerly a Lax Division man.

Amid the noise and commotion which prevailed everywhere following the report of the signing of the armistice, Conductor Roy Young of Portage accidentally stepped in front of a moving switch engine in La Crosse yard and one of his lower limbs so badly crushed that amputation of the limb was necessary. All employes sympathize with him over his loss, and at the same time rejoice with him that his life was spared.

We are informed that Passenger Brakeman John Renzell is anticipating a trip to Columbus, Ohio, to attend some meeting to be held there soon.

The ever-moving operators on our division are again moving up or down the division, according to their opinion of a better job than they now hold. Operator Brownell of West Salem goes to Kilbourn, because he says the "fishing" is better and fewer of the girls are married than at Salem. M. Evans, who four weeks ago drew the first trick at La Crosse, decided he wanted the agency at Bangor (the home of the Husna brewery) instead of coming to John Gund's town. A few other operators have decided to move on, but we are not in possession of the dope so will report them next month if they stay in their new places until that time. Hard to say if they will.

Engineer Ed Bloomfield, who has been spending his vacation somewhere in the western wheat fields, which we are informed he owns some of, has returned to work again.

Engineer E. Schneider has taken the La Crosse lay-over way-freight and as he just came off from a passenger run and has an F-4 engine on the way freight he is showing that train crew some speed.

Well here is some news that all will enjoy, but which they would enjoy more if we could only get a full report of the matter. Our car clerk, Pat Keaveny, finally decided to take unto himself a wife, and after we heard of it we tried to get the full particulars but Pat was always a great hand to run his own business, so suppose he thought he would follow the same course in regard to his wedding. Being unable to get any account of the affair from any of his family and as the newlyweds just slipped out of sight on an east-bound passenger train our readers will have to let the following news item suffice: "Our car clerk, Pat, has married some one and is now traveling somewhere in the U. S. A., unless they have decided to cross to the battle fields of France to get away from the commotion that his friends are sure to treat them to if they return to the old home town."

Mrs. Robb and daughters, family of Engineer Charles Robb of Portage, visited at Eau Claire, Wis., a few days this month.

Engineer William Drew and wife spent a few days visiting relatives at Beloit, Wis., this month.

Conductor Fred Flanders, better known as "Tige," was laid up a few days with the "flu." Brakeman Foster, Conductors Shutter and Wright were also on the list of flu subjects, but all are now back on the job.

Yardman M. Fischbach of La Crosse, together with his wife, were taken to the hospital, and while there Mrs. Fischbach died, and before Mike was able to get out his brother, Peter, Jr., passed away at his home. The latter was an engineer on the river division. Their father, Peter, Sr., held a position as section foreman at North La Crosse for years and for the last few months has operated the crossing gates at Mill street, La Crosse. The sympathy of all is extended to the bereaved ones.

Musselshell Division and Miles City Shops.

F. J. T.

It is with the deepest regret that we announce the death of the wife and two small children of Chief Dispatcher T. E. Corbett of Miles City. The heartfelt sympathy of all the employes of this division and acquaintances go out to Mr. Corbett in his sad bereavement.

The carpenters have remodeled the interior arrangement of the freight office at Miles City, making it very much more convenient for the employes and the public.

Matt. V. Kennedy, foreman at the shops and roundhouse, has been transferred to Greely Bay, Wis., to a similar position. Before leaving Miles City, Mr. Kennedy was presented with a very fine engraved gold watch by his fellow employes at the shops. Mr. Kennedy is succeeded by Frank Dennis, an old employe.

Miss Rosalie Tracy, who has been night ticket clerk at Miles City, has resigned her position and returned to the Midland Coal and Lumber Company as bookkeeper at a very large increase in salary. We are sorry to lose Miss Tracy, as in the few months in which she has been with us, she had proved herself a very valuable employe.

Chief Clerk to Superintendent C. F. Negley and wife, received the very sad news of the death of their son, a sailor, while at sea. Previous to enlisting in the navy, he was employed on this division. The employes of this division through this Magazine extend to Mr. and Mrs. Negley their heartfelt sympathy.

Traveling Auditor A. C. Stirn was called to Seattle by the serious illness of Mrs. Stirn.

Engineer E. A. Patterson has moved his family to Melstone.

Traveling Inspector W. E. Rose, has been acting as train dispatcher at Miles City while the regular train dispatchers have been away, due to illness.

Miss Lucy Kriedler has returned to her desk at the freight office after being away on account of illness.

Superintendent J. P. Phelan has moved his family to Miles City from Mobridge.

Miss Rairon has returned to her duties at the superintendent's office, after a very serious illness due to pneumonia.

Car Accountant's Office.

"Sis Hopkins."

Peace day was celebrated by this office early Monday morning. Patriotic songs were sung, applause and shouting was general. Everybody was glad, even Grace Tischer could be heard saying, "How long does it take a boat to reach here from France?"

Wilbur Jones of Camp Funston, Kansas, recently visited us. He writes that they were leaving for "over there" and thanks the office force for the smokes.

Paul Bauer of Great Lakes was in the office recently. Paul is interested in the filing and sorting department.

Winifred Junge has been transferred to reclaim department from second floor.

John Smith of tracing department has left us. He certainly has our best wishes.

C. G. Hill of tracing department and Miss Pearl Keller, formerly of the per diem department, were united in marriage Oct. 12th. This office extends their heartiest congratulations.

Mr. Richmond of reclaim department is now traveling. He greets us with his smiling countenance now and then.

Rudolph Veeck is again figuring mileage.

Illinois Division.

Mabel Johnson.

Glad tidings: Peace on earth, good will toward men.

The world "conservation" has been a very popular one during our present world war, and we have heard much of the "less days." The test has been put before the editors of our December magazine in the conservation of "words" and it would be "spaceless" for other items—if we were to express glory and gratitude in our hearts for America's great victory. November 11th is a day long to be remembered, and especially at Savanna could your correspondent relate interesting incidents of the day. Lest we forget—the C. M. & St. P. forces at Savanna were "ten thousand strong" in the big parade. (It seemed that many.) At 1:00 P. M. all departments lined up, and it is needless to say what followed: Kaiser Bill died a terrible death—his rough box handled "roughly" and noise "galore" to celebrate the event.

November 11th: 3:00 A. M. is pretty early to be "up and out" parading the streets. Nevertheless we wouldn't have missed it for anything, would we, girls? You, with your horn, and I with my tin pan!

While brakeman W. D. Clark was in the act of pulling himself up to top of car by means of grab irons, slack jerked him off car, breaking his left arm at wrist. Brakeman Clark is being cared for at the Washington Boulevard Hospital and we hope to see him with us before many weeks, with the cast now on his arm removed.

Brakeman Alban has returned to work after being off duty for some time account injury to his hand received at Albany.

Operator R. D. Fields of Thomson has been at Savanna working second trick. Savanna used to be where he "hung his hat," and he left us, but we are glad to see him back again. Some belated news, but he says he has a fine baby girl.

Believe the flies for 1918 have really disappeared. J. M. L. has our sympathy for the "Spider and the Fly" has been a great pastime to him. There is some art in catching flies and actually throwing them into the Spider's mouth. At least

they made a "home run" for them when once into the web. J. M. L. didn't have to "Hooverize" any or flies at the superintendent's office this summer.

November 11th was a "big" day at the superintendent's office, for on top of all the "peace excitement" Mr. Aujal blighted our joy by making it known that he was to leave us. The gift was all "bought and ready" when we learned that he had been persuaded to remain in Savanna. This was like "sunshine after the cloud" and we were glad to attest the appreciation of our chief clerk, having him stay with us, by presenting to him a leather traveling bag and silver cigarette case. We were glad you Novembered, not April-fooled us, M. G. A.?

Miss Mae Bashaw is the new clerk in the superintendent's office, Savanna, taking the place of Miss Helen Patton, now roadmaster's clerk. Former roadmaster's clerk, Miss Della Cush, taking Alma Grosinger's place as assistant time-keeper.

The interior and exterior of the offices of D. M. M. A. L. Brown and R. H. F. Slater have been recently decorated with paint.

The following Illinois Division brakemen were promoted to conductors: G. F. Tompkins, A. V. Larson, J. H. Schmidt, A. W. Beiyca, J. O. Capoot, H. F. Perry, D. C. Livingston, J. A. Schmidt, R. W. Hume, H. G. Hall, H. K. Fronk, Charles Schwartzinger, E. Nimitz, Ray Helsdon, J. McCarthy, George O'Rourke, J. A. Schwartzinger, R. N. Darrington, R. T. Fisher, R. W. Helsdon, I. Ames, E. Alban, J. A. Michaels, H. E. Stork, S. E. Mahon, G. H. Savage and C. P. Munnsen. They boys say it was "some job" filling out those 670 questions—but the "title" is worth a great deal.

One day recently Engineer C. A. Johnson kindly consented to give the writer a few pointers on the new L.3 engine stoker. It was a "long way to Tipperary" getting up on the deck, but it was well worth the climb. Engineer Johnson is confident that had the war continued and it was necessary to employ lady firemen, that he would have had a prospective applicant.

Three test trains were run between Savanna and Galewood Nov. 13th, 14th and 15th. Several of the officers accompanied these trains, among

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them being Assistant Superintendent Motive Power W. P. Walsh and Air Brake Inspector G. P. Kempf.

Dan Morgan, chief caller, Savanna roundhouse, spent Nov. 11th in Galena, Ill.

Chief Clerk E. Erickson of Superintendent P. L. Rupp's office, Chicago, spent Sunday in Savanna recently.

Lineman Ed Flint was called to Watertown, Wis., account the death of his mother Nov. 4th. Sympathy is extended.

Miss Lorene Hall, ticket clerk Savanna depot, was off duty for couple of days account sickness.

We learn with regret that Miss Nan Gallagher now stenographer in General Superintendent C. O. Bradshaw's office, formerly at superintendent's office, Savanna, has been ill at her home in Davenport.

Mrs. Herman Lorenz, wife of Engineer H. Lorenz, was called to Chicago account the death of her brother, Ray Norton, who died at Ogden, Utah, from influenza. Sympathy is extended.

The Misses Margaret McGrath and Alma Grosinger attended a business meeting at Milwaukee Sunday October 27th.

Alma Grosinger, formerly timekeeper at superintendent's office, has recently been promoted to chief timekeeper of the locomotive and car departments at D. M. M.'s office, Savanna.

Miss Agnes Taylor, from Dubuque, has been appointed assistant timekeeper at D. M. M.'s office, Savanna.

Miss Emma Bergman, assistant timekeeper at Dubuque, stopped off a few hours Saturday, Nov. 16th, while en route to "Chi."

We are informed that R. H. Foreman, J. R. Slater has purchased a new "Brunswick," and in honor of the event Mr. and Mrs. Slater were pleasantly surprised on Wednesday evening, Nov. 13th, by the D. M. M. and R. H. office forces spending a few twilight hours hearing several selections of grand opera, etc. As usual had a very pleasant time, light refreshment being served and all adjourning at a late, or I dare say, an early hour.

Engineer Weinecke and friends, we were unable to find out the names, had a very pleasant hunting trip Saturday night, Nov. 17th. (Too bad it rained.)

We hear the Beloit "bunch" are still on the scene. You cannot lose them. Their attraction now is "Galena." Wonder why? We know Marie, but you may rest assured we will never tell.

Alma Grosinger, chief timekeeper D. M. M. office, spent Nov. 21st and 22nd in the "Windy City."

Miss Mary Eilen Craig, stenographer R. H.'s office, who is supposed to be only interested in engines, but seemingly her thoughts drift to "Garr's" lately. How about it, Mary Ellen? We would like to know the trade.

Iowa (East) and Calmar Line Items.

J. T. Raymond.

We note the re-election of Newman H. Fuller to the Montana Legislature by an increased plurality over the former election. Mr. Fuller is a former Iowa Division employe and a lot of his old friends back here are proud of his success in the political world. We predict Washington, D. C., for N. H. and not a great way in the future.

Conductor C. R. Cornelius has resumed work. His daughter returned from San Francisco with him to Council Bluffs, where she is slowly recovering.

Mr. G. L. Ireland has been appointed agent at Stone City. L. A. Kell appointed third trick operator at Oxford Junction.

Agent M. B. Leonard of Waucoma has been ill with the influenza, the station helper ill at the same time.

Edward McGuire, son of Chief Carpenter McGuire, spent several days of his furlough visiting his parents in Marion. He has been in training at Great Lakes, and on his return expects to go to Harvard University.

Superintendent and Mrs. C. H. Marshall received word on Oct. 27th of the death of Mrs. Walter Marshall at Deer Lodge, Mont., of influenza. The news was unexpected as word had been received a day or two previous that she was recovering. Mr. and Mrs. Marshall went to Deer Lodge to attend the funeral, which was held October 30th.

Mr. Marshall returned to Marion shortly after and Mrs. Marshall remained for some time to assist in caring for Walter, who was ill with the same disease. After he recovered sufficiently to be able to travel he accompanied his mother to Marion, remaining about ten days. The family have the sympathy of every employe on the division in their bereavement.

Mr. H. J. Peterson is appointed agent at Anamosa.

Thanks "Sted" for the account of that Ferris wheel convention. Our head is in a whirl yet.

Miss Mabel Peckhardt of Chicago and Mr. Carl L. Oxley of Marion were married at Marion Oct. 19th at midnight. The bride is an experienced comptometer operator and accountant, and it was while in Marion last summer in this capacity, assisting in computing the back pay of the Milwaukee employes that she and Mr. Oxley became acquainted. The groom is employed as road and material accountant in the superintendent's office at Marion.

Mr. Floyd Schooley, employed on a section force at Paralta for some time past, died Nov. 17th of influenza. Mr. Schooley leaves a wife and two children. The magazine extends sympathy to the bereaved family.

On Nov. 13th Roadmaster George Barnoske received a message from the government at Washington informing him of the death of his son, Joseph, in France. This message explained the meaning of a cablegram received the previous day, which read, "Be brave, love," signed by George Barnoske, Jr. Joseph died Oct. 20th of pneumonia.

Mr. and Mrs. Barnoske gave their all, two sons, and there were not two finer young men who went from Marion. Joseph with his brother George, enlisted in May, 1917, in the Thirteenth Regiment Railway Engineers, going to Chicago June 1st and arriving in France August 16th. Having had considerable experience in railroad office work, Joe was placed in charge of certain duties in the upkeep of track conditions and was made sergeant several months ago.

He was 26 years of age, graduating from Marion high school with the class of 1909, and previous to his enlistment was cashier in the Milwaukee freight house at Cedar Rapids. He was a member of Marion Lodge No. 6, A. F. and A. M.; also of the Eastern Star chapter. Mr. and Mrs. Barnoske have the deep sympathy of the employes of the division in their sorrow.

Agent J. Maloney was absent several days on account of sickness, W. K. Hodgson relieving.

Agent C. S. Morton of Hopkinson was away on a two weeks' vacation, C. J. Olson relieving.

Conductor W. L. Hyde has resumed work on the Freeport-Clinton run.

Conductor E. E. Shook was absent on account of sickness, Ben Preece relieving.

Coal tests were made on the eastern division Nov. 1st to 6th, G. P. Kempf in charge.

Brakeman H. S. Crist was laid up for a while account having his foot injured while switching on No. 66 at Sabula Oct. 31st.

We were all glad to hear that J. S. Keenan has been commissioned second lieutenant in the U. S. Engineers. Jim was formerly a dispatcher at Marion.

Lineman and Mrs. Roy Coker went to Oxford Mills Nov. 3rd to attend funeral of Mr. Coker's father, George Coker, who was for a number of years station agent and operator on division. The magazine extends sympathy.

By the time this number of the Employes' Magazine is in print, the new Atkins Terrestrial will be in operation.

We hope Nora gives us a good "McGaffy" story in the Christmas number.

Federal Manager Byram, General Manager Gillick, Superintendent of Transportation Whipple arrived from the west and spent a portion of a day early in November inspecting Marion and Atkins terminals, departing over the K. C. Division. They were joined at Marion by Superintendent of Motive Power E. J. Brennan.

Here's wishing a Merry Christmas and a prosperous New Year to our good editor, Mrs. Kendall, Brother "Sted," all fellow newsgatherers and every employe on the Eastern Division and Calmar Line.

Assistant General Manager Maey Nicholson and General Superintendent W. M. Weidenhamer rode No. 61 from Savanna to Marion November 14th, spending the evening at Marion, departing on K. C. Division No. 3 following day.

Ruptured? — Throw Away Your Truss!

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

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

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

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

C. E. Brooks, Marshall, Mich.

Dear Sir:

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

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

Yours sincerely,

RUFUS FIELDS, R. R. No. 1.

Child Cured in Four Months

21 Jansen St., Dubuque, Ia.

Mr. C. E. Brooks.

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

Yours very truly,

ANDREW EGGENBERGER.

"Seems Impossible"

Holland, Ind.

C. E. Brooks, Marshall, Mich.

Dear Sir:

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

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

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

BARNEY OSKINS,

R. F. D. No. 7



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

Pennsylvania Man Thankful

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

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

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

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

I am, Yours very sincerely,

JAMES A. BRITTON.

80 Spring St., Bethlehem, Pa.

Ten Reasons Why You Should Send for Brooks Rupture Appliance.

1. It is absolutely the only Appliance of the kind on the market today, and in it are embodied the principles that inventors have sought after for years.

2. The Appliance for retaining the rupture cannot be thrown out of position.

3. Being an air cushion of soft rubber, it clings closely to the body, yet never blisters or causes irritation.

4. Unlike the ordinary so-called pads, used in other trusses, it is not cumbersome or ungainly.

5. It is small, soft and pliable, and positively cannot be detected through the clothing.

6. The soft, pliable bands holding the Appliance do not give one the unpleasant sensation of wearing a harness.

7. There is nothing about it to get foul, and when it becomes soiled it can be washed without injuring it in the least.

8. There are no metal springs in the Appliance to torture one by cutting and bruising the flesh.

9. All of the material of which the Appliances are made is of the very best that money can buy, making it a durable and safe Appliance to wear.

10. Our reputation for honesty and fair dealing is so thoroughly established by an experience of over thirty years of dealing with the public, and our prices are so reasonable, our terms so fair, that there certainly should be no hesitancy in sending free coupon today.

Remember

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

FREE INFORMATION COUPON

Brooks Appliance Co.,

115 State St., Marshall, Mich.

Please send me by mail in plain wrapper your illustrated book and full information about your Appliance for the cure of rupture.

Name

City

R. F. D. State

Miss Idell Fullerton and Miss Bessie Carver gave us some fine items from the round house this month. Here they are:

One more week and we will be on our way to Atkins. Our million dollar home in the suburbs. The company furnishes a service train to carry employes back and forth. The sides of which some "wag" has decorated with the French phrase, so often spoken of by the boys over there, "40 hommes or 11 chevaux."

An amusing incident occurred the other morning when Store Keeper McKim's gang, Charles Cline and Homer James, were sent to the depot for a hand car load of supplies. Both gentlemen apparently worked the handles, but the car failed to move. Cline looked at James and then at his hands. James looked at Cline and then at his hands. Then both looked at the ground, and then both got off and pushed the car to the depot and no word was spoken.

Government Inspector Welsh was with us the last few days, and believe us, he is some inspector.

Word has been received of the death of Engineer Jimmy Ruff, near Everett, Wash., who worked on the old C. & C. B. Division. Jimmy lived at Marion and fired the old 378 for Steven True several years. He went to the coast extension in 1907, being in passenger service almost continuously since that time. His wife and three children survive.

Fred Welter and Noah Hare went coon hunting the other night, and caught one cat and lost two dogs. They are going again soon, and hope to have better luck.

Milwaukee Shops Items.

H. W. Griggs.

Fred Colledge, from the Buckeye Co., Columbus, O., called the 23rd of October. Fred is looking well.

The railroad month now ending the last of the calendar month instead of the 27th carries us back to the year 1878 when the "27" was started by John C. Gault, then assistant general manager to S. S. Merrill. They say we will get four days extra pay for October. Gee whiz, will this increase ever let up. Got three days, another day coming.

We were shot up to the 15th floor when in the Railway Exchange the other day, only to find that the offices were again on the 12th landing, and on the other side. Up on the 13th Grant Williams has a fine office facing the lake. Mr. Burtess down on the 12th, says he hears we are shaking things up among the veterans up there; you bet we are, "over 300 members in the shops alone, and the shops is the leading terminal in this line. All but two members have paid up for 1918.

As Jim DeVoy used to say "How the sun do shine," two days in six weeks.

Traveling Engineer J. B. Johnson of Minneapolis was at the shops October 29th on engine-men examination matters.

Individual drinking cups have been installed in the S. M. P. office, as also have paper towels. The photo department still has the linen.

The car men and general men met with Mr. Silcox November 11th and 12th in conference. We succeeded in taking their photo after two attempts. Parkinson moved, Peran got uneasy, Murphy scowled, Gilman winked. It takes Jeunson to stand stationary and smile, and Mr. Silcox is a good poser. Our camera finally slid off the horses and h—l was to pay with a double landscape, not used to such a bunch.

"Surrender day," November 7th, the shops were empty by 2 p. m., and on the real "Surrender day," the 11th, they were half empty at 7 a. m., and completely so at 9. The whistles blowing until 10 p. m. Grand avenue from 11th street to the river, and part of Wisconsin street was a packed mass, all street cars were routed on Sycamore and Wells streets. Mitchell street on the south side was the same way.

Ray L. Griggs called on his Dad at the shops the 12th. He returned to the Navy the 16th. Glad to see you, my boy, their part of the war may not be over yet for sometime. Bringing the boys home from "Over there."

Alex Bross from Mr. Joost's office has gone as head clerk of Mr. Phillips at the Union depot. "Alec's gone" and someone is lonesome.

Corporal Howard W. Payer, now in the U. S. Base Hospital No. 117, A. E. F., France, writes

a very interesting letter to his friend Harry Hurst of the drafting room. Corporal Howard was wounded in the big battle of September 16th, after a 78 hour fight through mud worse than the June flood at the shops last year. Howard wrote September 30th, and his 14 page letter which is most interesting has gone to the publishers. We are all in hopes to see Howard with the first bunch that comes home. By the way, Harry Hurst has a brother over there in the 162nd Infantry, Co. F—Ben. Hurst, A. E. F., France.

Miss Marion McKaine is the clerk for Foreman Lein of the erecting side of the locomotive machine shop.

Ella Pilot is our new blueprint girl.

Agnes Mulvanny is clerk in the pattern office for Foreman Weidner.

Miss Mae McMahon is a newcomer in Mr. Joost's office.

Miss Dowling, clerk for Art Bennett of the locomotive blacksmith shop, has returned to work after a two weeks' attack of the influenza, and we are all glad to see Miss Catherine Butler on duty again after the "flu" attack.

Not for nearly two months after did we hear of the death of veteran boilermaker Jas. Phillips who died at the home of his daughter August 27th last. Interment at Mineral Point. Mr. Phillips had been with the company since 1873, within 5 years of the half century mark.

Martin Laffin died at Tacoma October 28th of pneumonia. He had worked with Henry Krueger, the wheel recording inspector, up to early in the season when he took a position with Frank Rusch, superintendent motive power. The news of Mr. Laffin's death came as a sudden shock to his host of friends here, where he was greatly esteemed.

Miss Emma Rosehka and Miss Charlotte Lang are stenographers in Lucas' office. Erwin Bodien has been transferred from messenger to assistant shipping clerk.

November 16th, Snoqualmie Chapter No. 362 Wisconsin Loyalty Legion gave a Victory dance at the Auditorium, the entire proceeds to go to the band fund.

Seven hundred couples responded to the call and the general committee had to open up two halls to accommodate the large attendance; a very enjoyable time was had by all. Among some of our distinguished guests we would mention Mr. and Mrs. Warnock, Mr. and Mrs. Brennan, and Mr. and Mrs. Silcox.

Arrangements are now going forward to give a monster concert and dance, using the main hall, which has a capacity of 10,000.

It is the intention of the committee in charge to arrange with the Chicago and Dubuque bands and have them in the concert, giving us a band of 116 men. Some music, we would say. We expect Chicago and Dubuque will take an active part in this big affair if it is arranged, and do the necessary ticket selling, so we can all agree it will be the biggest dance ever given in Milwaukee.

General Store Department Milwaukee Shops.

J. F. Eckert.

F. J. O'Connor has just returned from a tour of the Southern District, and is now in the Northern District, going to all store department points.

Miss Philip just stepped in after a week's enjoyment in New York City.

General Foreman Mitten told us he was going hunting October 27th. He came home empty handed. Imagine the disappointment of his three staunch friends who were requested to meet him at North avenue and get their share of ducks.

Local storekeeper Shumway from LaCrosse was at Milwaukee shops Monday, November 18th.

Joseph Lucas, 100 per cent loyal American janitor, was present at the shop festival.

Louis Garrath, foreman order department, has made a great success in the "Heap the Hat" drive, of which he was chief solicitor.

All store department employes extend to their boys in service a Merry Christmas.

D. E. Wells, dining room accountant, was a caller at this office November 19th.

Ye scribe has been continually on the job, notwithstanding the "flu" epidemic, which seemed to hit nearly everyone. He has bought hunting equipment and one of these Sundays is going to show "the gang" how to bag game.

Council Bluffs, Iowa.*Helga Huckstock-Henwinkel.*

Miss Stapleton, daughter of the late engineer B. Stapleton, has accepted a position as clerk in the office of Roundhouse Foreman Kling.

We are glad to have with us again Traveling Engineer Joe Bodenberger.

We have all had the "flu" at Council Bluffs, so there isn't much doing. Everything has been locked up tight.

The car department buildings here do not look as dingy as they did for a while back. They have been repainted and trimmed, whereas they formerly were without trimming.

Engine 6331 was the pride of all who work here in honor of the peace celebration on November 11th. She left here on No. 6 in all her glory decked with flags and bunting and the President's picture, and painted up her best. Engineer L. F. Johnson was engineer.

The district adjuster, L. P. Gibson, who has taken the place of "Our Tommie," was a caller today for the first time since his appointment.

Car repairer Leslie Utsler surprised us recently when he got married. The bride was formerly Mrs. L. McMurray. We wish them all kinds of good luck.

The foremen are smiling now, they must have got consideration in the line of compensation at last.

The car and general car foremen's clerks met in the office of District General Car Foreman M. Parkinson at Dubuque, Iowa on Sunday, November 10th, for instructions. The meeting was instructive and gave the clerks the privilege of meeting one another.

Saw our friend Ruby while passing through Perry; she looked very natural and good, even though they do say she has been under the weather.

We were much surprised one day recently to get phone calls from two very important parties. It seemed like old times to be talking to J. F. Anderson and Tom Glynn. They were in the city on some legal business connected with a law suit. Sorry they did not have time to come down to see us.

Roundhouse Foreman Richard Kling is getting fat since his operation. Just imagine Dick Kling getting fat!

Word has been received from Carl Schonberg, formerly here with us, that he has returned to Philadelphia after a trip to France on a transport. Carl enlisted in the Navy last July.

Car Carpenter Hans Hansen is off at present with a badly injured hand caused by running a large piece of wood into it. He is getting along nicely though.

Miss Anna Russell, who was formerly with the roundhouse department, has accepted a position in the C. R. I. & P. roundhouse office with a substantial increase in salary.

S. O. S. From Tide Flats Tacoma*R. R.*

Everyone's been so busy out here lately, we have neglected our notes, but promise to keep before the public as much as is good for us from now on.

P. T. O'Neill has accepted a position with the Government at Port Angeles. We all miss him around here very much, and wish him great success in his new surroundings.

The many friends among the Milwaukee employees extend their deepest sympathy to the bereaved family of A. E. Leib.

A. Pentecost has been appointed General Foreman in P. T. O'Neill's place. We surely like to have you with us again, "Al." We hope nothing will get you away from here, as everybody's happy now.

A. J. Kroha has gone back east on a business trip of two weeks.

Miss Minnie Gerard spent two weeks and her back pay in North Yakima. Reports Yakima is a very nice place to live in.

Margaret ("Peg") Burke has left us, gone to Spokane to be in charge of labor distribution. The office isn't just the same without you, and we miss you, but we wish you success and we know this will always follow our plucky little "Peg."

N. B. Footitt is the man who came back, just sort of found his way home from Back East,

Saint Paul Road Employees

do you realize that it is possible for you to have your name on two payrolls—one of them that of the railroad for which you work and the other the interest payroll of the bank where you deposit your savings?

If you live in or near Saint Paul you ought to be on the big interest payroll of the 44-year-old Merchants National Bank. Pay day comes four times a year—on the first of January, April, July and October.

In this case, whether or not your pay increases depends entirely upon you—the more you put in the more you get out.

Merchants National Bank

Capital - - - \$2,000,000
Surplus and Profits \$2,000,000

Fifth and Robert Streets
SAINT PAUL, MINN.

The Bank of Personal Service

THE Massachusetts Bonding and Insurance Company

wants to contract with several
men who are acquainted with

C. M. & St. P. Employees

We will furnish you with the
best policies ever sold, will col-
lect the premiums and will pay
the claims—all you will have
to do is to sell the policies.

General Offices—Accident and Health Department
Saginaw, Michigan

it took only two years. We forgive you for the long time, but when did you meet Theodore Roosevelt, and by the way, can you tell us your phone number?

Miss Irene Campbell and May Kellogg have returned from a visit in the East; the girls almost returned on time. Yes, they spent their back pay before they arrived home.

F. B. Trout has been in the East also. He returned alright, then started something. What? "Mustache." My Word!

So many additions to our office force have occurred here lately, and so few stay, one doesn't really know if it is the atmosphere or the war that we can blame it on. Must be the War.

H. Brautigam is now chief clerk in the Car Department office.

Betty has a peculiar way of joking, we can't say if it is her eyes, or smile. But ask Mr. Kinny, he knows!

An eight pound Thanksgiving gift came to Mr. and Mrs. Harvey Snyder's home, Saturday, November 2nd—a little baby girl. Congratulations.

What's become of the boy with the old-fashioned lunch basket. His wife uses it for a clothes basket now. Hooverizing up to the minute. How about it Esbelman?

A. C. Belmont has returned from a trip to Milwaukee; not pleasure, it was one on business. The two weeks home have passed since Camp Lewis was placed under quarantine and the girls all agree Tacoma was a wee bit lonesome over those three Sundays. Here's hoping for our sake, girls, the quarantine will soon be lifted, although it's nice to stay at home and get acquainted with the folks.

L. Johnson was in charge of the additional office force which got out the back pay rolls. Now we all know Mr. Johnson had a nice disposition, but it's nicer now. Wonder why? Was it his back pay, of course, the entire force were of the opposite sex.

All signs are read, but few are understood, especially those about smoking. Do you agree with this, Bobbie?

Mr. Mans spent a short time back East during the summer. Reports a fine trip. Nearing home, he says, the water in Montana was the best he ever drank. Didn't try any east of Montana, evidently.

Mr. Gookstetter has just completed his home at Manitou. He says waiting for cars on the Tide Flats line has helped him to decide to build at Manitou. Cars going out his way aren't crowded when he gets in town from the office. Good service.

H. Snyder in charge of the Liberty Loan Campaign says the Store Department is 100% in the fourth loan; \$20,000 was the total subscribed over our plant and outside division.

Breezes from the Windy City. Fred E. Kuhrt.

C. W. Lilgendahl is the new roster clerk in Superintendent Christoffer's office. No arguments about seniority now. Miss Dolensky is the new message clerk and she is doing very well. That's right, ain't it Charlie?

The other day the office girls went on an inspection tour visiting all the private cars in the yards and came back wishing they all were Rockefeller or Vanderbilts. Cheer up, payday is the 27th.

Have you noticed our new stenographer from Galewood is getting very popular with all the boys. Who do you mean? Why, Miss Storey OF COURSE. Look out for the eagle Ed.

Talking about speed, if you want to get dizzy, watch Hattie write up payrolls. Dave, get the oil can!

How about that Bunco party, Rose? Do you need anybody else to tell stories? Maurice says he can come.

The popular question in our office seems to be, how can you carry two numbers out to five decimal places. Ask Maurice, he knows.

Have you seen Irene Castle in her new fancy dances? Well, Miss Graham has Irene going south when it comes to dancing; and boy, when Charlie takes her for a partner, put \$2.00 in the piano and clear away the tables, cause there sure is gwine to be sumtin' doin'.

Tom Kinney seems to be sad since our Roadway Clerk left. Cheer up, Tom, Santa Claus

might be good to her successor. Geling up a bit.

Have you noticed the swell clothes Miss Eversen is wearing lately? Some class. What do you do with your old ones, Norma?

Who do you think is ringing our telephones and giving us hello's in the morning? Why, none other than Marie Anticevich who is just as pleasant as her cousin Anna, and that's saying a friend of the railroad man, passed away Nov. something. Ask Harry, he knows.

Miss Hoffman heard of a soldier who had his four arms and legs shot off. She must of been thinking of the Siamese twins.

On Saturday evening, November 9th, H. L. Beasy took several trial flights in his aeroplane at 12 p. m. All who witnessed the exhibition seemed to enjoy the sensation and Fred is anxious to know when it is going to be repeated.

On November 11th, when the armistice was signed there was no work at Union Street. Everybody came to work with good intentions but the noise was too strong and finally everybody got together and marched to the loop with four men dragging a dummy of the Kaiser in the street.

Van Borden is champion bunco player. Accent on the first syllable.

Ask Mike Ivers who the high binder is at Union Street. He knows.

Mildred Gasey, stenographer for Mr. N. W. Pierce, was all smiles last Monday. She seemed to be well pleased the way her party turned out.

If you want to know who Mr. Fesler's new assistant is, just start something on the third floor. His name used to be Vic.

It seems as though Frank Robinson doesn't think the other fellows at Union Street ever get jealous. Every time a girl has a headache or toothache Frank is the doctor.



Trucksmith Harry Smiegecki, Milwaukee Shops. Harry bought a \$1,000 cash Fourth Liberty Loan Bond.

Columbia & Idaho Division. Ida Hooper.

W. H. Onnesorge, roundhouse foreman from Othello, was a visitor here recently. He reports the shops there in fine condition.

Private R. S. Hines, now stationed at Pullman, was a visitor here Sunday. Mr. Hines was formerly a fireman on the Columbia and Idaho Division.

Malden roundhouse employees responded liberally to the Fourth Liberty Loan and during the drive a sum of \$4,500 was subscribed.

P. Lowert, D. M. M., spent Thursday at the Malden Shops.

The machinists, boiler-makers and their helpers have been receiving back time checks this week.

Several of the engine men are laying off this week, the cause being the Spanish "flu." Fireman Bert Applegate and Herbert Clarke were sent to St. Maries this morning. Both were reported as being in a serious condition.

Fireman Walter Klinger went to Spokane last week and tried to get a pass to Berlin, but they told him he was too young to travel so far alone, so he came back to Malden.

Jack Graham, Jesse Work, and Bob Broce returned this morning from a hunting trip in the mountains. Guess hunting was all they did, from reports that have been flying around. Bob shot one chicken and the rest of them had to content themselves with fleeting glances at the deer. Better luck next time, boys.

Trainmaster Thos. McFarland is reported as being in a serious condition, the result of a severe cold followed by Spanish influenza. Mr. McFarland is now in Spokane.

Russel Peterson is again on the job as machinist helper. Russel's toe is completely well and he says his only regret is that he had to miss "Two Whole Dances" while his foot was healing.

Several of the Milwaukee employes are now enjoying the Spanish "flu." It seems to be a popular pastime around here. Firemen Clarke and Applegate who were very ill are now on the road to recovery. Only two deaths have occurred as yet from the dread disease. Fred Poudvant died yesterday at the St. Maries Hospital, after a sickness of several hours. His body was taken East this morning accompanied by his wife and several friends. He was night oiler at the Car Department. Fireman O. B. Borwning and wife also lost their youngest child, a month old baby girl, last week. The baby was only sick a few hours. The remains were taken to Boville, Idaho, for burial.

Two new employes are now working at the roundhouse. They are Margaret Winn and Eva Plybon, both wipers.

Malden is still on the map even if there weren't any items from here last month.

Several of the clerks at the Dispatchers Office have been laying off with the "flu" the past month.

There has been a reduction of forces at the Car Department within the last month. Several have been laid off because there was not enough work to employ them, and several have resigned.

Mrs. Heck is the new clerk at the Car Department. She is filling Glenn Graham's place while he is in training at Pullman.

Anyone who was in Malden the day peace was declared couldn't say that we weren't a patriotic bunch. When the news was confirmed the R. I. employes decided that we weren't going to be left behind, so the firewhistle announced the fact in very loud tones. Immediately every whistle and bell in town joined the chorus, and for nearly an hour they continued the noise. Little work was accomplished after that, most of the men quitting to prepare for the celebration that evening. About seven o'clock the parade formed on Broadway and all the people marched to the center of town, led by the "Kaiser" strung on a pole. A bonfire was built and Mr. Rice gave a short talk. "Kaiser Bill" was strung up, and burned, amid loud cheering of the crowd. Whistles, bells, horns and various other "implements" added to the noise.

Notes From Milwaukee Terminals.

"O'Malley"

Yard Foreman M. E. Markert has gone on a long deferred trip to visit friends and relatives in New York. We wish you a pleasant time, Mike.

Yardman E. M. Olson just returned from duck hunting. Olie deserves the vacation. He says that he got some ducks, well *perhaps* he did.

October 29th was a big day for the Stock Yards Hotel, the girls from the offices were celebrating the receipts of their back pay. All the regular diners were much embarrassed by being caught in their overalls and high boots, by so many Fair Queens of the key board and lead pencil. It has been long since the dining room of this hotel has been graced by such a gathering of youth and beauty. Don't forget about the toboggan slide, girls, you know that the time is close when you can have some good times there, during lunch hour.

The Bolt Can't "Bolt"

It's there to stay when the "BOSS" Lock Nut catches hold. No chance of the bolt getting away and causing life or property loss.

When you order a locking device

Write It Right--

Put it down this way

"BOSS" LOCK NUTS

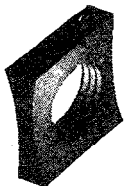
More than one hundred Railways, Private Car Lines and Industrial Corporations now use millions of "BOSS" Lock Nuts annually.

Write for New Catalog and learn why

BOSS NUT COMPANY

Railway Exchange Bldg.

CHICAGO, ILL.



We are pleased to note that the family of Yard-foreman J. W. Axtel have fully recovered from a severe attack of the "flu."

Mrs. R. K. Lewis is home in Penna, visiting relatives, and Roy says he is a real good boy. Glad to hear you say it, Roy.

Mrs. J. J. Kolley recently made a trip to Memphis to bring her children home to resume school.

A few words about Safety First: all of us should think SAFETY FIRST, talk SAFETY FIRST, preach SAFETY FIRST, tell ourselves the story of SAFETY FIRST so often that we ourselves believe it, then tell it to the other fellow and make him believe it; and in practice, always be sure of safety, then proceed (in all cases of doubt "take the safe course.") In practicing Safety First, let us not confine our activities to "turning over the board with a nail in it"; let us notice a broken rail, a loose guard rail, poorly fitted switch point, or a loose joint; notice defective equipment on either engines or cars; notice overhead wires and structures, building and fences which will not clear a man on top or side of car; also note yards of various industries which make a practice of piling material too close to the track. It is the duty of each and every employe to be alert and make note of any of the things that may come under his observation, and to make report to the proper officer at the first opportunity, that steps may be taken to have the same corrected.

This will be the last issue of our Magazine before the New Year, let us each and all resolve to do all in our power to reduce the number of accidents, and causes of accidents.

On Thursday, November 7th, there was one grand merry making here when the first celebration of peace took place. Mr. Miller's office turned out en masse, and made a raid on the Depot Building, and when they came through the hall it sounded like a Bolshevik election. They paraded up and down the hall, with shouts and flags, horns, rattles—in fact anything to make a noise with. It is needless to say that there was no more work done that day, as in a few minutes all the offices in the building were vacant, and the forces had joined the crowd on Grand avenue. Have not heard from the various department this month; we suppose that everybody was too busy celebrating peace to think of the Magazine, never the less we will thank them for the assistance rendered heretofore, and wish them a very Merry Christmas and Happy New Year, and look for some news for the January issue.

We wish to express the sympathies of our readers to Yardmaster Harley McMurtrie, in the death of his brother Menzo; also to Yardman M. Collins in the death of his beloved wife; also to Yardman M. D. McKenna in the loss of his beloved wife, and to the family of Yardman Elmer Kuehn who lost his life while on duty, Sunday, October 18th.

We are pleased to note that several of our boys here are receiving letters of commendation for actions which resulted in preventing serious accidents, the new year is coming on and we sincerely hope that the boys will continue to be as observant and as quick to act when an opportunity presents itself. Those "Merit marks and letters mean a whole lot when a fellow is in trouble."

Several changes have been made in our Official Family. Mr. McGee, formerly assistant to C. O. Bradshaw, has been assigned to other duties, and we are pleased to say that our friend and the friend of every man in the terminal (whether officer or employe) has succeeded him to A. J. Kuerien, we all say, "Art, old boy, we wish you the very best success." Frank Stubbe has been appointed to G. Y. M. on the night force; more power to you, Frank, "keep climbing." And also H. McMurtrie looks natural as he sits at the phone. We are glad to note these promotions, for it proves to those who are sceptically inclined that there is always room at the TOP for the man who will try.

Now, I am going to quit with a most sincere wish that all of our readers will enjoy A MERRY CHRISTMAS and A HAPPY and PROSPEROUS NEW YEAR; thanking the Almighty Ruler of the Universe that Peace once more reigns on earth, now let us have GOOD WILL TO ALL MEN.

"Facts and Fancies from the S. M. West."

J. W. Malone.

As lots of the boys are asking for news of the S. M. West will endeavor to satisfy their desire.

Agent A. P. Anderson, mother and baby at this writing are seriously ill with the influenza. May they reach a speedy recovery.

Agent Roy Jones and family have just recovered from an attack of the influenza. Roy states they are all O. K. now, but it sure was a siege.

Operators Frost and Sellman have been off the past ten days suffering from an attack of the popular disease. At the present writing they are back in the game, a little weak, a little weary, but still game.

Agent James Snyder and family, Flandreau, have been quite ill recently with the flu, but Jim has weathered the storm in good shape and reports the family recovering nicely.

Operator Buchecker drew Lakefield on bulletin while E. W. Malone drew Jackson third, two old-timers, but first-class men.

Trains 22 and 23 now run through to Lakefield and Agent W. P. Kenevan wears a contented smile. Whether it is due to his getting up at 5 A. M. or the fact that business is good, Bill has failed to report.

The sympathy of the division is extended to Operators F. A. M. Frost, Egan and F. Frost, Colman, in the loss of a son and brother recently.

Agent F. B. Easton, Wentworth, drew Winfred on bulletin, while the Great Northern takes over the handling of the Milwaukee accounts at Wentworth, the depots being consolidated.

Wesley Aldrich, Pipestone, drew Artesian on bulletin, while A. P. Anderson landed Wessington Springs. This leaves Agent Cauley short an operator and C. J. C. insists that it must be an able-bodied man. We know of no better agent to work for than C. J. Cauley, so presume there will be many applications for the position.

Agent V. A. Carlock, Bradley, and Agent Grimes, Lily, are laid up with the flu. May they return to us in the best of health.

Agent Harvey Bennett, Fedora, has been under the weather the past week, but at present is back in the game.

Agent George Leiser, Iona Lake, has been seriously ill with the influenza, but at the present writing is back on the job. Right here we wish to compliment Agent Leiser on his loyalty. While seriously ill in bed, and with strict instructions from the doctor to keep quiet, he made out all his monthly reports, also his balance sheet, and returned to work at least a week before he should. When asked why he was not in bed, he replied, that he knew we were extremely short of men and he could not stand to see his station get behind with inexperienced help at the helm during his absence. Mr. Leiser is to be commended for his loyalty and we know of no expression of loyalty more creditable.

During the epidemic of influenza, which has raged from one end of the S. M. West to the other, many are the instances where our agents have stayed on the job until unable to do any more, in order to keep the station going. With the shortage of help it was nearly impossible to obtain experienced men. I believe that the men of the S. M. division have held their high place on our "Roll of Honor."

As this will reach you before Christmas, we want to wish you one and all a "Most Merry Christmas and a Glorious and Happy New Year," especially the boys "over there" who have helped to put "Justice on her throne." To Horton, who has been the leader, to the Flynn boys, Johnnie Carr, Frank Bloom, Guy Winesburg, Faye Crabbs, Joe Lawla, John Lang, Bill Larson, Ben Long, Paul Cooper, Bert Ballinger, Dud Simpson, Johnnie Demick, Joy Weihe, Wesley Thomas and all the others whose names we have on file, yet cannot place at this time, may your Christmas be one that shall be filled with pleasure and may the New Year bring you back to us, in the best of health, and you will certainly find a welcome that is yours.

After staging two celebrations at Madison over the conclusion of the war on November 11th, when official information was obtained from the Associated Press that the conflict had ceased, the boys at Madison put on a celebration that was second to none. With the assistance of Night Roundhouse Foreman John Kaisersatt and Ma-

chinist Harry Opie, the celebration proved to be a great success.

George F. Hennessey of Austin is acting round-house foreman at Madison now. We know of no better Irishman on the S. M. Division, and to say that Mr. Hennessey is delivering the goods would be quoting it mildly. We hope that Mr. Hennessey can be persuaded to remain. While a little lonesome yet, George says it is not bad. After the first ten years one grows to like it, George.

Division Master Mechanic P. L. Mullen, Traveling Engineer Fred Higbee and Inspector J. J. Early have just recovered from the "flu." From their descriptions of the disease, it is a cross between the seven years itch and the disease that "Job had on the mountain of Israel." Some of your fellows that are better versed on the Bible ought to be able to figure that out.

On November 16th at Artesian, S. D., occurred the death of our agent, A. P. Anderson, of pneumonia following an attack of the influenza. The entire division sympathize with Mrs. Anderson and children in the loss of a husband and father. Art was always one of us. His friends were numbered by his acquaintances and in his passing the S. M. Division has lost not only a very capable employe but a man who has made the world better for having lived in it.

Mr. E. W. Hunt, for many years proprietor of the Star Restaurant at Madison, S. D., and always a friend of the railroad man, passed away Nov. 17th, following an attack of pneumonia. The sympathy of the division is extended to the bereaved relatives.

Brakeman H. T. Hotchkiss is visiting friends at Omaha this week.

Brakeman John Connors is on the sick list this week. May he soon be back on the job.

Conductor Bert McConnell is suffering from a severe attack of the "gout" as a result of patronizing the exclusive hotels on the west end.

Signal Department "Wig Wags."

"Slim."

So many things have happened since the last issue that it is hard to get all we want in our small space so will start on the west end and work east, just touching the high spots.

Oh, Boy, ain't it the grand and glorious feeling—PEACE—and all that word means. Some places they only had one celebration, sleepy towns like Seattle, but here in Tacoma we had a regular time the seventh of October and then again the eleventh we put on a full size show. Everyone forgot their age, dignity and position and had a real good time. The office gang, all but F. G. M., equipped with cow bells were a parade by themselves, and then we met Mills and his new wife—we gave them quite a ringing serenade and he beat it without even introducing her.

Mallanny contributes the following: Foreman Ness and crew are changing out DC signals for Light Type AC between Tacoma and Seattle. These signals will probably be the first put in service. It is now the intention to buy current outside and change to the proper voltage at the Renton Substation.

DC signals between Garcia and Cedar Falls are now out of service account of electrification crews stringing trolley, but may be put back shortly, and the next section handled in same manner.

New signals have been erected between Cle Elum and Hyak, impedance bonds set and transformer locations completed except making taps to primary line.

Foreman Ford's able crew at Cle Elum have all signal cases wired ready to install from Boylston to Tacoma. This sure is some fine job, there they sit with a big stove going in a nice dry shop wiring signals which is quite different from what the Montana work was. Why O'Dore even has a place to set his "Snuzz" and don't have to unbutton three or four coats to take a chew, and Burke has a patent light system. Then they have a lad to hand things around and keep the fire going, and well—just about everything complete to make wiring a regular job except they have to go about three hundred feet to get their meals.

Foreman Steven's crew is erecting signals around Renslow and shortly expects to be completed, as far as is possible with the old signals in service, from Beverly West. Mallanny adds that we are not to say a word about Bill Hammond's new trunk, the accident to Henry's wrist watch or O'Dore's late job of principal "Grunt" and as a promise is a promise with us, won't say anything further.

Westermark was in for a little visit and says his section is all quiet. Maintainer Skinner and wife both had the "flu" at the same time, but are getting along nicely now. B. E. Heriford covered Worley section during Skinner's absence.


H. L. Stage and helper were laid up for a while due to motor car derailment.

C. O. McPherson was ill with the "flu." At last report was coming along fine.

R. A. L. was all worked up about the order to wear a mask, and just got out of it by moving from the Superintendent's office back to their old quarters. We understand that the "flu" stopped a celebration that was going to be pulled off account of the return to the old office. Speaking of the "flu," we received a notice that R. A. L. has a sure preventive so long as you keep on taking it. What is it Roy? This just reminds us we were motoring around Three Forks and the first time couldn't recognize the fair lady working second trick but next time we looked in she just came up for air, and sure enough, it was the same Lady of the Mountain, none other than N. B. S. It was very necessary that we see her because going east we stopped long enough to smoke a Desert Pony with Sted and he gave us an important message for N. B. S.—something about sending his love (just imagine by me) and that he had a Christmas present all picked out; then to finish it, she had a similar message for him. This had about the same effect as an H. E. exploding at our feet because all along we thought that N. B.'s interest didn't go a bit farther from Three Forks than Eustis.

Some change in climate from our regular coast weather to sixteen above at Loweth, but if Montana's weather was chilly, her warm hearted people made up for it all along the line. Our idea of luck is for a fellow to have a mother like Ted McPherson's at Josephine. Then we had some

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luck in spending a pleasant evening with Agent Peacock at Martinsdale, also I'm in the game to say that Miss Francis is sure there when it comes to getting up a regular dinner.

Sam Greenguard, wife of Deer Lodge, now in Mr. Kent's office at Seattle, was around worrying CCS with a lot of questions about A. E. P's., account extensions and such stuff.

We always knew CCS was there in labor and time saving devices, but you all have to hand it to the Chief Clerk who will arrange concealed mirrors so that "Pot" only has to raise up a tile to fix her hair, then he has a light arranged over the big new mahogany desk so a slight pull on a string brings daylight into that part of the office.

Mr. Allen is off on his annual vacation. He went after Mrs. Allen and son who are visiting in Joliet, Ill. He made some kind of a promise about "Johnny Walker" or "Pebble Ford" when he left. No this hasn't anything to do with some friend of his or a river crossing, but Joliet, you know, is still in wet territory.

Mr. Smith made a trip to Milwaukee to attend a very important meeting, mostly about wages. Too early to report results, but we all have hopes.

We have a new Service Flag in the Tacoma office, and all are proud of its thirty blue stars, also hope that the two gold ones will be all of that type that we need.

This is just about a third of what we could put in this month, but a tip from several parties about how much they were sure to get in the December number leaves a question as to whether we will even get by "Ed" with anything more than the title, so will close, wishing you all the season's greetings, and the hope that our boys who have gone over to settle up the fuss are soon back with us so that next year we can all be happy together.

Prairie du Chien Notes.

H. K. Mayville.

Have you had the "Flu" yet? Everyone nearly on the Prairie seems to have had it, so I think it is nothing new at all. Yes, I had a touch of it during the middle of last month, just about the time I should have been writing up my notes for the Magazine. That is the reason you did not find our division in the Magazine this month. Will try and do better in the future, and be sick at some other time during the month than news time.

Are you doing your bit in gathering news? Quite a number have taken hold in fine shape for which I want to thank them, and at the same time extend an invitation to all along the Prairie to join and give us their news.

Superintendent J. A. MacDonald is the recipient of a letter from W. W. Nobensky, formerly operator on P. D. C. Division, now with Co. F, 7th Depot Brigade Signal Corps, in which he states that he is in best of health and working hard every day. Says they work sixteen and eighteen hours at a stretch. Nothing like sitting at the key in a comfortable office. Now that the war is over we will no doubt see Mr. Nobensky again in our ranks soon. Here's hopin'.

Ray Cooper and Jack Stuckey received cards from Private Geo. Callahan, formerly fireman P. D. C. Division. George is now with C. A., 53rd Reg. T. C., A. E. F., P. O. Box 713, Via New York.

O. D. Aepli, general claim agent, is seen around Madison occasionally on official business.

Herman Haugen, fireman, had the misfortune to break his shoulder blade and collar bone a few weeks ago with the coal hoist at Lone Rock. At present writing Herman is greatly improved and hopes to be back on the job soon. Herman was a Milwaukee visitor lately.

Work is being done at Madison round house installing foundations for machinery preparatory to putting in electric power and lifts. It certainly will make a great improvement over the old oil lamps and torches. Understand the turn table is also to have an electric motor. Still better.

The old Wells, Fargo Express room at Madison is being built over to accommodate A. J. Klumb, division master mechanic, and force as present quarters are getting smaller all the time. A. J. needs quite a bit of room himself, you know. Doesn't take much room for his office force.

C. O. Bradshaw, general superintendent, was a Madison visitor enroute over the line recently.

Wesley Kessler, Madison, is now baggageman,

James Coleman, who has been ticket clerk at West Madison Station for the past sixteen years, is now ticket agent, from good authority, at Beloit. Jim's change in stamping grounds came rather suddenly and was a surprise to many, but we all wish him success in his new position and hope to see him occasionally.

Locomotive and Mechanical Department.

Madison round house is being wired for electric lights. This is a much needed improvement and certainly will be appreciated by all employes.

Division Storekeeper Toohy reports that he will soon be ready to furnish all division supplies from his headquarters at Madison. Springtime will bring a modern store building he says.

Mrs. Frank Schneider and son, of Milwaukee, are frequent Madison visitors.

Isn't it a grand and glorious feeling just to be a Milwaukee employe?

After considerable trouble, Frank Schneider, the new round house foreman, was successful in finding a suitable apartment. He expects to move his family to Madison in a few weeks.

The round house is being put in good condition for the coming winter. Carpenters and steamfitters have been on the pay rolls the past month or so.

Miss Monica McMahon, who for so many months presided in the round house office, has resigned the position and is now doing war work at the Northwestern Ordnance factory. Mrs. G. Suwal-ski is her successor.

Sam Fronex, former boilermaker's helper at Madison round house, now in the Navy, spent a ten-day leave at his home. Trips to France have grown to be an every-day occurrence to him. Sam is foreign born, but nevertheless United States looks good to him, and permanent peace will see him back at his work with the Milwaukee.

Collianni Bros. have ceased their contract to handle the Madison coal docks, and after November 20th they will be managed by the local mechanical forces.

The delay report for October showed a decrease compared with same month last year and September this year on the Prairie du Chien and Mineral Point Divisions. The mechanical heads are after a still better showing, however, and watching delay statements is getting to be an interesting sport. The co-operation of all employes is earnestly asked to help make future reports place our divisions near the top of the list.

Miss Crandall, dispatcher's office, is again in our midst after a severe seige with the influenza.

Did you do your bit in the United War Work Campaign? Statistics haven't been prepared, but when they are, we hope our divisions will make a good showing.

John F. Shore of Blue River, is one of the new firemen on the Prairie du Chien Division.

General Freight Officers.

Hazel Linsiead, Assistant Timekeeper in Superintendent Macdonald's office, entertained at her home Wednesday evening, November 13th, for Helen Haberman, Bernice Buehler, Florence Bischel, Myrtle Trochel and Lillian Qualman, all from the same office, and Gladys Swenson from Trainmaster Sizer's office. The evening was spent in playing, singing and having fortunes told, and all had a very enjoyable time. Several weeks ago, Bernice Buehler entertained the same group of girls at her home, where a very pleasant evening was spent.

Margaret Crandall, Statistician in the Chief Dispatcher's office, has returned to resume her work, after having a serious attack of the "Flu." Say, Margaret, did you open the window one night and in-flu-enza?

Myrtle Trochel, Trainmen Timekeeper, recently spent a week-end at her home in Shawano, Wisconsin, which is not a very frequent occasion. Her trips to Milwaukee are much more frequent, there certainly must be some attraction.

Don Farris, Car Clerk, resigned his position, and has gone to his home in Steuben, Wisconsin. Very likely he will spend the rest of his days between there and Boscobel.

Grace Lyons, Clerk in the Madison Freight office, took a trip to Chicago to act as bridesmaid at a friend's wedding. Wonder, if you caught the bouquet, Grace.

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"The End of the Steel Trail."

Bess G. Spinning.

On account of the correspondent being away on a vacation during the month of September, and having the "flu" the first of October, the news from this end of the line was neglected. But after wearing "flu" masks and having a couple of shots we are still able to be on duty.

After receiving the welcome news of the armistice being signed, and having world-wide peace once more, we are all so enthused and so courageous that we are ready and willing to undertake most any task put before us. That grand old flag that has never been defeated holds a still warmer place in our hearts.

Mrs. L. E. Surreys and Miss Fannie Conway, clerks at the freight office, were absent from their work a couple days last week on account of illness, but are back hitting the ball again.

H. M. McKay, chief bill clerk, resigned his position at the freight office Oct. 13th. Miss Margaret Westervelt has been promoted to assistant chief bill clerk, while Mrs. L. Murray is filling the position as stenographer just vacated by Miss Westervelt.

Miss Margaret Carrotte is the new filing clerk at the freight office.

We are all very glad to hear that Mrs. Alleman and three children are convalescent from the Spanish influenza. The result of Agent Alleman's nursing until help could be obtained was very successful.

Mr. F. W. Mason, clerk in the cashier's office, was transferred to the export dock No. 2 as revising clerk.

The demurrage clerk, M. A. Geary, is lamenting over the fact that he will not be able to wear the uniform now. Mr. Geary was in class A1 for the next draft.

B. V. Bement, assistant agent, is the proud owner of a new Overland car. No excuses are accepted now. Mr. Bement, for not getting to work on time.

W. G. Carrotte, assistant agent of Oriental docks, passed away Friday evening, Oct. 25th, with pneumonia at his wife's parent's home, Mr. and Mrs. Fields, of Puyallup. Mr. Carrotte was highly esteemed by all his friends, and we realize we have lost an excellent supervisor. Mr. Carrotte is survived by his wife and little daughter, Catherine. We extend to his family our most sincere sympathies in behalf of their bereavement.

Our last report of Emmitt Maloney, who was formerly wharfage clerk at Oriental Dock No. 1, he is still at Fort Benjamin Harrison, Indianapolis, Ind., doing very well since recovering from a slight injury from playing football. He claims that his speedy recovery was due to the tender care and treatment of a beautiful nurse at the hospital.

Miss Grace Erickson has been transferred from the bill desk to the wharfage storage desk, and Miss Bolander is our new bill clerk in her place. They are both making splendid progress in their work.

Corporal Chester McLennan, former clerk at the freight office, was last heard from at Camp Mills, New York. We are looking forward to seeing Chester back with us on a furlough either Thanksgiving or Christmas providing he doesn't go on overseas.

O. O'Donnell, timekeeper at Oriental Dock No. 1, was one of the unfortunate subjects of the "flu" the first of November, but is now back on duty again feeling fine.

Miss Dorothy Rau has been wearing an extra broad smile this week. I wonder why? It is rumored that the ban will be lifted from Camp Lewis Saturday.

Mr. Ebbison, chief accountant Dock No. 1, was in Chicago the first of October on business. Immediately after his return John Barry, Jr., left for Chicago on a month's visit with his sister and other relatives. John reports having a "wonderful time." Leave it to John, we know he will take advantage of every opportunity.

The ban on Tacoma was lifted Thursday, Oct. 14th, and we all feel like so many prisoners turned loose in the streets.

Mrs. June Mattison, clerk at Dock No. 1, was absent from work a couple of days last week with a severe cold. Mrs. Whitefoot, stenographer, was also absent from work a couple of weeks the first of October with the Spanish influenza.

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Dr. James Francis Sullivan, formerly physician of Bellevue Hospital (Outdoor Dept.), New York City, highly endorses action of Secretary Shaw—Says there are thousands of weak, nervous, rundown folks who need just such a preparation as Nuxated Iron to help build them up, but who do not know what to take, and that this action on the part of Secretary Shaw will undoubtedly be the means of giving many people the very information they desire.

In commenting on the action of former Secretary of the Treasury Leslie M. Shaw in authorizing the publication of his endorsement of Nuxated Iron, Dr. James Francis Sullivan, former physician of Bellevue Hospital (Outdoor Dept.), New York and the Westchester County Hospital, said:

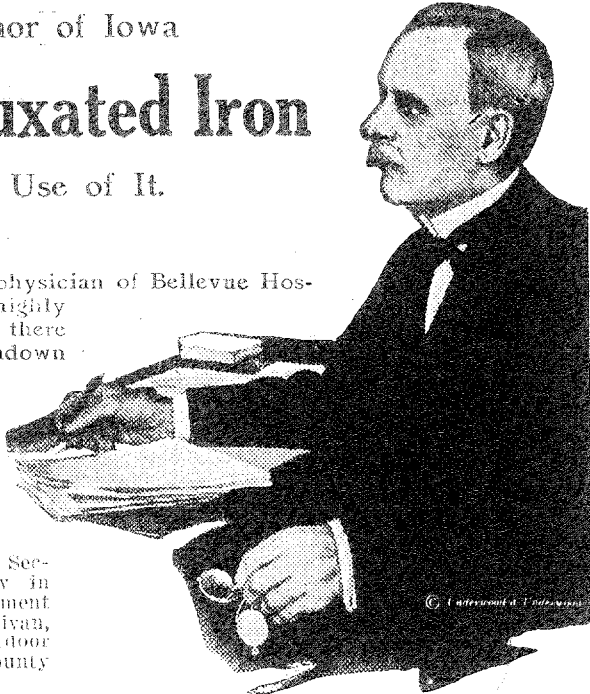
"There are thousands of weak, nervous, rundown folks who need just such a preparation as Nuxated Iron to help build them up but who do not know what to take and Secretary Shaw's endorsement of this remarkable product will undoubtedly be the means of giving many people the very information they desire," says Dr. James Francis Sullivan, formerly physician of Bellevue Hospital (Outdoor Dept.), New York, and the Westchester County Hospital. "Secretary Shaw is widely known and his good faith and integrity cannot be questioned. Therefore, his recommendation of Nuxated Iron in public print should inspire the greatest confidence among the public at large and serve as convincing evidence of the genuine merit of this preparation."

"The Formula of the composition of Nuxated Iron is now being widely published and a careful examination of it by any physician or pharmacist should convince him that it is of great therapeutic value, and one which we doctors frequently could prescribe with advantage to our patients."

"Modern methods of cooking and the rapid pace at which people of this country live has made an alarming increase in iron deficiency in the blood of American men and women. For want of iron you may be an old man at thirty, dull of intellect, poor in memory, nervous, irritable and all 'run down,' while at 40 or 50 in the absence of any organic ailment and with plenty of iron in your blood, you may still be young in feeling, full of life, your whole being brimming over with energy and force."

"As proof of this take the case of former United States Senator Charles A. Towne, who at past 58 is still a veritable mountain of tireless energy. Senator Towne says: 'I have found Nuxated Iron of the greatest benefit as a tonic and regulative. Henceforth I shall not be without it.'

"Then there is former Health Commissioner



Wm. R. Kerr of Chicago, who is past the three score year mark, but still vigorous, active, full of life, vim and energy. Former Health Commissioner Kerr says he believes his own personal activity today is largely due to his use of Nuxated Iron and that he believes it ought to be prescribed by every physician and used in every hospital in the country.

Former Secretary of the Treasury Leslie M. Shaw says: "I have been taking Nuxated Iron for some little time and feel justified in recommending it as a very valuable tonic."

Iron is absolutely necessary to enable your blood to change food into living tissue. Without it, no matter how much or what you eat, your food merely passes through you without doing you any good. You don't get the strength out of it, and as a consequence you become weak, pale and sickly looking, just like a plant trying to grow in soil deficient in iron. If you are not strong or well you owe it to yourself to make the following test: See how long you can work or how far you can walk without becoming tired. Next take two five-grain tablets of ordinary Nuxated Iron three times per day after meals for two weeks. Then test your strength again and see how much you have gained. Numbers of nervous, run-down people who were ailing all the while, have increased their strength and endurance in two weeks' time while taking iron in the proper form.

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

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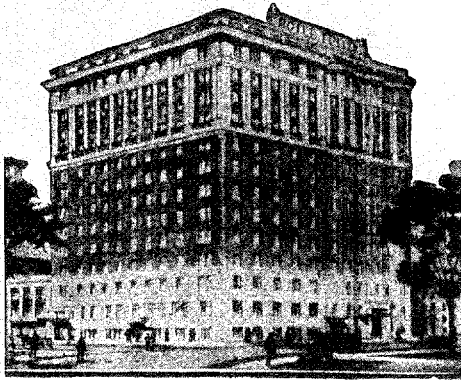
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