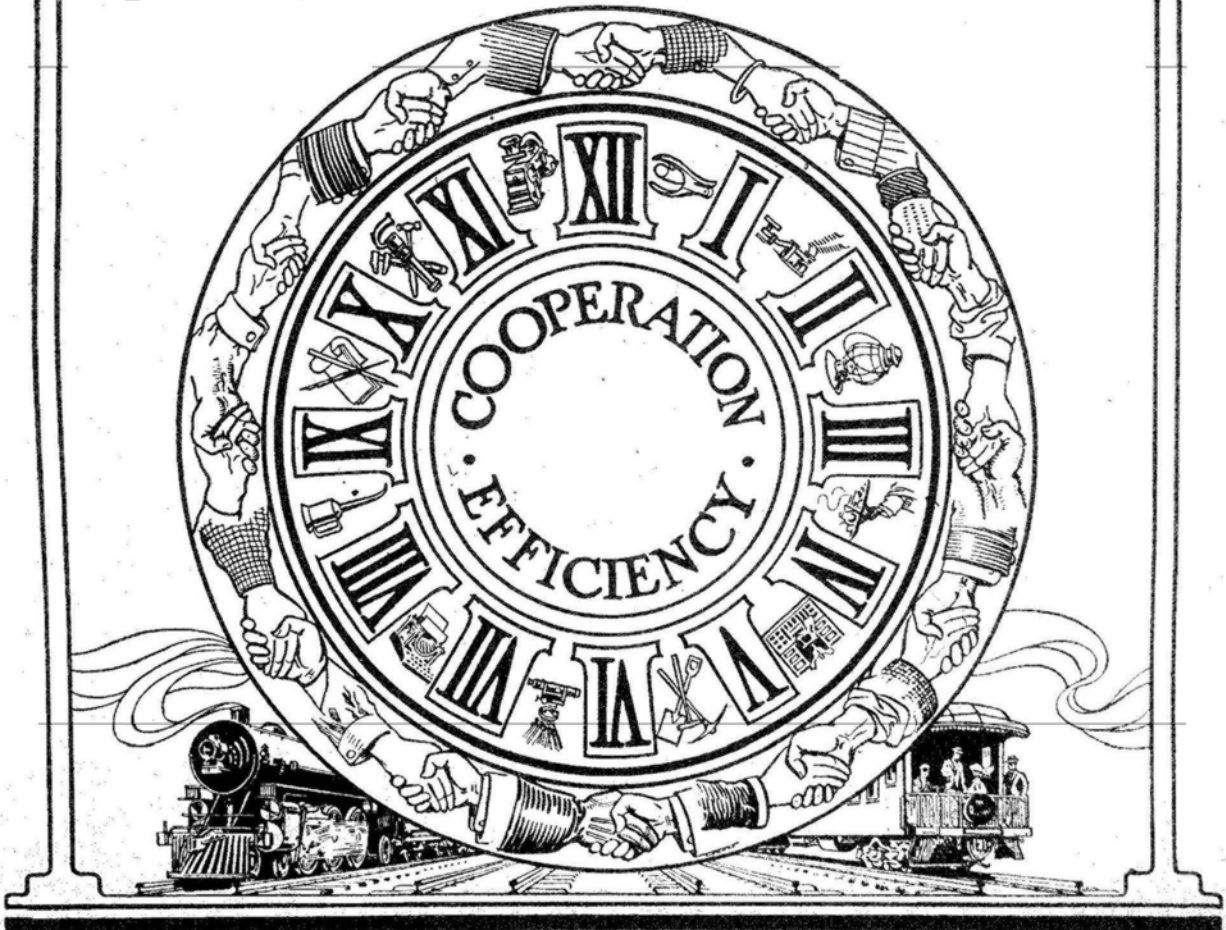


THE MILWAUKEE RAILWAY SYSTEM EMPLOYEES' MAGAZINE

March

1918



VOLUME 5

No. 12

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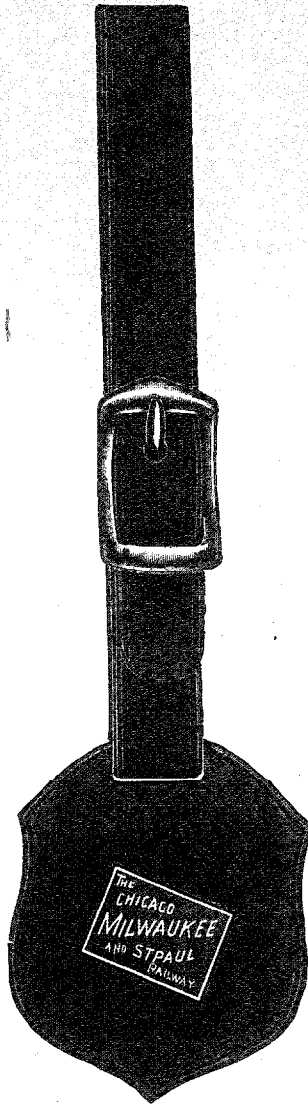
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VOLUME V

MARCH, 1918

NUMBER 12

Building for the Future

In the midst of war activities which day by day grow more strenuous, bringing this nation ever nearer to the decisive days in the great conflict when our American boys must participate side by side with the trained and seasoned troops of Europe, we are able to look forward to the day when the last gun shall have been fired and our boys come sailing home with victorious Old Glory at the masthead. We may, even now with the war cloud round about us, take thought of the brighter tomorrow and do a little in the way of preparing for the fruits of victory.

No branch of public service has been so completely made over as the railroad business under war conditions—changes and innovations in all branches to meet the staggering volume of traffic, both government and commercial; changes in methods of operation, absolute upheaval in traffic affairs and the complete reversal of many an old-time procedure—all in the overnight, as one might say.

With all this revolutionizing, the public has been most patient, has accepted the inconveniences that have been unavoidable, has cheerfully agreed to reduced train service; to the elimination of many travel luxuries; and has this winter, waited in patience in heatless stations for trains that were stalled in the fierce blizzards of this unprecedented season.

What "railroading" will be in the days to come no man can say any more than any man may predict what the altered complexion of human affairs generally is to be. Changed to be sure—that much may be regarded with certainty—but as surely as there will be railroads and railway trains, there will be need to have and to hold the good will of the public, for this is conceded to be one of a railroad's most valuable assets—so in a spirit of uncompromising loyalty to the exigencies of the present, yet frankly accepting the new dispensation of the morrow, Mr. S. D. Roberts, manager of the Advertising Bureau of the Milwaukee, has issued a series of bulletins intended for newspaper publicity which are not only different as regards "advertising" but are real contributions to the patriotic literature of the period. They stand for the highest ideals of present duty in which nothing shall be allowed to interfere with this company and its employees in their united efforts toward bringing success to our arms and a safe peace for democracy; while their attitude toward the future is wholly constructive and purposeful.

Bulletin No. 1 is a ringing guarantee of the good faith of the Milwaukee. No. 2 is a no less stirring pledge to keep open the "Lines of Communication," giving priority to the needs of the gov-

ernment, but promising to its patrons in so far as concerns all essentials, the good service and efficiency which they have learned to regard as synonymous with the pumpkin yellow cars and their accompaniments. And so with the others, always in the spirit of devotion to the Cause, looking upon this railroad and its personnel as officers and enlisted

men holding the home lines and keeping open the avenues of supply for the men in the front line trenches, than which there can be no higher or more splendid ideal for all railway employes. The bulletins in the order of issuance are given in full, because they are worthy the study and the absolute co-operation of us all.

SERVING THE PUBLIC BEST BY SERVING THE NATION FIRST.

Proud to be of service—resolved to give its best without reserve in our country's war against autocracy—the Chicago, Milwaukee & St. Paul Railway Company dedicates its physical properties and the personal efforts of all its employes to the great task now before us all.

Every car that carries, every locomotive that hauls, every depot that loads or receives, every track that makes a pathway for the transportation of freight and passengers, every pound of coal and every barrel of oil that burns to make steam, every dam and dynamo that provide electric current and furnish motive power—every man in the service of the railway who labors with brain and body—every material and physical element is given gladly to the great task of bringing a safe peace to the world.

The public, there is every reason to believe, will be patient during this time, when curtailment of luxuries and to some extent readjustments of train schedules are necessary, that the greater business of the nation may have the right of way.

On its part the Chicago, Milwaukee & St. Paul Railway Company promises that the comfort and convenience of its patrons will be attended to with a zeal second only to that exercised in executing the wishes of the government.

This company will continue to operate "The Pioneer Limited" and other trains daily to the Twin Cities—"The Olympian" and "The Columbian" to the Pacific Coast—"The Pacific Limited" to California—"The Southwest Limited" to Kansas City—and other trains to points North, Northwest, West and Southwest.

KEEPING OPEN THE "LINES OF COMMUNICATION."

Western transportation systems, such as the Chicago, Milwaukee & St. Paul Railway Company, are proud in their privilege to add a new chapter to the splendid record of their part in the development of the nation. They first blazed the trail—surveyed the wildernesses and the uncharted prairies—pushed back the frontiers year by year—opened up a great new empire and took out sturdy settlers to populate and build it. They kept open the "lines of communication" between the old bases and these advance forces of pioneers; carried supplies to them, and brought back their crops, and cattle, lumber, ore, and manufactured products to the markets for trade.

They wove the fabric of the West into the greater economic and industrial fabric of the nation, and very soon the West, which they opened up to civilization, became essential to the economic well-being of Europe as well as America.

And now, when the very life of all free nations depends upon the prompt and efficient distribution of those vast supplies of food and material which the West so lavishly produces—now, when it is not too much to say that the continuance of self-government in this as well as in the European democracies depends upon the unrestricted flow of foodstuffs, and the sterner materials of war to our various seaports and supply depots—the Chicago, Milwaukee & St. Paul Railway Company, in common with other transportation systems, accepts, with solemn pride, the great responsibility of giving itself and its full measure of experience, equipment and loyal service to the greatest cause in history.

With this frank statement that the needs of the government must be considered first, this company wishes to assure its patrons that it will continue to serve them in the characteristic "St. Paul" way, and that everything possible will be done to insure their comfort and convenience.

CARRYING THE COLORS TO VICTORY

The "lines of communication" begin on the Pacific Coast and end on the battlefields of Europe.

So every freight train, laden with the product of farm or factory—or coal and ores from the mines—or lumber from the forests—is on the all-important business of war, quite as important as the munition trains to the first line trenches—and must have the right of way.

The Chicago, Milwaukee & St. Paul Railway Company finds great pride in becoming thus in a complete sense a great military highway—in now being able to serve under the commander-in-chief in carrying the colors to victory.

Also this company finds great satisfaction in the service it has been performing for the nation since the war began. Great stores of food, fuel, of manufactured products, have poured from the Pacific Northwest over this line—and not one ton of precious coal—not one barrel of oil has been consumed in transporting them across the great mountain ranges—for the very forces of the mountains themselves have been employed to perform this gigantic task electrically—and every day while the war goes on this wonderful electrification achievement will be contributing its tremendous savings of coal and oil, and the railroad equipment necessary to haul them—all so vital to the successful prosecution of the war.

Although curtailing travel luxuries and to some extent readjusting schedules, this railway will continue to operate trains through to the Pacific North Coast, and the service will be characterized by the usual attention to the comfort and convenience of its guests.

WAR TIME AND RAILWAY SERVICE—ONLY NON-ESSENTIALS CURTAILED

These are war times and war means the giving up of luxuries. Therefore the luxuries and non-essentials of railway travel are being curtailed. In giving government business a clear right of way from coast to coast it may also be found necessary to readjust some passenger train schedules. But whatever is done to help win the war, this company feels certain that the traveling public will patriotically approve, and the Chicago, Milwaukee & St. Paul Railway Company gives assurance that it will at all times serve its patrons with the courtesy and regard for their comfort and convenience which have always characterized this road.

President Wilson has said:

"It is necessary that the transportation of troops and of war materials, of food and of fuel and of everything that is necessary for the full mobilization of the energies and resources of the country should be first considered, but it is clearly in the public interest also that the ordinary activities and the normal industrial and commercial life of the country should be interfered with and dislocated as little as possible."

This company will make every effort to help carry out this idea of service. To the Twin Cities it will operate "The Pioneer Limited" and other trains—to Butte, Spokane, Seattle and Tacoma, "The Olympian" and "The Columbian" (electrically operated for nearly a fifth of the distance to the Coast)—to San Francisco and Los Angeles, "The Pacific Limited"—to Excelsior Springs and Kansas City, "The Southwest Limited"—and other trains to all points of importance in the North, Northwest, West and Southwest.

The publication of these bulletins has occasioned widespread and very favorable comment—some of the leading newspapers of the country devoting editorial space to their notice. One Chicago daily has the following entitled "The Larger View":

The soldiers in France are not all that will come back from the war better and stronger for the stress and struggle, with a new sense of responsibility, with a broader view and a sounder national instinct than ever before. To a certain extent this will be the case with every civilian and every civilian institution that are patriotically doing their best to serve the nation in these critical times.

Plain indications of this larger view, this frank acceptance of a new world with broader national obligations, certainly appear in the advertising productions for which the Chicago, Milwaukee and St. Paul Railroad is responsible. One of these declares that the railroads "also are serving in the war for democracy—enlisted to the last man, to the last wheel, to the last tie; when they are released from government service they will have new visions, a new sense of responsibility, that will enable them better to carry on their great part in the economic, social and industrial life of the nation."

This idea of the railroads and other industries coming back as industrial veterans from the war with all a veteran's zeal for the land he serves, is a pleasant one and need not be

dismissed as fanciful. As far as the railroads are concerned, we have seen in a remarkably brief period the collapse of the old and thoroughly individualistic ideas which were such a constant cause of antagonism on the part of the public. We have seen a new brand of railroad leaders arise, full of the spirit of co-operation and conciliation. The transition to the yet larger view that war engenders is the next logical and psychological step.

Now are we to make good with our co-operation? Of course, we are. And how is this to be done? By the most splendid exhibition of teamwork ever yet seen. There has never before been such an opportunity to do things that COUNT, for just as surely as the boys in Uncle Sam's khaki are giving themselves for our safety, just so certainly are we vitally necessary to them. The amount of industry and of industrial products in this country is dependent upon the efficiency of transportation; and upon the amount of industrial products, the quantities of food and the munitions that transportation is able to handle depends our success or defeat in this war. You can't say that too strongly, and you can't say it too often, because it's true; the fate of the nation lies largely in our hands and we MUST

make good. Self-interest, self-respect, and patriotism, demand that every railway officer and employe shall pull together in this crisis, that as Milwaukee employes we shall stand shoulder to shoulder, forgetful of everything but the instant business in hand—to win the war, to give Milwaukee patrons the best of service in these days when the situation requires something of the personal equation to supplement necessary curtailment of accommodations, luxuries and trains. We must pull together as we have never pulled before, and when the day is won, we shall find ourselves marching back with the boys from "over there," to higher ideals, "new visions and a new sense of responsibility that will enable us to better carry on our part."

Non-Commissioned Officers' Training School.

The University of Chicago has established a training school for non-commissioned officers, for the purpose of preparing men for service in the armies of the United States. The corps drills every Monday, Tuesday, Thursday and Friday evenings from 7:30 to 9:30 in the Bartlett Gym, 57th St. and University. The object is to fit men for the duties of non-commissioned officers, and that this course is eminently practical is evidenced by the fact that of more than 2,000 men who have already taken this course, about 75 per cent are already holding non-commissioned offices. A training school of this character is without question of the greatest benefit, not only to young men of draft age, but also a tremendous assistance to those upon whom it devolves to train the "raw material" for the National Army. There is no charge connected with the course of instruction and any one of our railway employes who care to enter for the course will be very welcome.

The heads of the training school are also anxious to secure a corps of instructors not subject to the draft, and this opens an avenue to men not of draft age who can take the training without expense, and after qualifying as instructors, will be able to contribute a very substantial "bit" to the service of the government.

It is obvious that these courses, taken now, will be of material assistance to the men assigned to the various cantonments, and help them over the comparatively unpleasant period of the "awkward squad."

Further information can be had on this subject by addressing Major Leslie M. Parker or Captain William McAndrew, 241st Inf., N. A., in care of the University.

Aggressiveness and Modesty

G. J. Bunting.

The aggressive man is the progressive man. He may be modest in his demeanor, yet aggressive in his ideals; but, if he is modest without aggressiveness, he is merely one of the ripples on the sea of life, reflecting the activity of the leader who is aggressive.

Aggressiveness and modesty combined represent a team work capable of overcoming all obstacles. On the other hand, either one may be disastrous if unaccompanied by the other. Aggressiveness is often objectionable when unaccompanied by that modesty which springs from ingrained courtesy; that courtesy essential to the recognition by the superior of the human equation in subordinates, and of careful respect by subordinates for all superiors, in position.

We should always endeavor to select for promotion those employes who evidence aggressiveness yet are modest in their aggressive methods. In such employes we see the advantage accruing to the service as well as to ourselves. In them we have employes who will progress, co-operate and be courteous under all conditions; cheerful under trying circumstances, and without overconfidence when the circumstances are altered.

Progression is the keynote of aggressiveness, while politeness is that of modesty. A lack of politeness discounts effort and engenders irritation, which overbalances aggressiveness. Lack of politeness stamps us as ill-bred or coarse, while genuine politeness is more conducive to popularity and co-operation than any other attribute.

Courteous attention to patrons, accompanied by aggressive activity in anticipating their comfort, renders the services of an employe in train, station or any other branch indispensable both to the public and the management. Courtesy and aggressiveness in such employes are those attributes which suggest and perform many little attentions essential to conserving the feelings of women patrons of a railroad.

I recall a ticket seller in a railway ticket office who had the reputation in

his own company of being the most efficient and aggressive man in the office, yet he was the cause of the loss of considerable patronage, especially that of women, due to a lack of discriminatory modesty. His methods undoubtedly appealed to a great many people but his nervous impatience became repugnant to others. A lack of judgment was apparent. All people cannot be dealt with along the same lines.

A letter indifferently written or sarcastic in terms will do much harm, is unnecessary, and should be avoided under all circumstances. There never is any reason, when dealing with the public, for anything but a courteous, diplomatic and reasonable letter. Let the public choose its course, but let us always recollect that we serve the public, and, unless that service is efficiently aggressive, courteously and politely rendered, the company and not the public will suffer accordingly. Too much stress cannot be laid on this fact, as most curt letters are due to overzealousness on the part of the employe in a mistaken idea of company interest.

A smile at the proper time accompanied by a cheerful manner will sometimes "smooth the feathers" of a chronic grouch. A least, it avoids an argument harmful to the company's interest.

One passenger at the ticket window

should receive the same prompt and active attention as a long line would receive. In case of a long line, prompt action is necessary to avoid the complaint of the fellow further along. Keep him moving to the front and he remains more or less satisfied. Receive his complaint, however, seriously and express your regret courteously.

Wooden Shoe Doings, Superior Division.

Engineer J. W. Dubois, who had the misfortune to lose part of his thumb as the result of an accident at Beecher Lake last December, will soon be ready to return to his run. Engineer P. M. Gavin is on 31 and 6 during Dubois' absence.

Engineer John Millea passed around cigars recently, a playmate having arrived for Mary Rose, being the cause of the broad smile and generous feeling.

Conductor Dan Caine is laying off, J. W. Hume relieving him. Dan didn't go to California this year, but is doing a little logging on his own hook up near his farm at Wausaukee.

Engineer R. E. Graves of this division has been appointed traveling engineer. We are confident the company has picked the logical man for the position and he is assured the support and cooperation of all his fellow employes. We congratulate him and wish him success in his new work.

Engineer Tim O'Connor is all smiles these days and who wouldn't be? If half the stories about the new superheaters are true 2 and 3 must be like a railroad man's dream of Heaven. Her mate is expected to be ready for Engineer Morgan very shortly.

Conductor C. E. Chapman is on the sick list at present. Smokey Haskins keeping company with Martin and Jerry.

Conductor Lyle Rose, who had the misfortune to lose his foot at White Pine while switching, is still at St. Vincent's Hospital, but expects to be out soon.



Police Inspection Force, Chicago

Car Efficiency.

T. W. Proctor.

Car efficiency has been discussed by practically every publication and we have yet to solve the problem, rather let us look at car inefficiency and we can then analyze just what causes some of the criticism on the much discussed subject.

The most carefully organized transportation company has never yet been able to cope with the increased traffic during the rush hours and passengers are compelled to stand almost continually coming and going to or from various places of business. This is not due to the inefficiency of operation, but more particularly to the fact that we are all trying to go in the same direction at the same time. Comparing this with the facilities furnished by railroads for the transportation of commodities, we find that at certain seasons of the year, most of the shippers are trying to move their commodities practically in one direction at the same time. So that the shortage of equipment in some localities is construed as inefficiency of the carriers to furnish cars, and the abundance of equipment in other localities is construed practically in the same manner by others.

No organization has yet become so efficient as to be able to take care of the needs of all at the same time for no railroad has been able to acquire cars enough, power enough or storage enough to satisfy the rush seasons and allow all these facilities to lie idle during the slack times. So that we invariably revert back to the three great principles of car efficiency which are—promptness in loading, promptness in unloading and above all promptness in transporting, all of which are considered of great importance in the operation of a railroad.

The necessity for concerted action on the part of all has never been quite so pronounced as at the present time, for car inefficiency is due more particularly today to the inability of the consignee to unload than at any other time in the history of the United States.

A box car today has become a warehouse for the reason that the ware-

houses of this country are practically filled up, making it necessary for the consignee to provide storage for goods that possibly he should never have allowed to be transported. In order to increase the efficiency of a box car today, we must provide warehouse room for the commodities contained therein and with these facilities, the transportation companies of this country would have no trouble in demonstrating their superiority over any railroads in the world. Cars were made to move from one point to another, either loaded or empty, and any condition that tends to make the car stationary disrupts well built up organizations and efficiency becomes a lost art.

Construe further the demands of the transportation of this country for equipment, each particular line of business demands a particular class of equipment and customers must be taken care of to the best of the ability of the transportation company and I do not hesitate to say that the head of a manufacturing concern would consider bankruptcy the answer if in his business he was compelled to make so many moves to accomplish, at times, so little. Yet the railroad company must comply with the requirements of the shipper, for the public must be served and I do not believe that it is possible for any one to deny that everywhere, everyone in the railroad service of the United States is trying to do his bit to increase the efficiency of the box car and every other class of equipment.

No class of men in the world organized or unorganized can show more loyalty to their employers or the government, than the Railroad Fraternity.

There are lazy drones in every hive, but the workers are trying to make "two cars grow where one grew before" and with warmer weather it will certainly be accomplished.

We are all mostly too busy to consider whether we are under government control or private control. The main thought in everybody's mind, that I come in contact with, is to move the cars and handle the business, but what benefits it—the railroad—if the service is perfect in transportation and the car,

as I said before, becomes stationary because storage facilities have not been furnished by the consignee? At the present time, large concerns are suffering for lack of every class of equipment, more principally box cars, due to the fact that the United States government has ordered the railroads to move the grain, particularly the corn, which would mean a considerable loss if it was not properly taken care of at this particular time. So that the loss of some, becomes the gain of others, and for the great general good, we must all be patient and await our turn which is bound to come, as before stated, with better weather conditions.

IMPRESSIONS.

A. F. Lillyroot.

Environment is the cause of impressions. Impressions are two-fold in character—pleasing and displeasing, pleasant and unpleasant.

From the outside the physical senses carry the impressions to consciousness and the mind reflects upon them and draws conclusions in accordance with the degree of its development. There are other impressions, for which no outward cause can be perceived, hence it appears that they originate in the mind itself or are received from the subtle world of thought.

When traveling over the Chicago, Milwaukee & Saint Paul Railway between Harlowton, Montana, and Avery, Idaho—a distance of 440 miles, one becomes conscious of impressions from two planes. It is also noticeable that the inside and outside impressions unite somewhere in one's nature, producing certain results. What one becomes conscious of depends upon the range of adjustment of the receiving instrument. If the instrument is tuned to a certain key or rate of vibration, one receives the impressions similarly attuned. The wireless telegraph gives us a very perfect analogy—the receiving instrument must be tuned to harmonize with the sending instrument or the message will not be able to register.

If the scenery along the route of the Milwaukee has no message for you it is not the scenery, but your mental and

spiritual receiver, which is out of harmonious adjustment for the reception of the message.

Traveling in luxury through a panorama of indescribable beauty has become possible in this day of science. Such opportunity cannot fail to awaken to some degree the noblest and most elevated emotions within the souls of all who travel that way. Science has found still another channel of expression in the electric locomotives which tread the steel highway where beauty has existed for ages unobserved and therefore unappreciated by man until now. With this new power of locomotion in railroad travel one's journey is shorn of most of the annoyances inseparable from the old style of travel.

With electric motive power the view is not obstructed by smoke and cinders, nor is one smothered when going through the many tunnels of a mountainous region. Thus one's mind is left free to fulfill the constructive and harmonious functions of natural enjoyment.

Still another phase of mental activity called gratitude presents itself to the consciousness of a close observer as the conviction comes home to him that this modern conveyance is piloted day and night by men whose every act spells "Safety First!"

Is it any wonder if, in the placid state of mind produced by such conditions, the bent of each individual's mind should manifest itself. If, for instance, one leans towards romance and imagination, fairies should be seen riding through space on sunbeams by day and on moonbeams by night, to become incorporate with them in the sheer joy of life and light and beauty. If one should be of a more practical turn the mountain trout might become one's objective, causing one to dream of a summer vacation to be later realized somewhere along the silvery streams which, without losing one iota of their playful and carefree beauty, furnish, quite effortlessly, from their boundless force, the power to lead the Milwaukee Twentieth Century scientifically-operated trains through the Bitter Root and Cascade Mountains to the Land of the Setting Sun and the Pacific Ocean.

HONOR ROLL

As nearly a complete and correct list of Milwaukee employes who have joined the colors, as it is possible to compile, will be made up and kept in the Magazine office. The following names are from lists compiled in the office of superintendents and heads of locomotive and mechanical departments. In the case of enlisted men, it is obviously difficult to get correct data as to their assignments, and it will be seen, also, that many of the draft

men have not registered with the railroad, the cantonment to which they have been sent. If any names appearing in the Magazine list have not been called or have been exempt, the editor will be glad to have the information, which will be published. Correspondents, particularly, are asked to assist in making this as complete a record as possible. Those listed below represent the men who have gone prior to January 1st. Corrections are solicited.

FROM THE ENGINEERING DEPARTMENT

Name	Headquarters	Occupation	Title	Location
Carl R. Hendrix	Seattle	Carpenter	Private	Camp Lewis, Wash.
Frank Lorán	Seattle	Carpenter	Private	Camp Lewis, Wash.
Max Shields	Seattle	Carp. Helper	Private	U. S. Hosp. Corps
Archie Douglas	Seattle	Carp. Helper		2nd Wash. Inf.
W. E. Chatfield	Chicago	Inst. Man	2nd Lieut.	Camp Grant, Ill.
Ralph E. Desmond	Chicago	Clerk	Truck Driver	Fort Creek, Neb.
J. M. Heath	Chicago	Checker	2nd Lieut.	Fort Sam Houston.
Ralph E. Herman	Chicago	Inst. Man	1st Lieut.	Vancouver Bcks, Wash.
C. M. Jenkins	Chicago	Ass't. Engr.	1st Lieut.	Washington, D. C.
Frank Londelius	Chicago	Clerk		Engrs., Chicago
D. C. Ruynburger	Chicago	Ass't. Engr.	Capt. Adj.	Engrs., Camp Grant
Arthur Rogers	Chicago	Tapeman		Unknown
Michael Silverman	Chicago	Draftsman		Av. Corps, Urbana, Ill.
Ray Weber	Chicago	Rodman		Unknown
Roy Aubry	Chicago	Draftsman		Inf. Camp Grant
D. B. Chapin	Chicago	Computer		New York State
H. H. Goettsch	Chicago	Draftsman		Camp Grant, Ill.
Herbert Londelius	Chicago	Clerk		Camp Grant, Ill.
Vern R. Muth	Chicago	Checker		Inf., Camp Dodge, Ia.
Ralph Becker				Unknown
E. W. Snorck				Unknown
Joe Kurgam				Unknown
J. E. Sheffield		Carpenter		San Francisco, Cal.
Lester W. Achenbach				
Peter Roach	Seattle	Carpenter		Camp Lewis, Wash.
Ed McCormick	Seattle	Carpenter		Camp Lewis, Wash.
Peter Bozich		Carpenter		Camp Lewis, Wash.
Dallas J. Reed	Seattle	Chief Clerk		Camp Lewis, Wash.
Sidney Johnson	Seattle	Stenographer		Camp Lewis, Wash.
Frank B. Tangney		Carpenter		Camp Lewis, Wash.
James W. Harland		Carpenter		Camp Lewis, Wash.
Otis Pisk		Carpenter		Camp Lewis, Wash.
Dock Hendricks		Carpenter		Camp Lewis, Wash.
Oscar Curtis		Carpenter		Camp Lewis, Wash.
Lee Hannes			Private	Fort Bliss, Tex.
Merrill Everher				Unknown
Preston Ivey	Chicago			Camp Grant, Ill.
Andy Satre				Unknown
Rector Egeland	Chicago	Draftsman	2nd Lieut.	Off. R. Corps, Soo City
Van S. Brokaw	Chicago	Inst. Man	Mast. Engr.	Camp Douglas, Wis.
Anton Meyers	Chicago	Carpenter		Camp Dodge, Ia.
Charles Bennett		Rodman		Bremerton Navy Yard
C. C. Bailey		Draftsman & Tracer		Mare Id. Navy Yard
L. T. Janda		Rodman	1st Lieut.	Fed. Army
H. Romine		Rodman	2nd Lieut.	Ft. Snelling, Minn.
Chester Freeman		Chainman		Ry. Regt. France
R. S. Huffman		Rodman		Off. Res. Corps
G. Lund	Marion, Ia.	Inst. Man		Can. Eng. Corps
D. C. Fenstermaker	Soo City, Ia.	Ass't. Engr.	Captain	Eng. Off. R. C.
Carl Peterson	Marion, Ia.	Rodman		10th F. A., Unknown
Ralph M. Schroeder	Chicago	Rodman	Private	Camp Mills, L. I.
Edward C. Strait	Chicago	Ass't. Inst. Man	Private	Camp Grant, Ill.
C. U. Smith	Milwaukee	Ass't. Engr.	Captain	Waco, Tex.
C. H. Poole	Milwaukee	Ass't. Engr.	1st Lieut.	Fort Leavenworth
W. H. Knapp	Milwaukee	Ass't. Engr.	1st Lieut.	Fort Leavenworth
C. W. Lewis	Milwaukee	Inst. Man	1st Lieut.	Waco, Tex.
W. Lakoski	Milwaukee	Material Clerk	Sergeant	Camp Robinson, Wis.
L. R. Boettcher	Milwaukee	Rodman	Sergeant	Waco, Texas.
R. Kaul	Milwaukee	Ass't. Inst. Man	Sergeant	Waco, Texas.
Harry O'Neal	Milwaukee		Corporal	Waco, Texas.
Chas. G. Meyer	Milwaukee		Private	Waco, Texas.
C. J. Walsh	Milwaukee		Private	Camp Custer, Mich

Name	Headquarters	Occupation	Title	Location
H. N. Petersen		Rodman		Off. Reserve
John T. Campbell		Chainman		U. S. S. Louisiana
E. S. Hazen		Inst. Man		U. S. A. Engrs.
Mark M. Reed		Rodman		Q. M. Dep., U. S. A.
Harold Stensrud		Chainman		U. S. Marines
Raymond J. O'Brien		Rodman		Officers Reserve
Fred W. Ruth		Rodman		U. S. Marines
R. Long		Chainman		U. S. Navy
H. E. Salisbury		Inst. Man		
Lloyd A. Ruth		Chainman		Camp Dodge, Ia.
Thos. A. Young	Chicago	Inst. Man	1st Lieut.	U. S. A., France
Charles J. Winandy	Chicago	Material Clerk	Q. M. Corp.	Jefferson Bcks., Mo.
Alfred Cronberg	Chicago	Stenographer	Q. M. Corp.	Camp Logan, Texas
Wm. Michaels	Chicago	Laborer		Great Lakes, Ill.
Carl F. Urbutt	Chicago	Trk. El. Engr.	Q. M. Sergt.	Camp Grant, Ill.
Aug. Paluch	Chicago	Material Checker		Camp Grant, Ill.
Verde Maxey	Chicago	Carpenter		Camp Grant, Ill.
Wm. A. Grubb	Chicago	Inst. Man		Camp Lewis, Wash.
Zell Colby			Private	France
Henry Harman			Private	13th Engrs., France
Vernie Bicknell			Private	Waco, Texas
Samuel Cecll			Private	Waco, Texas
M. F. Pietrowski			Private	Waco, Texas
John Sullivan			Private	Camp Custer, Mich.
P. Derushier				Camp Grant, Ill.
William Baker		Carpenter		Unknown
Walter Harms		Carpenter		Camp Cody, N. M.
Harry A. Krietler		Carpenter		Unknown
M. J. Kurzejka		Pump Repairer	Aer. Squad	San Antonio, Texas
Andrew Schmidberg		Carpenter		Camp Greene, N. C.
William Smith		Carpenter		Camp Greene, N. C.
Geo. Phillips		Carpenter		Camp Greene, N. C.
Lester Van Eaton		Carpenter		Camp Greene, N. C.
Niculai Nelson		Carpenter		Camp Greene, N. C.
Clarence Reiman		Carpenter		Camp Dodge, Ia.
Marius Nelson		Carpenter		Camp Dodge, Ia.
And. O. Hegre		Pump Repairer		Camp Dodge, Ia.
Howard Armstrong	Tomah, Wis.		Corporal	Waco, Texas
Jesse Stewart	Tomah, Wis.		Private	Waco, Texas
Lawrence Westlake	Tomah, Wis.		Private	Waco, Texas
Otto Birr	Tomah, Wis.			Port Sheridan, Ill.
Harold Carter			Off. School	Camp Grant, Ill.
Jesse T. Osborn	Chicago	Asst. Engr.	1st Lieut.	Off. R. C., Ft. Leaven.
G. M. Rice	Seattle	Division Engr.	Major	18th Engrs., France
J. F. Stiley		Draftsman		Off. T. C., San Francisco
H. N. Hill		Draftsman		Unknown
F. O. Mercer		Rodman		Ft. Leavenworth
H. Jaspersen		Clerk	Yeoman	U. S. N., Seattle
H. H. Simmons		Tapeman	Private	Camp Lewis, Wash.
Louie Pohl				Camp Dodge, Ia.
Philip Bleghaer				Camp Dodge, Ia.
P. R. Blfstrom	Chicago	Asst. Engr.	1st Lieut.	Camp Grant, Ill.
J. L. Green	Chicago	Bridge Inspector	Sergeant	Inst. Ord. Dept. U. of C., Berkeley, Cal.

FROM MILWAUKEE SHOPS

John Warzala	Roundhouse	Machinist		Camp Custer, Mich.
Leo Mazurek	Roundhouse	Machinist Helper		Camp Custer, Mich.
F. Neustadter	LaCrosse Div.	Fireman		Camp Custer, Mich.
J. J. Coleman	Milwaukee Term.	Engineer		Camp Custer, Mich.
F. O'Neil	Milwaukee Term.	Engineer		Camp Custer, Mich.
H. W. Aepler	Milwaukee Term.	Engineer		Camp Custer, Mich.
G. Croke	Milwaukee Term.	Fireman		Camp Custer, Mich.
W. F. Henrich	R. & S. W. Div.	Fireman		Camp Custer, Mich.
L. W. Beck	Milwaukee Term.	Fireman		Camp Custer, Mich.
F. V. Babcock	Nor. Div.	Fireman		Camp Custer, Mich.
J. G. Lenz	Milwaukee Term.	Fireman		Camp Custer, Mich.
K. F. Roberts	Nor. Division	Fireman		Camp Custer, Mich.
F. J. Novey	R. & S. W. Div.	Fireman		Camp Custer, Mich.
G. J. McKenna	Milwaukee Term.	Fireman		Camp Custer, Mich.
J. Blank	Nor. Division	Fireman		Camp Custer, Mich.
W. R. Roberts	Nor. Division	Fireman		Camp Custer, Mich.
P. Wallace	R. H., Portage	Blacksmith		Camp, Grant, Ill.
F. Heller	LaCrosse Div.	Engineer		Camp, Grant, Ill.
F. J. Rupp	Chicago Terminals	Engineer		Camp, Grant, Ill.
Ed Riebe	Chicago Terminals	Fireman		Camp, Grant, Ill.
A. W. Carlson	Chicago Terminals	Fireman		Camp, Grant, Ill.
A. Wettstein	Chicago Terminals	Engineer		Camp, Grant, Ill.
E. C. Cunningham	Chicago Terminals	Fireman		Camp, Grant, Ill.
R. Clow	Chicago Terminals	Fireman		Camp, Grant, Ill.
J. P. Mangan	Ill. Division	Fireman		Camp, Grant, Ill.
A. A. Fischer	Chicago Terminals	Fireman		Camp, Grant, Ill.
J. Jelley	Galewood R. H.	Ch. Eng. Dispr.		Camp, Grant, Ill.
R. O'Gar	LaCrosse Div.	Fireman		Camp Grant, Re-enlisted Engineers Corps.
C. J. Knapp	LaCrosse R. H.	Machinist		Camp Grant, Re-enlisted Engineers Corps.
W. Carr	R. & So. Div.	Engineer		Fort Dodge, Ia.
C. Wardell	R. & So. Div.	Fireman		Fort Dodge, Ia.
P. Brassea	R. & So. Div.	Fireman		Fort Dodge, Ia.
H. W. Kelley	Chicago Terminals	Engineer		Camp Grant, Ill.
W. E. Wall	Ill. Division	Engineer		Camp Grant, Ill.
F. Morris	Chicago Terminals	Engineer		Camp Grant, Ill.
O. Bauch	LaCrosse R. H.	Box Packer		Camp Grant, Ill.
				Re-enlisted Eng. Corps

MILWAUKEE RAILWAY SYSTEM

Name	Headquarters	Occupation	Title	Location
P. K. Trimble	M. P. Div.	Fireman		Camp Grant, Ill.
D. Campese	W. Ave. R. H.	Laborer		Camp Grant, Ill.
J. Cardi	Galewood R. H.	Laborer		Camp Grant, Ill.
P. Gaumino	Madison R. H.	Laborer		Camp Grant, Ill.
C. J. McKane	Milwaukee Term.	Engineer		Camp Custer, Mich.
R. Hart	R. & S. W. Div.	Fireman		Camp Custer, Mich.
T. J. Toward	Milwaukee Term.	Fireman		Camp Custer, Mich.
J. Lawton	LaCrosse Div.	Fireman		Camp Custer, Mich.
Joe Dempsey	Madison Car Shop	Car Repairer		Camp MacArthur, Waco
L. W. Jordan	Milwaukee Term.	Engineer		Camp Custer, Mich.
John Ceckler	Milwaukee Term.	Fireman		Camp Custer, Mich.
H. Rasmussen	Milwaukee Term.	Fireman		Camp Custer, Mich.
John Marsh	PduC Div.	Fireman		Camp Custer, Mich.
A. Schneider	Milwaukee R. H.	Machinist		Camp Grant, Ill.
A. B. Carroll	Milwaukee R. H.	Machinist		Camp Grant, Ill.
P. Letercy	Milwaukee R. H.	Machinist Helper		
L. Pieper	Nor. Division	Engineer		
G. H. Paul	Milwaukee Term.	Fireman		Camp Custer, Mich.
J. Gancer	Chicago Terminals	Fireman		
J. H. Hale	Milwaukee R. H.	R. H. Foreman		Camp Grant, Ill.
Geo. Karch	C. & M. Division	Engineer		Camp Grant, Ill.
S. H. Laskey	Chicago Terminals	Fireman		
G. W. Horn	Chicago Terminals	Fireman		
J. Page	Galewood R. H.	B. M. Apprentice		
W. Kehoe	Galewood R. H.	Boiler Maker		
H. Walman	Galewood R. H.	Machinist		
J. Kranz	Galewood R. H.	Machinist		
E. Matson	Galewood R. H.	Machinist Helper		
A. Hobbs	Galewood R. H.	Machinist Helper		
W. Schaffer	Galewood R. H.	Machinist Helper		
A. Jergowich	West. Ave. R. H.	Fire Cleaner		
L. Jergowich	West. Ave. R. H.	Fire Cleaner		
C. Stark	Chicago R. H.	Machinist		
Alexander Young	Milwaukee	Dist. M. M.	Captain	13th Engrs, S. I. F.
John F. Umbs	Milwaukee	Stenographer		
J. Leaman	Milwaukee	Machinist		
J. P. Ryan	Milwaukee Term.	Fireman		
J. McCarthy	Milwaukee Term.	Fireman		
Peter Dooley	Milwaukee Term.	Fireman		
J. O. Johnson	LaCrosse Div.	Fireman		
P. Campbell	C. & M. Div.	Fireman	Private	13th Engrs., Ry.
G. Leahy	R. & S. W. Div.	Fireman		
W. Haskins	Northern Div.	Fireman		
A. J. Reifstuhl	Milwaukee Term.	Fireman		
R. L. Doyle	C. & M. Div.	Fireman		
R. H. Thurwachter	R. & S. W. Div.	Fireman		
R. Hutter	PduC Div.	Fireman		
C. Johnson	LaCrosse Div.	Engineer		
John Dale	Madison R. H.	B. M. Helper		
L. G. Bokoruey	PduC Division	Fireman		
F. T. Lee	LaCrosse Div.	Engineer		
Chas. D. Macmahon	Portage R. H.	Engineer	1st Lieut.	13th Engrs, S. I. F.
Oscar Helmar	LaCrosse Div.	Fireman		13th Engrs., Ry.
Harry Lueke	Portage R. H.	Machinist		
A. J. Hamele	LaCrosse Div.	Machinist		
Geo. Baek	LaCrosse Div.	Fireman		
Geo. Alexander	LaCrosse Div.	Fireman		
Earl Moore	LaCrosse Div.	Fireman		
Ralph Damask	Berlin R. H.	Wiper		
Ralph Bauer	W. V. Div.	Fireman		
Jas. O'Brien	W. V. Div.	Fireman		
Geo. Gahan	Tomahawk R. H.	B. M. Helper		
George Streeter	W. V. Div.	Engineer		
Wm. Newholm	Wausau R. H.	B. M. Helper		
Frank Mattson	W. V. Div.	Fireman		
Alex. Granholm	W. V. Div.	Fireman		
Jas. Streeter	Wausau R. H.	Machinist		
Alex. Newholm	Wausau R. H.	Wiper		
Elgin Fowler	W. V. Div.	Fireman		
Harold Dudgeon	R. & So. Div.	Fireman		
Wm. Benster	R. & So. Div.	Fireman		
Irwin Efner	R. & So. Div.	Fireman		
Geo. Hansen	LaCrosse Div.	Fireman		
Chas. G. Goxgruber	Milwaukee	Car Inspector		
Jas. Dempsey	Madison	Car Repairer		
Wm. Dohs	Janesville	Car Repairer		
Otto Henry	Tomahawk	Car Repairer		
E. W. Adair	Chicago Terminals	Fireman		
W. Brecklin	Chicago Terminals	Engineer		
W. T. Clark	Chicago Terminals	Fireman		
A. L. Couture	Chicago Terminals	Fireman		
A. J. Flannery	Chicago Terminals	Fireman		
H. E. Hurd	Illinois Div.	Fireman		
J. S. Jacobsen	Illinois Div.	Fireman		
W. J. Kirby	Chicago Terminals	Fireman		
F. Liebfried	Illinois Div.	Fireman		
Henry McMahon	LaCrosse Div.	Engineer		
P. Larson	C. & M. Div.	Fireman		13th Engrs., Ry.
W. J. Maloney	Chicago Terminals	Fireman		
J. F. Mycke	Chicago Terminals	Fireman		
A. R. Marik	Chicago Terminals	Fireman		
J. Miller	Chicago Terminals	Engineer		
W. McMahon	Ill. Division	Engineer		

Name	Headquarters	Occupation	Title	Location
L. D. Pierce	Chicago Terminals	Fireman		
H. E. Reading	Chicago Terminals	Engineer		
F. J. Sullivan	C. & M. Div.	Fireman		
C. B. Stuart	Chicago Terminals	Fireman		
Jas. Stewart	Chicago Terminals	Fireman		
M. W. Stark	Ill. Division	Fireman		
C. F. Sylvester	Ill. Division	Fireman		
Jas. Shand	Ill. Division	Fireman		
P. R. Scully	Chicago Terminals	Fireman		
R. C. Visger	Chicago Terminals	Engineer		
F. Rowan	Chicago Terminals	Engineer		
W. J. Piper	Ill. Division	Fireman		
J. B. Folsom	Chicago Terminals	Fireman		
E. Green	Ill. Division	Fireman		
L. C. Koehliman	C. & M. Division	Engineer		Gt. Lakes Tr. Sta.
W. A. McMahon	Chicago Terminals	Fireman		
A. L. Marawska	Chicago Terminals	Fireman		Camp Grant, Ill.
Clair C. Carrler	LaCrosse Div.	Fireman		
James Sanke	Ill. Division	Fireman		
F. E. McQuire	C. & M. Div.	Fireman		
C. H. Jarrels	Milwaukee Term.	Fireman		
J. J. Albrecht	Chicago Terminals	Fireman		
W. F. Corrigan	Chicago Terminals	Engineer		
Aug. Lagerbloom	Gd. Rapids R. H.	Wiper		
R. E. Curran	W. V. Div.	Engineer		
Henry Kretz	Chicago Yard	Fireman		
I. Greenwald	Chicago Yard	Fireman		
W. J. Boughman	R. & So. Line	Fireman		
Thos. Brooks	Milwaukee Yard	Fireman		
I. F. Kennedy	C & M. Div.	Fireman		
Wm. Kells	Chicago Yard	Fireman		
Lester E. Faruham	Ill. Div.	Fireman		
Merril Williams	Chicago Yard	Fireman		
Robert Miller	Chicago Yard	Engineer		
Albert Brown	Galewood R. H.	Boilermaker		
Chas. Gradoville	Galewood R. H.	Machinist		
Thos. J. Morley	Chicago Yard	Fireman		
Frank H. Kramer	Nor. Division	Fireman		
Wm. Patek	Nor. Division	Fireman		
Geo. A. Macdonald	C. & M. Div.	Fireman		
E. C. Loye	C. & M. Div.	Fireman		
James Collins	Milwaukee Yard	Fireman		
Wm. B. Casey	Milwaukee Yard	Fireman		
Geo. Bowen	Milwaukee Yard	Fireman		
Wm. A. Weinke	Milwaukee Yard	Fireman		
Bert S. Brockway	Chicago Yard	Engineer		
Wm. Stock	Chicago Yard	Foreman		
A. H. L. Arndt	Chicago Yard	Foreman		
Ambrose Vaughan	Chicago Yard	Engineer		
Jos. Dells	C. & M. Div.	Fireman		
Harold McKee	LaCrosse Div.	Fireman		
Walter Watling	Chicago Yard	Fireman		
Lawr. D. Blythe	Milwaukee Yard	Fireman		
Thos. Graham	C. & M. Div.	Fireman		
H. L. Cleveland	Chicago Yard	Fireman		
Geo. Courtney	LaCrosse Div.	Fireman		
Thos. McAneny	Milwaukee Term.	Fireman		
C. E. Fairbanks	Ill. Division	Fireman		
Julius Marchian	Galewood R. H.	Machinist		
Geo. Cole	Galewood R. H.	Machinist		
R. Wilkin	Chicago Terminals	Fireman		
James Hurley	R. & So. Line	Fireman		
L. Hotson	LaCrosse Div.	Fireman		
A. S. Merz	PduC. Division	Engineer		
Harold McGinley	Milwaukee Term.	Fireman		
William Quinn	Galewood R. H.	Machinist		
Jasper Adamecz	Milwaukee Shops	Car Inspector		
John Haag	Milwaukee Shops	Car Inspector		

FROM THE SOUTHERN DISTRICT

Francis Dreazy	Dubuque Shops	Machinist		Camp Dodge, Ia.
Henry Suverkup	Dubuque Shops	Machinist		Camp Dodge, Ia.
Harry King	Dubuque Shops	Machinist Helper		Camp Dodge, Ia.
Harry Kirmse	Dubuque Shops	Machinist Helper		Camp Dodge, Ia.
George Richter	Dubuque Shops	Machinist Helper		Camp Dodge, Ia.
Anthony Weiler	Dubuque Shops	Machinist Helper		Camp Dodge, Ia.
Jos. Frommelt	Dubuque Shops	Tinsmith		Camp Dodge, Ia.
John Hoyne	Dubuque Shops	Loco. Carpenter		Camp Dodge, Ia.
Albery Klein	Dubuque Shops	Carpenter		Camp Dodge, Ia.
Louis Graff	Dubuque Shops	Carpenter		Camp Dodge, Ia.
E. Haferbecker	Dubuque Shops	Carpenter		Camp Dodge, Ia.
Adw. Byrnes	Dubuque Shops	Car Smith		Camp Dodge, Ia.

FOLLOWING MEN SUBJECT TO TWENTY-FOUR HOUR CALL

Archibald Brown	Dubuque Shops	Machinist		
Frank Galvin	Dubuque Shops	Mach. Apprentice		
William Sheets	Dubuque Shops	Boiler Maker		
Alois Ender	Dubuque Shops	Mach. Apprentice		
Henry Doran	Dubuque Shops	Mach. Apprentice		
Clarence Briggs	Dubuque Shops	Machinist		
Fred Weber	Dubuque Shops	Steam Fitter		

Name	Headquarters	Occupation	Title	Location
Charles Buelow	Dubuque Shops	Machine Hand		
Geo. Brandel	Dubuque Div.	Fireman		Camp Dodge, Ia.
Peter Oppelt	Dubuque Div.	Fireman		Camp Dodge, Ia.
Arthur Breson	Dubuque Div.	Fireman		Camp Dodge, Ia.
Bert Quick	Iowa Division	Fire Bullder		Camp Dodge, Ia.
Ben Moore	Iowa Division	Fire Knocker		Camp Dodge, Ia.
Elmer Clothier	Iowa Division	Fireman		Camp Dodge, Ia.
John Barth	Iowa Division	Boilermaker		Camp Dodge, Ia.
Bert Cline	Iowa Division	Fireman		Perry, Ia.
Floyd Lutz	Iowa Division	Fireman		Perry, Ia.
Sam Anderson	Iowa Division	B. M. Helper		Perry, Ia.
Earl Hopp	Iowa Division	Ass't. R. H. Foreman		Perry, Ia.
J. W. Pandy	Iowa Division	Fireman		Perry, Ia.
Joe Howdal	Iowa Division	Fireman		Camp Dodge, Ia.
Ernest Wooley	Iowa Division	Carman		Camp Dodge, Ia.
Claud Mason	Iowa Division	Air Brake Man		Camp Grant, Ill.
Kenneth James	Iowa Division	Carman		Camp Grant, Ill.
E. E. Ritenour	Iowa Division	Fireman		Camp Grant, Ill.
John Tobin	Iowa Division	Machinist		Savanna, Ill.
Reuben Wagner	Iowa Division	Machinist		Savanna, Ill.
John C. Hansen	Iowa Division	Fireman		Camp Grant, Ill.
Jens C. Hansen	Iowa Division	Fireman		Camp Grant, Ill.
John F. Ralsch	Iowa Division	Fireman		
Harold Wilson	Iowa Division	Fireman		Camp Grant, Ill.
Harrison Sheperd	Iowa Division	Fireman		
Frank Witck	Iowa Division	Turn Table Opr.		Camp Grant, Ill.
Fay King	Iowa Division	Machinist		Camp Grant, Ill.
Geo. Raymond	Iowa Division	Fireman		
Harvey Ross	Iowa Division	Fireman		
R. Caster	Kansas City Div.	Fireman		Camp Dodge, Ia.
D. Carroll	Kansas City Div.	Engineer		Camp Dodge, Ia.
J. J. Burnes	Kansas City Div.	Fireman		Camp Dodge, Ia.
J. M. Peery	Kansas City Div.	Carsmith		Fort Sill, Okla.
Alex J. Beaudette	Sioux City Div.	Fireman		Camp Lewis, Wash.
Alonzo Coleman	Sioux City Div.	Fireman		Camp Lewis, Wash.
Chas. M. Sherman	Sioux City Div.	Fireman		
Thos. O'Hearn	Sioux City Div.	Machinist		
William Sietman	Dubuque Shops	Blksmith Helper		
Guy Briggs	Dubuque Shops	Blksmith Helper		
Clifford Litz	Dubuque Shops	B. M. Helper		
Raymond Schlitz	Dubuque Shops	Mach. Apprentice		
Michael Weber	Dubuque Shops	B. M. Apprentice		
Wm. G. Taylor	Dubuque Shops	Mach. Apprentice		
Barney Hallihan	Dubuque Div.	Fireman		
Chas. Dignan	Dubuque Div.	Fireman		
Albert B. Koch	Dubuque Div.	Fireman		
Forest E. Tucker	S. C. & D. Div.	Fireman		
C. R. Rasmussen	S. C. & D. Div.	Fireman		
Chas. Weatherton	Coburg R. H.	Mach. Helper		3rd Regiment
Newton Appleby	Coburg R. H.	Call Boy		U. S. Navy
Frank Cutney	Coburg C. H.	Carsmith		
Clifford Marchant	Coburg C. H.	Carsmith	1st Lieut.	3rd Regiment
Harry Raymond	Coburg C. H.	Carsmith	Private	Light Artillery
Chas. Townsend	Coburg C. H.	Carsmith		R. R. Regiment
Leslie Edmonson	Coburg C. H.	Car Cleaner	Private	3rd Regiment
Fred Cawdy	Ottumwa R. H.	Fire Box Cleaner		
W. Hadigen	Ottumwa R. H.	Mach. Helper		
Frank Ebbert	Ottumwa R. H.	Mach. Helper		
Chas. Hiley	Ottumwa R. H.	Mach. Helper		
Fred Alberton	Ottumwa R. H.	Mach. Helper		
Albert Garrity	Ottumwa R. H.	Boilermaker		
William Wilson	Ottumwa R. H.	Machinist		
William Woodrow	Ottumwa R. H.	Mach. Helper		
S. Tobin	K. C. Div.	Fireman		
Ernest Giddeon	K. C. Div.	Fireman		
J. P. Hanlin	K. C. Div.	Fireman		
Harlowe Work	K. C. Div.	Fireman		
John Creely	K. C. Div.	Temp. Fireman		
Edwin Hookings	K. C. Div.	Fireman		
Earle Edwards	Nahant R. H.	R. H. Man		
Harry Smelser	Nahant Car Shops	Carsmith		
Peter Slater	Perry Car Shop	Car Inspector		
George Slater	Perry Car Shop	Car Inspector		
Wm. Hoffman	Iowa Division	Fireman		
O. Balsbaugh	Iowa Division	Fireman		
P. Salsgeber	Iowa Division	Fireman		
Wm. Abbott	Iowa Division	Fireman		
Arthur Horn	Iowa Division	Fireman		
Joe Mendelski	Iowa Division	Fireman		
Edw. Elsassor	Iowa Division	Fireman		
Geo. Decker	Iowa Division	Fireman		
R. W. Moore	Iowa Division	Fireman		
Fred Willey	Iowa Division	Fireman		
Bert Robbins	Iowa Division	Fireman		
Chester Cornelius	Marion Car Shop	Car Inspector		
Max Lake	Marion Car Shop	Car Inspector		
John Mullen	Marion R. H.	Machinist		
Louie Pazour	Marion R. H.	R. H. Laborer		
Oscar French	Marion R. H.	R. H. Laborer		
Lloyd Stebaugh	Marion R. H.	Mach. Helper		
E. Thompson	Marion R. H.	Mach. Helper		
Ralph Stanton	Marion R. H.	Mach. Helper		
Ray Hammond	Marion R. H.	Mach. Helper		
Fred Baker	Marion R. H.	Laborer		

Name	Headquarters	Occupation	Title	Location
Frank Baker	Marlon R. H.	Laborer		
Jerry Munn	Marlon R. H.	Table Man		
Walter Cramer	Marlon R. H.	Machinist		
O. R. Harlan	Marlon R. H.	B. M. Helper		
L. M. Montgomery	Iowa Division	Fireman		
C. A. Williams	Iowa Division	Engineer		
A. C. VanBibber	Iowa Division	Fireman		
Max Cottrell	Savanna R./H.	Mach. Helper		
Dewey Lahre	Savanna R./H.	Mach. Helper		
Chris Jensen	Savanna R. H.	Mach. Helper		
James Nolan	Savanna C. S.	Welder Operator		
Frank Yates	Savanna C. S.	Carpenter		
Thos. Lindeman	Savanna C. S.	Air Brake Man		
H. D. Grimm	Iowa Division	Fireman		
E. E. Ritenour	Iowa Division	Fireman		
Wm. Mahon	Iowa Division	Fireman		
Sam Yates	Iowa Division	Engineer		
Henry Herd	Iowa Division	Fireman		13th Engrs. Ry.
Lynn Pease	Iowa Division	Fireman		
Morris Stark	Iowa Division	Fireman		
John J. Goulden	D. M. Division	Fireman		
Clyde Ibson	D. M. Division	Fireman		

FROM GREEN BAY SHOPS

John Holling	Locomo. Dept.	B. M. Helper		Camp Custer, Mich.
Elmer Peterman	Locomo. Dept.	Machinist		Camp Custer, Mich.
Carl Sommers	Sup. Division	Fireman		Camp Custer, Mich.
C. Knickerbocker	Sup. Division	Fireman		Camp Custer, Mich.
Richard Isaacson	Sup. Division	Engineer		Camp Custer, Mich.
James McGuire	Sup. Division	Fireman		Camp Custer, Mich.
Samuel Grant	Sup. Division	Engineer		Camp Grant, Ill.
Arthur Manteufel	Sup. Division	Engineer		Camp Grant, Ill.
Leslie McMillen	Sup. Division	Fireman		Camp Grant, Ill.
Emmet J. Ryan	Sup. Division	Fireman		Camp Grant, Ill.
Benj. Clough	Sup. Division	Fireman		Camp Custer, Mich.
Richard Blanick	Sup. Division	Fireman		Waco, Texas
Raymond Von Holten	Sup. Division	Fireman		Waco, Texas
Edwin Carter	Sup. Division	Fireman		Waco, Texas
Clarence Farr	Sup. Division	Fireman		Waco, Texas
Wesley Carter	G. B. Car Shop	Car Smith		Waco, Texas
Robert Holland	G. B. Car Shop	Car Smith		Waco, Texas
Rigney Dwyer	G. B. Roundhouse	Mach. Helper		Waco, Texas

FROM MOTIVE POWER AND MECHANICAL DEPARTMENTS, PUGET SOUND LINES

Jacob Keller	Mobridge Car Shop	Car Inspector		
Howard L. Luce	Mobridge Car Shop	Car Repairer		
Harley Parker	Mobridge R. H.	Oilman		
A. A. Revord	T. M. Div.	Engineer		
H. R. Catey	T. M. Div.	Engineer		
W. D. Chittenden	Marmarth R. H.	Pipefitter Helper		
W. J. Devine	Marmarth C. S.	Car Repairer		
Gustave Deutscher	T. M. Div.	Fireman		
Marvin Fowler	Marmarth C. S.	Car Repairer		
Julius Gilbertson	Marmarth C. S.	Car Repairer		
John Hamm	Marmarth C. S.	Car Repairer		
B. Heiser	T. M. Div.	Fireman		
Theo. Lovold	T. M. Div.	Fireman		
Earl Montgomery	Marmarth C. S.	Car Repairer		
Jno. O'Donnell	Marmarth C. S.	Car Repairer		
Fred Oeschle	T. M. Div.	Fireman		
Claud Preston	T. M. Div.	Fireman		
E. H. Sparks	T. M. Div.	Fireman		
C. R. Weir	T. M. Div.	Fireman		
Walwrath	T. M. Div.	Fireman		
W. H. Earp	Musselshell Div.	Fireman		
F. O. B. Handy	Musselshell Div.	Fireman		
S. J. Johnson	Musselshell Div.	Fireman		
Lloyd L. Kern	Musselshell Div.	Fireman		
Lewis Larsen	Miles City C. S.	Car Repairer		
Henry Selbman	Miles City R. H.	Machinist Appr.		
A. C. Sharp	Musselshell Div.	Fireman		
C. E. Shaw	Miles City R. H.	Stat'y. Fireman		
S. G. Torgerson	Musselshell Div.	Engineer		
Chauncy V. Tarbox	Musselshell Div.	Fireman		
John White	Miles City	Stat'y. Fireman		
T. M. Edwards	Harlowton R. H.	Mach. Helper		
C. E. Ford	Musselshell Div.	Fireman		
Walter Wold	Harlowton R. H.	B. M. Helper		
Wm. Culvin	Gt. Falls R. H.	Car Repairer		
C. C. Caldwell	T. M. Division	Fireman		
Ebert Marshall	T. M. Division	Fireman		
Robert Reid	T. M. Division	Fireman		
G. M. Richardson	T. M. Division	Fireman		Unknown
S. J. Sherman	T. M. Division	Fireman		Unknown
W. F. Wands	T. M. Division	Fireman		Unknown
Jas. F. Burke	McLaughlin C. S.	Car Repairer		Unknown
J. A. Printz	McIntosh Car Shop	Car Repairer		Unknown
Frank Beigenzahn	Marmarth Car Shop	Car Repairer		Unknown
Wm. Probert	Marmarth Car Shop	Car Repairer		Unknown
Clem Wagner	Marmarth Car Shop	Car Repairer		Unknown
E. E. Wells	Marmarth Car Shop	Car Repairer		Unknown

Name	Headquarters	Occupation	Title	Location
David O. West	Marmarth Car Shop	Car Repairer		Unknown
Stephen Balaban	Miles City Shop	Laborer		Camp Lewis, Wash.
W. L. Cain	Musselshell Div.	Engineer		Unknown
Jno. Curtis	Miles City Shop	Machinist		Unknown
E. J. Fitzgerald	Musselshell Div.	Fireman		Unknown
Tom Geonde	Musselshell Div.	Laborer		Unknown
E. G. Corstine	Musselshell Div.	Engineer		Unknown
Chas. W. Grimes	Miles City Shop	Car Repairer		Unknown
C. J. A. Johnson	Miles City Shop	Car Repairer		Unknown
Harry Edmundson	Miles City Shop	Car Repairer		Unknown
Owen Lewis	Musselshell Div.	Fireman		Unknown
Murdo McKay	Musselshell Div.	Fireman		Unknown
V. C. McDonald	Musselshell Div.	Fireman		Unknown
Louis Nilles	Musselshell Div.	Fireman		Camp Lewis, Wash.
Albert Nystrom	Miles City C. Shop	Car Repairer		Unknown
O. E. Norskog	Miles City L. Shop	Bl'ksmith Helper		Camp Lewis, Wash.
W. C. Olsen	Musselshell Div.	Engineer		Unknown
J. F. Posansky	Musselshell Div.	Fireman		Unknown
Mike Torris	Miles City Shop	Tank Carpenter		Unknown
Jas. Uhlán	Miles City Shops	Car Repairer		Unknown
Clarence Witham	Miles City Shops	Turner		Unknown
R. S. Blickensderfer	Harlowton R. H.	Machinist		Unknown
Ed Grady	Harlowton C. S.	Car Repairer		Unknown
Lester Harvey	Harlowton C. S.	Car Repairer		Unknown
Mathew Kain	Harlowton R. H.	Machinist		Unknown
Wm. Knoelle	Harlowton C. S.	Car Repairer		Unknown
Otto Heck	Roundup C. S.	Car Repairer		Camp Lewis, Wash.
Thor Rude	Roundup C. S.	Car Repairer		Unknown
S. W. Bickbinder	Lewistown C. S.	Car Repairer		Unknown
Richard Berry	Lewistown C. S.	Car Repairer		Unknown
Boyd Cawley	Lewistown C. S.	Car Repairer		Unknown
Chas. Culvin	Gt. Falls C. S.	Car Repairer		Unknown
Alfred Parian	Gt. Falls C. S.	Car Repairer		Unknown
W. T. O'Ragan	Gt. Falls R. H.	Engine Dispr.		Unknown
J. F. Russell	Gt. Falls R. H.	B. M. Helper		Unknown
Louis Sells	Gt. Falls C. S.	Car Repairer		Unknown
Curtis F. Stuckey	Miles City C. S.	Car Repairer		Unknown
H. T. Simms	R. M. Division	Fireman		
J. T. Harmer	R. M. Division	Engineer		
Davis Haffner	Nor. Mont. Div.	Engineer		
A. E. Ford	R. M. Div.	Fireman		
C. C. Jones	R. M. Div.	Engine Dispr.		
Wm. J. Craig	Missoula Div.	Fireman		
H. E. Schmalhorst	Missoula Div.	Fireman		
H. W. Brasch	Missoula Div.	Fireman		
W. R. Shadden	Missoula Div.	Fireman		
W. A. Meek	Missoula Div.	Fireman		
G. H. Mulvaney	Missoula Div.	Fireman		
R. B. Lewis	Missoula Div.	Fireman		
Earl Medley	Deer Lodge Shops	Ass't. Car Foreman		
Carroll Gulce	Deer Lodge Shops	Machinist Appr.		
B. J. Matheson	Deer Lodge Shops	Clerk		
D. B. Cook	Deer Lodge Shops	Electrician Helper		
G. F. VonEgeler	Avery, Idaho	Electrician Helper		
R. W. Smith	Avery, Idaho	Electrician		
Wallace Schuler	Deer Lodge Shops	Electrician Helper		
J. F. McLean	Deer Lodge Shops	Fireman		
Austin Hartley	Deer Lodge Shops	Air Brake Man		
Louis Kittock	Deer Lodge Shops	Car Repairer		
T. A. Byrne				
R. W. Magett	Deer Lodge, Mont.	Dispatcher		Camp Lewis, Wash.
George W. Smith	Three Forks	Fireman		Camp Lewis, Wash.
W. W. Warren	R. M. Division	Brakeman		Camp Lewis, Wash.
Jas. Dunbar	R. M. Division	Fireman		Camp Lewis, Wash.
Henry Kilpatrick	R. M. Division	Brakeman		Camp Lewis, Wash.
R. D. Nolan	R. M. Division	Timekeeper		Camp Lewis, Wash.
J. R. Brenner	R. M. Division	Brakeman		Camp Lewis, Wash.
Jas. Toner	Deer Lodge Shops	Machinist		Camp Lewis, Wash.
J. L. Hansen	Deer Lodge Shops	Machinist		Camp Lewis, Wash.
F. H. Tyro	R. M. Division	Agent, Grace, Mont.		Camp Lewis, Wash.
R. E. Townsend	R. M. Division	Signal Maintainer		Camp Lewis, Wash.
R. E. Davies	R. M. Division	Brakeman		Camp Lewis, Wash.
J. E. Finlay	R. M. Division	Switchman		Camp Lewis, Wash.
Jas. L. McKnight	R. M. Division	Switchman		Camp Lewis, Wash.
Peter Brown	R. M. Division	Night Trf. Man		Camp Lewis, Wash.
W. E. Janeson	Harlowton R. H.	Night Car Clerk		Camp Lewis, Wash.
Anthony Borgesall	Missoula Div.	Track Laborer		Camp Lewis, Wash.
Pasko Kirizoff	Missoula Div.	Track Laborer		Camp Lewis, Wash.
Nicola Evanoff	Missoula Div.	Track Laborer		Camp Lewis, Wash.
Naum Sukoff	Missoula Div.	Track Laborer		Camp Lewis, Wash.
Dave Haffner	R. M. Division	Engineer		France
H. B. Sims	R. M. Division	Fireman		France
Flsk Marshall	Missoula Div.	Dispatcher		France
Lee Curtis	R. M. Division	Caller		Marine Islands
Dan Thomas	R. M. Division	Fireman		Marine Islands
Wright Hector	Three Forks R. H.	Machinist		Unknown
F. S. Halford	Missoula Division	Clerk		Unknown
H. Bailey	Missoula Division	Clerk		Unknown
J. Josephson	Missoula Division	Operator		Unknown
B. E. Peterson	Missoula Division	Timekeeper		Unknown
Kenneth Reese	Tacoma Shops	Mach. Helper		
Chas. Goddard	Tacoma Shops	Car Repairer		
Wesley W. Clark	Othello C. S.	Air Brake Helper		
Irvin Shannon	Othello C. S.	Car Repairer		

Name	Headquarters	Occupation	Title	Location
W. G. Boose.....	Coast Division	Fireman	.....	.....
L. O. Sargent.....	Tacoma Shops	Clerk	.....	.....
Wm. L. Riddle.....	Seattle	Clerk	.....	.....
Chas. A. Seeler.....	Coast Division	Caller, CleElum	.....	.....
Edw. McMahon.....	Pend Oreille Line	Machinist Appr.	.....	.....

(Continued next month.)

Claim Prevention Bureau

C. H. Dietrich, General Chairman

The general committee on prevention of loss and damage claims is obliged to report that our loss and damage account for December, 1917, amounted to \$168,954.54, which compared with the loss and damage account for the same month last year, \$82,141.66, shows an increase of \$86,812.88. Freight revenue for December, 1917, amounted to \$6,319,426.75, which indicates that our ratio of loss and damage to freight revenue was .0267 per cent. The ratio for December, 1916, was .0127 per cent. These figures are startling and while a great many items included in our December loss and damage account covered claims that accrued on business moving some time prior to that period, the loss and damage claims filed during the month of December were greatly in excess of the average month and the claims filed during January were in excess of those received in December.

In order to overcome this situation we have organized an Over, Short and Damage Bureau in this office for the purpose of analyzing and investigating all exception reports on freight that checks over, short or damaged. A complete set of revised forms for the reporting of these exceptions will be forwarded to all station agents during the next few days and immediately upon receipt of these new forms, it is the desire of the Claim Prevention Bureau that agents put them into service, reporting to this office promptly all freight checking short, over or damaged. Full instructions regarding these new forms will accompany them and the success of this new bureau will depend entirely upon every exception being reported promptly by the destination agent. Immediately upon receipt of the new blanks, you are to discontinue using the present forms and forward all unused books to this office, retaining books that have been partially used for your record.

During the past thirty days, there has been an unusual amount of delay to merchandise account of the severe weather conditions and where consignees are filing claims for shortage, it is well to wait a longer time than usual before accepting such claims in order to give the property a sufficient time to arrive. This will prevent the filing of claims on freight that is perhaps being delayed in the larger terminals owing to this congestion.

During the next sixty days, we will be changing from our winter schedule to the spring schedule on perishable freight and

great care should be taken on commodities such as cheese, butter, eggs, etc., to see that in case the weather turns warm in the early spring that refrigerator protection is furnished. As it has been our experience that every season where warm weather comes a little earlier than usual, we are caught with a lot of perishable freight that becomes overheated and is badly damaged. This is also true on carload shipments of fruit moving under ventilation. The vents should be watched closely on days where the temperature rises above 32 degrees to see that they are opened, and closed as promptly when the temperature drops below 32 degrees.

It is apparent from the statistics shown above that we have a large sized job ahead of us in getting our Loss and Damage back to where it belongs. We hope at least that the worst of our weather conditions is over with and if all concerned will give this Loss and Damage situation the attention it is deserving of, and if the station agents will support our new Over, Short and Damage Bureau as it must be supported, there will be no question regarding the ultimate results.

C. H. DIETRICH,
Freight Claim Agent.

Keeping Down the Damages.

By J. Philip Vinson,

Freight Checker, B. R. & P. Ry.

(Reprinted from B. R. & P. Ry. Employees Magazine.)

During the year immediately preceding the entry of the United States into the world war the freight cars of the nation were being more heavily loaded than ever before. But since we entered the fight for world freedom each car on the railways of America has been compelled to carry a still greater burden. The amount of freight hauled has shown a wonderful increase and the present supply of cars, considered scarcely adequate for peace time needs, is sufficing for a war traffic of unprecedented volume.

It is encouraging to realize that one car is doing the work of two. It is encouraging to know the freight is constantly moving forward, in spite of the storage of cars, the lack of much necessary equipment, and the difficulty of obtaining and retaining capable men. But along with this enormous war-time tonnage, there has developed an alarming increase in the number of shipments damaged

in transit and a corresponding enhancement in the amounts paid out by the railways in settlement of damage claims. Perhaps \$45,000,000 each year is returned to shippers on account of goods being damaged or lost while in railroad's care. To decrease these losses, to prevent the wastage of foodstuffs and the destruction of necessities—is the duty of everyone who calls himself an American. It is the purpose of this article to consider ways and means by which this unnecessary drain upon the resources of our country may be to a large extent obviated.

Before we can prevent loss and injury to transported goods it is necessary to know some of the causes for this damage. As previously mentioned the volume of the traffic has grown to gigantic proportions, with no corresponding increase in the size of terminals and in the rolling stock. Most of the freight houses and their platforms are so crowded that it is extremely difficult, not to say impossible, to keep separate the inbound and the outbound freight. Under such conditions some shipments are bound to be lost, or to go astray. Not so long ago an unmarked barrel of potatoes was unloaded astray in the freight house here (DuBois) in the midst of an outbound shipment of household goods. This shipment was very poorly marked and had been delivered to the railway without any shipping order or bill of lading. It is easy to guess what happened—the barrel of potatoes was included in the shipping order and was loaded into a northbound car. For some days it was a mystery what became of that barrel of potatoes.

Old and poor equipment is another cause of serious losses. Few indeed are the commodities which cannot be injured by leaky roofs and wet floors, but flour, feed, and sugar are made worthless by dampness. Rough switching practices and the violent jolts incidental to the moving of long and heavy trains are also very important in causing damage. When shippers fail to co-operate with the railway it results in considerable inconvenience and loss, not only to the railway, but to the shipper and his customers as well. Men who would not think of mailing an unaddressed letter persist in delivering unmarked and partially marked shipments to the railways for transportation. Perhaps they do not realize the difficulties of moving such shipments. If but one bag of flour in a shipment is marked or tagged, the chances are decidedly slim that the consignee will receive just what he ordered, resulting in dissatisfaction for the consignee, an impaired reputation for the shipper, and needless blame for the railway.

Another way in which shippers, consciously or unconsciously add to the loss and damage problem is in the matter of late deliveries. There are far too many shipments delivered a few minutes before closing time. Owing to this perverse habit of procrastination on the part of some shippers the railway is usually deluged with such a volume of freight that adequate checking in is impossible and the proper placing and stowing of the goods in the car is rendered difficult in the extreme. In all the excitement of this last-minute rush goods

are frequently loaded into the wrong car, which entails expensive delays, unnecessary rehandling and forwarding, and with perishable goods, almost certain loss, before the final destination is reached.

But there is a large part of the damage which cannot be attributed to defective cars, rough handling of trains, or to the fault of shippers. That is the damage caused by the ignorance, the indifference, or the carelessness of employees. The utmost care is necessary to prevent damage to flour, food products, furniture, and in fact all sorts of commodities in less than carload lots. New men must be taught to place easily injured articles where they cannot possibly come into contact with oil or other liquids, to load flour so that it cannot be jolted into the projecting corners of boxes, castings, or barbed wire, and that fragile cartons must be so loaded that nothing can fall upon them. Many of our former employes responded to the call of arms, and it is only natural that those who take their places should make some mistakes. By constant supervision, with a clear and reasonable explanation of the necessity for heavy loading, and proper stowing and bracing, and a little commendation for good work thrown in—we are trying to get everyone to do his part in breaking down the high cost of breakage.

A certain amount of damage to goods in transit under present conditions is inevitable. But this fact should not deter us from using every effort to prevent unnecessary losses. The railway often pays claims for goods it never received. This kind of loss may be prevented by the closest kind of checking at forwarding points, and proper and adequate checking can be done only when shippers deliver their freight at a reasonably early hour. The loss of entire packages is much more frequently due to rushed and congested conditions at forwarding places and transfers than it is to theft. It is nearly impossible for employes to exercise the necessary vigilance in the last-hour shipments.

The careful handling of loaded cars by switchers and train crews is a most important factor in the safe transportation of all goods. On one of the western railways a transportation and switching inspector sees that cars are properly loaded and handled while in the yards. Careful inspection and preparation of cars for the hauling of such commodities as flour, feed, sugar and grain is essential to their safe carriage. This preparation should include a thorough sweeping of the car floor, the removal of all nails or other obstruction likely to cause damage, and the covering of the floor with a layer of heavy paper or cardboard, to keep foodstuffs from coming into contact with any filth.

In gaining the co-operation of shippers little is accomplished by the criticism of their methods. By bringing to their attention in a friendly manner improved methods of packing, marking, and shipping greatly improved conditions sometimes result. Pipes, castings, agricultural implements, and lumber can be much more expeditiously handled if each piece of a shipment bears the distinctive mark or

number of that shipment painted in a conspicuous position. Different colored paint also is used for different shipments.

A large box rarely gets lost, but it is little ones that are continually disappearing only to turn up later in unexpected places. A car that recently came into our station contained several hundred small boxes of a well-known food product. It also contained a number of roadside culverts, about twenty feet long and a foot in diameter. In removing the boxes from the car all but a half-dozen were found without any great difficulty. After some time the remainder were discovered, one in each culvert, nine feet from either end, "laying low and saying nothing." A number of small boxes in the same shipment are often cleated together, thus lessening the danger of losing a small box among a host of larger ones.

The wise use of bulletins is urged, to show the shipper how both he and his customers lose by lax shipping methods. To this may be added correspondence, personal solicitation, and agitation in organizations of shippers, and well-deserved praise for well-packed shipments. One of the foremost food manufacturers of the country has done a great deal to prevent loss and damage claims by using a large container of steel on wheels, in which are packed the smaller boxes of foodstuffs. This idea applied to other products would begin to make the loss and damage thermometer show a pleasing decline.

But upon the employes, upon you and me, rests the duty of preventing damage to the articles entrusted to our care, the responsibility of conserving, as far as we are able, the fruits of the nation's labor. It will be hard work, and lots of it, but who of us at home is going to be a slacker, when he knows that his companions—his brothers "over there" must be backed up by every ounce of the nation's strength. We at home are going to do our bit—by increased vigilance—by seeing that packages are properly marked by encouraging our fellow workers to use a little more care, and by stowing freight so that nothing short of a head-on collision can dislodge it from its position. We can see that every article called for by the shipping order is loaded into the proper car, and we can load cars so that they may be unloaded with the minimum of disturbance to the freight that is going further along the line to distant destinations. We cannot all join the army, but we can all be proud to know that we are doing our best to help it win our battles: that we all together stand behind "the man behind the gun."

WHAT THE MILWAUKEE DOES EVERY DAY IN THE YEAR.

H. S. Sackett.

In these war time days of big figures and big accomplishments, it is of interest to note what the railway systems are doing, and what a tremendous factor they are in the nation's business. Although we are growing accustomed to big figures, it is rather astonishing to know that every 24 hours of the day, 365

days of the year, the "Milwaukee System" spends:

\$135,000.00 for salaries and wages
 34,600.00 for fuel for locomotives
 26,400.00 for repairs to passenger and freight cars
 23,500.00 for repairs to locomotives
 10,700.00 for track laying and surfacing
 8,400.00 for engine house expenses
 7,500.00 for rails
 7,000.00 for lumber and timber
 4,800.00 for injuries to persons
 4,300.00 for freight loss and damage
 4,200.00 for roadway maintenance
 4,000.00 for cross ties
 2,000.00 for dining and buffet service
 1,900.00 for bridges, trestles and culverts
 1,700.00 for water for locomotives
 1,600.00 for removing snow, ice and sand
 1,300.00 for stationery and printing
 1,000.00 for track ballast
 700.00 for crossing protection
 600.00 for insurance

Expressing some of the items in a little different way, the entire system every day
 Consumes 330,000 feet of lumber and timber
 Puts 8,500 cross-ties into the track
 Burns 15,000 tons of fuel (over 10 tons a minute).
 Repairs 1,000 cars
 Consumes 6,000 pencils
 Uses 7,500 pens
 Uses 17,700 pins.



Agent Fred Alleman and Clerks at Oriental Dock, Tacoma

The Popular Disease.

An ache in the back and a pain in the head—
 That's the Grip!
 A choke in the throat and a yearning for bed—
 That's the Grip!
 A river of heat, then a shiver of cold,
 A feeling of being three hundred years old,
 A willingness even to do as you're told—
 That's the Grip!
 A marvelous weakness comes on in a day—
 That's the Grip!
 A petulant wonder, How long will it stay?
 That's the Grip!
 A season of fever, a season of freeze,
 A quivering weakness that's felt at the knees—
 Say—If ever there was a hateful disease,
 It's the Grip!"

—Selected.

Letters From the Front

Not many letters from the boys "over there" the past month. Mail is slow in coming through during the winter, but all that has come, tell of the continued good health and the interesting work in which the 13th Regiment Engineers (Ry.) is engaged. Some promotions have been recommended among the commissioned and non-commissioned officers, which the Magazine will be delighted to announce as soon as they are confirmed, or as soon as the news of the confirmation is received.

A letter from Lieutenant Horton asks that the thanks of Company D be extended to all the friends on the good old Milwaukee for the generous supply of Christmas boxes reaching them from their former co-workers of the railroad. His letter to B. F. Hoehn, acknowledging (officially) the receipt of the money sent to Company D from the 10-cent fund—and a copy of Mr. Larsen's letter of February 14th forwarding an additional thousand dollars, are given below.

We have also extracts from several belated letters of Corporal Arnold. He said Private Jesse Main, who died in December, was a member of his squad and that his passing was most sincerely mourned by all of Company D. His letter of December 16th forces home Sted's appeal, published elsewhere, to us, to write to the boys over there. He says:

"If you knew how near this week came going by and no mail. It makes me lonesome to think of it. This would have been the fourth week without any mail. When I got up yesterday morning I said to myself 'another week and no mail,' but when the afternoon train came I changed my mind. We were all very pleased to get a lot of first class mail, and they say there is a lot more coming. The first part of this week was very quiet in fact, the whole week has been quiet, for us; but over yonder, the latter part of the week must have been a hard one on the boys in the trenches. The concussion is very strong here and I wonder what it is on the front, it must be awful.



Squad No. 2, Company D

"I don't see where they get all their ammunition. Very heavy firing about five in the morning. Monday was a fair day, sun out a while. Just as soon as the sun comes out and the weather clears up a bit the Germans come over to take a few pictures. Monday three were over here, about eighteen thousand feet high. The anti-aircraft guns back of us barked at them but with no effect. The shells burst all around them. In the afternoon a German plane was compelled to land about five miles east of here, forced down by French aviators. Then another day a German observation balloon on the front came down in flames, which sure was some sight. There are five aviators who come over to see us every stormy day when they can't fly. Only two can speak English."

A letter dated December 26th speaks of a visit to headquarters by Corporal Arnold and one of his squad, and tells of receiving a Christmas box from his "Sammie Backer," of the Chicago Evening Post and some packages from members of his family. Also says they have been advised of the Christmas boxes coming to them, but which have not arrived. (It will be remembered that the bulk of the 13th's Christmas mail reached them on December 28th). On Christmas morning the government issue of rations contained a turkey, some nuts, figs, flour and five apples. One of the boys made an apple pie and he concludes with "Believe me, we had some feed, I tell you it was a joyous Christmas." On January 5th, he writes again of the scarcity of letters from home. That week he writes they had

"every kind of weather, from North Pole to South Pole. The first part of the week was like the North Pole, cold and very windy, snowing most of the time, about three feet of snow. Then, all in a night's time, we passed from the North Pole to the torrid zone. Not quite that hot, but anyway the snow had all disappeared and the warm rain was coming down in sheets. We have had about three days of May weather, or more like the latter part of April in the states. I suppose next week we will have 'Pole' weather again, but we should worry. I wish all the soldiers were enjoying life as much as we are. Frank Bloom, one of the boys here, an operator, went to Paris Wednesday morning. I suppose he is having a good time. Expect him back tomorrow. Business is so rushing we can only have a three-day leave. I have heard we are to get ten days in a month or two. I really don't know how true it is, but I hope so. Then we can go back to London. All we saw when we made the tour of London, was the people. I don't remember if I told you what a woman said. Most of the people were along the sidewalk, but she was back next to the building standing on something. I heard somebody yelling and looked up and saw her. Just then she brought her fist down and yelled 'Give him hell, boys.' It was quite funny.

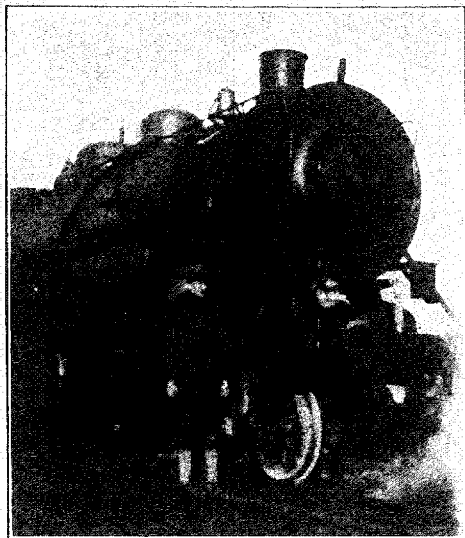
"This afternoon a plane landed out in front of our station. Dan and I ran over to see if the pilot was all right, and found that he was. He would have made a good landing, but he ran into a trench of telephone wires and broke the plane all to pieces."

We have also a thrilling description of an airplane battle. It says:

"We were watching an airplane battle, they fought for fifteen or twenty minutes, then all of a sudden the Boche started downward, turning over and over. When about half way down his

machine took fire, and from there down it was a ball of fire and you couldn't see whether the machine was turning over or not. You could see burning pieces fall from the machine, then when it hit the ground a large puff of black smoke went up. That was the last of Old Man Boche. It looked to be quite a distance from us, but we heard later that the landing was just half a mile over the hill in front of us. Some of the boys went over. The machine landed on top of the pilot and he was burnt so badly that not much was left of him. His observer jumped out when the plane took fire. They found him quite a ways from the plane. It was a wonderful sight."

Captain Young, who has been detached from Company D, has been promoted and is now Superintendent of Motive Power on the Amer-



American Locomotive "Chicago," Somewhere in France.

ican Railroads in France. He speaks of some of the perplexities of the American boys at first, in their new work, because of the "condition of the power. Some of it was built in 1840, so you can guess what it was like. This power was used on account of going up to the front line trenches and when a shell would hit it, there was nothing very much lost. Neither the engines or the cars had any brakes, and all braking had to be done by hand. You know this young bunch never did anything like that before. We have now done away with that old power and have new American locomotives and the boys are doing fine work. I want to tell you I feel very proud of them."

Following are extracts from an interesting letter written by Lieutenant Sawtelle:

"Over here they didn't know what it was, to pull an engine on with blocks or frogs—their engines all have jacks and they jack up and jack over when they have an engine off the track. The first engine I saw off, they started to jack; of course, I could not talk very well to them, and I wanted to learn their way. They worked about forty-five minutes and got another pair of wheels off instead of any on. Then I went to the trainmaster—'chef de movement' and told I'd like to show them how we do it in the United States. He looked at me rather funny, but said, 'bon,' which means 'good' or 'all right.' So I took my men and in fifteen minutes we had her all on in good order. They had never seen blocks used and how they shook their heads when they saw how we were going to do it, but when the wheels dropped on the rails, how they cheered and said, 'tres bien,' 'very good.' I have had some wooden frogs made and we will need them, too, I guess.

"I understand Captain Young and Lieutenant Lee, Milwaukee, are to be promoted. They have gone to another part of France without any men.

Lieutenant Horton has been recommended for Captain Adjutant of the Regiment and I for Captain of Company D. Our regiment, the 13th, is known all over France. We sure have a dandy bunch of men. I see Jess Taylor every day and the other boys every few days. They are all getting so fat you would hardly know them. Even I have had to let out my belt a notch. The boys will be awfully glad to hear from you or any of the others, as mail is the thing that keeps up our courage. I am sending you a souvenir to put up in the office. You better put it in a frame. It is a ticket used by someone on February 7, 1916, during the big battle at Verdun. I am leaving it just as I picked it up, shoe nail prints, dirt and all."

A letter from Lieutenant Horton to a La-Crosse friend has the same courageous outlook and good cheer that characterizes "T. P." in all that he does. He says:

"Thus far I have found my army life exceedingly interesting, although less exciting than at first. I am doing the regimental adjutant's work and in addition, have been in command of Company D off and on since it was organized in Chicago. It's a great game and the outdoor life and fresh air and sleep and plenty of war bread have done wonders for me. I weighed 187 about six weeks ago, 191 two weeks ago and am still plumping up, so I must be close to two hundred pounds. Would like to be able to drop into La-Crosse for a visit, but don't want to leave here until the war is over. Doubt very much if I would be recognized if folks there should see me walking up street with helmet and gas mask on and wearing trench boots. "C'est le guerre." 'It's the war,' and we will do our bit as cheerfully as we can, but those of us with families are wondering if we will see our loved ones by another New Year's Day."

Headquarters Thirteenth Engineers (Ry.) U. S. Army.

January 15th, 1918.

Mr. B. F. Hoehn, care C., M. & St. P. Ry.,
Marion, Iowa.

Dear Friend—Under date of January 5th I have received a letter from Morgan-Harjes & Company at Paris, stating that a sum of 6,836 francs, equivalent to \$1,199.65 in "Real Money," has been placed to the credit of my account for the benefit of Company D of the 13th Engineers.

On behalf of the members of Company D I thank the contributors most sincerely and to the best of my ability will endeavor to use this money to the best possible advantage to add to the comfort of each individual member. Please arrange, through the medium of the Milwaukee Employes' Magazine, to show our appreciation of this munificent donation.

Again thanking you, I remain,

Yours very truly,

THOS. P. HORTON,

1st Lt. 13th Engineers (Ry.), U. S. Army,
Commanding Company D.

Chicago, February 15th, 1918.

Thomas P. Horton, 1st Lt. 13th Engineers (Ry.),
U. S. Expeditionary Forces,
Commanding Company D.

Dear Lieutenant—This will acknowledge receipt of your letter of January 15th, advising that 6,836 francs, equivalent to \$1,199.65, has been placed to your credit by Messrs. Morgan-Harjes & Company, Paris correspondents of the Central Trust Company of Illinois, and we are much pleased to learn that the remittance, which was made on October 25th, 1917, finally reached its proper destination.

Yesterday was Valentine Day in the States and it was deemed appropriate to start another remittance for the boys, members of Company D, and arrangements were made accordingly to remit \$1,000.00 to you in the same manner and through the same channel that the former remittance was made, and it is hoped that this will reach you in due course.

Yours most truly,

B. F. HOEHN,
J. L. FRANZ,
M. J. LARSEN.



A Company D Christmas Tree

From Geo. M. Hayden, With Russian Railway Army Corps.

Nagasaki, Japan, Dec. 22nd, 1917.

The Russian Railway Army Corps, consisting of 325 men, left San Francisco 9:35 a. m., Monday, Nov. 19th, on the U. S. A. Transport Thomas for Vladivostok, Russia, Asia; arrived Honolulu, H. T., the following Monday morning, at which place we remained two and one-half days, and then put to sea for Russia direct, arriving at Vladivostok at 10 a. m., December 15th, but owing to the unsettled conditions in Russia we again put to sea Monday afternoon at 4 p. m., December 14th, headed for Nagasaki, Japan, for orders and coal and supplies, and here we are at the present writing. We had a lovely trip all the way from Frisco and a nice time in Honolulu.

On our arrival at Vladivostok we were held on board ship until the second day after arrival, when we were given eight hours shore leave and took in the city. Believe me, it is some city, too. While all the stores and banks were closed, there seemed to be plenty of life, and we found that the Russians are a fine people. We were treated fine by everyone we met, even the ladies on the street would say "Yah, American," as we passed. That means "My American." Everybody seems to like the Americans there, and we certainly were a disappointed bunch when the good ship Thomas began to heave anchor Monday afternoon, for we didn't want to leave. Vladivostok is a very pretty city of about 180,000 people, the main street is seven and one-half miles long. This is now our third day in Nagasaki and we are raring to go. While we are having a nice time here and being treated fine in every way, we are anxious to get settled down and to business. In other words, we are beginning to get tired of the cruise around the Pacific. After one travels by water for 6,900 miles, believe me, it gets tiresome. We have had very good luck so far, only about ten of the fellows got sick enough to feed the fish. Dispatcher Klugh, the second day out of Frisco, had a perfectly swell luncheon and came right up on deck and started in dispatching food to the fishes; I myself have not yet fed fish, but I've been awful dizzy a couple of times when we had rough sea. When the sea is rough or begins to get rough it is certainly funny to see the fellows beating it for their rooms to lie flat on their backs and relax every muscle; and when the eat bell rings, turn their face to the wall. Every Saturday night when we are at sea we get up a vaudeville show and when his turn comes every man has to do his little bit. In that way we pass off quite a number of pleasant hours. Col. Emerson has been fine to us, and in fact we all like the army, only quite a few homesick. We saw a bunch of Americans yesterday from Manila headed for Frisco and to look at American ladies again was certainly a feast to the eyes.

Major Peterson says that the Milwaukee contingent is the best there is, and had quite a number of compliments paid us by the colonel and lieutenant colonels, and all we are waiting for now is to get busy. I think that we will hold up our end to an extent that the C. M. and St. P. will be proud of the contingent furnished Uncle Sam in the Russian Railway Army Corps. Don't forget to send us the Magazine and any one sending us a card it will be appreciated and answered. Send all mail care Col. Geo. H. Emerson, R. R. S. Corps, Locomotive Shops, Vladivostok, Russia, Asia. If we are not there it will be forwarded. We all send best wishes and regards to all, and we want you all to remember that we will keep a stiff upper lip and see the game through, and trust that you will each and every one do your bit at home. Des re dania (goodbye in Russian). Will write more later.

P. S.—Address us until further advised care American Consul, Nagasaki, Japan, and don't send mail to Vladivostok until hear further from me. G.



The McMahon Boys and "Mother."

The above are Mrs. Patrick J. McMahon of Portage, Wis., and her two sons, Charles and Henry, who are with the 13th Engineers, Railway, in France.

Charles is serving as yardmaster, Henry as a locomotive engineer of the railroad near the front in France.

Their father, who died in 1916, was a locomotive engineer on the La Crosse Division for over forty years, and these two young men were employed in train and engine service on the La Crosse Division at the time they volunteered for the Engineers' Corps, immediately after the declaration of war.

It is surely a proud mother who is able to give two sons to the service of their country. May they both return to crown her years with glory and happiness.

Dear Editor:

Perhaps the first, at least one of the first, ex-Milwaukee employes to meet death at the front was Elmer Nelson, age 24 years, of Rockford, Ill. He entered the employ of this company on April 7, 1913, as clerk in the freight office at Rockford, leaving that office on September 26, 1914, to take a clerkship in the offices at Savanna, Ill. He returned to his former position at Rockford June 1, 1915, at which place he worked until August 11, 1915, when he went to Davis Junction to work in the office there. Shortly afterward he departed for Detroit, Mich., with the intention of enlisting in the navy, but the next heard from he was in the Canadian expeditionary force, being a member of the 8th Company, 1st Canadian Battalion. His parents have received word that he fell in the battle lines in Flanders on November 5th, 1917.

His letters are characteristic of the man and I am enclosing herewith a copy of his last letter

to a cousin in Rockford and you are at liberty to publish it if you so desire.

Yours truly,

JNO. CONNORS.

Dear Amos:

Received your most welcome letter and parcel of cigarettes. Talk about a surprise. I just couldn't believe my eyes when I read your letter. I've been wondering how you found out that I was in France. I haven't missed a trip in the trenches in that time except fourteen days leave in Paris. I haven't even been lucky enough to get wounded, although I have been shaken up a few times.

I was at Ypres, June 13th, 1916, at the battle of Mount Sorrow. I was on the Somme in September and October in 1916, and Fresnoy on May 3rd, 1917, and at Vimy Ridge April the 9th, 1917. I was also in the action on Hill No. 70 last September. The last three fights gave the Canadians their big name. I also took part in the fighting around Lens.

I think the next one we will be in is going to be some scrap. Another trip to h—l. The only thing a fellow can do is trust in God and "Ishka bibble," go like h—l after them. Believe me, the Germans move some when the Canadians are in front of them. The ones that don't move on are dead.

Amos, if some of the ministers at home knew of some of the low-down, dirty tricks the Germans have done here in Belgium or France they would swear. The man that said war is h—l knew what he was talking about. And also some one has said that victories are won by men that do not enjoy them, and believe me, it's true. Who could enjoy this kind of business? But, take it from me, it takes more than a German to break our hearts.

Say, Amos, of all the towns I have ever been in, Paris beats them all. It's the most beautiful city that I have ever been in. I met a number of Americans there through the people I was staying with. They used to live in Minneapolis, Minn. Very kind and generous people. They have more money than they know what to do with and since the war broke out they have been connected with the Red Cross Society. Believe me, I lived like a king those 14 days. A little sunshine like that cheers a fellow up a great deal. After being away from knives, forks and tablecloths, etc., for 17 months a persons thinks he's in a dream the first few days. But you have to watch yourself for you are liable to butter the napkins and eat them.

I am getting to be a regular Frenchman. If I stay here much longer I think I shall take out my first papers.

Well, Amos, I want to thank you again for that parcel of smokes. It came just in the right time. I don't think a fellow ever likes a smoke so much in his life as he does out here. I am glad to hear that everybody at home is o. k. I have often wondered. Home is a small word, only four letters, but it means a world to me. You see, I am liable to be "rolled over" any time. If I am wounded I will cable and let the folks know how bad I got it.

ELMER.

Write Today.

Sted.

Today there came a letter from a friend from over there where Zeppelins and airplanes wreak a vengeance from the air; the letter bore the stamp of France, 'twas signed: "Your boyhood friend"—its tone was heart depressing and it sobbed with dismal trend.

"Old pard," he wrote, "why don't you write one little word to me? It's Hell to feel the dread I do with no dear face to see, I've not received one letter from a person that I know, and pard that homesick longing is a horror I eschew.

"If you would pen one little line to drive away these blues, I'd buckle up my courage, pard, and tighten up my shoes, and sally forth with stronger

lads who heard from home today. Say, partner, can't you write one line? No matter what the lay.

"One little smile from over there, one little postage stamp that bears a patriotic face would help release the damp, depressing, homesick spirit that oppresses me each hour. Oh, partner! Write one little joy to sweeten up my sour.

"Distracted, lingering longings, send a photo if you can of anyone I knew back home, a woman or a man—some little heart sent gift that I can pack while on the hike, so, old pard, write that letter. God! Whoever thought they'd pike?

"Just write one little note of cheer, it seems to me you could, 'twould clarify my brooding mind and do my old heart good; one little note is all I ask, but make it ring with cheer. Old partner, write to me today, there's nothing then I'll fear."

Somebody Wrote.

Sted.

Say, pard, your letter came today and I'm a joyous kid, you've cleared the clouded war smoke up—it's timely that you did—you've foiled the gloom and found the sun, your letter shone with rays of merry sunshine, happy hours, way back from childhood days.

Why, that wee letter that you penned has raised proud hopes in me, your words of cheer have braced me up, my mind feels light and free; if we should fight that last big fight at any minute now, I'd plunge hell-bent to get my man, your letter told me how.

I also got the pipe and smokes and I am using them, there's comfort in the smouldering bowl that's soothing to us men, and Santa Claus, he also came from somewhere over there, say, lad, I see my mother now, she's knitting in her chair beside the fireplace, in the room where lad and youth I grew, dear pard, your letter saved my nerve, it was a timely brew.

The words you wrote of sunny life says things back home are fine, it's cheering news to know all's well while bucking on the line. And Katie's married, too, you said and Willie's gone to school, it almost seems like I was home, your note was heart cheer fuel.

Way over here all things looked black until your letter came, now everything has changed to cheer, your old familiar name down at the bottom of the sheet recalled those good old days, say, pard, just pen another line and forward by relays.

Dr. Lipscomb Coming Again.

Milwaukee operating and mechanical departments employes will be glad to read the announcement above. Dr. Lipscomb, with Red Cross Car No. 2, will be on the Milwaukee beginning about March 26th, for a tour of the entire system. Dr. Lipscomb is heart and soul in Red Cross work, and now that Red Cross aims and work are so generally understood, his coming visit is sure to be even more effective than the previous trip. In a letter to the Magazine, he says: "It is in all sincerity that I welcome the opportunity to make another trip over the C., M. & St. P. to meet again the friends of other days, to do what I can toward ameliorating the suffering of the man unfortunate enough to be injured, to assist him and others in seeing that that injury does not become more serious—in short, to keep him 'on the firing line' of a much needed industry at home—quick and efficient transportation." Dr. Lipscomb will, as before, hold meetings at all division terminals and in the shops, and everyone is urged to attend, for he is sure to gain much useful information, as well as spend a very enjoyable hour. His itinerary will be bulletined in ample time.

Safety First

A. W. Smallen, General Chairman

MR. FOREMAN! ONE MOMENT!

**We Are Employing New Men.
Do You Show and Teach Them**

The safe way to do their work?
How to stop machinery, motors, etc.?
How and when to clean machinery?
How to reach exits in case of fire?
That they must keep washrooms clean?
What to do when injured?
To "watch their steps" and to think and practice safety?

**Most of our accidents "happen" to new men.
Get busy and make a new Safety Record in
your department. Help the other fellow.**

HUMANITY DEMANDS IT!

THREE-FOURTHS OF ALL ACCIDENTAL DEATHS CAN BE PREVENTED!

United States statistics have demonstrated that three-fourths of the deaths and serious injuries from accidents could be prevented.

The effect of this discovery is far-reaching and can be measured only when it is realized that 34,000 men, women and children are killed by accident every twelve months. This means one killed every fifteen minutes. If three-fourths can be saved, it means 25,000 fewer deaths—at least 10,000 fewer widows and 30,000 fewer orphans every year.

**HERE IS CERTAINLY A CAUSE WORTH
THE CO-OPERATION OF EVERY MAN
WHO THINKS AND CARES.**

National Safety Council.

On January 10th, the Safety First Committee of Deer Lodge Shops and Rocky Mountain and Missoula Division met jointly in the office of District Master Mechanic E. Sears, at 1:30 P. M. Assistant Superintendent W. C. Ennis of Three Forks, presided at this meeting, and the following were present:

E. Sears,	G. T. Spaulding,
M. R. Moody,	Axel Strand,
S. C. Vanderwarker,	T. C. Corbett,
Frank Sowerby,	Wm. Elberson,
J. T. Kelly,	John Howe.

Mr. Sears was called on for Safety First suggestions and responded by suggesting that wiremen should accompany wreckers to handle wires which might be down. This would facilitate the work on account of the wiremen being able to clear the wires out of way, and it would also be a protection to men working around the wreck.

Several of the committeemen suggested the changing of steps on locomotives, asking that they be moved around to the side, the same as it is placed on locomotives with snow plows. This suggestion has been referred to Mr. Rusch for investigation and consideration.

Mr. Spaulding suggested that uncoupling lever on each end of electric locomotives be made rough or have knobs welded on to prevent men from slipping, when climbing off and on locomotives. This was referred to Mr. Sears, who stated that the change would be made as fast as the locomotives go through the shop.

The matter of instructions as to overhead in the electrified zone was thoroughly discussed and it was decided to request that approved instructions be issued in all time tables in electrified

zone giving the needed information as to location of cutout switches and the safest method to pursue in operating in electrified territory.

Meeting adjourned at 3:30 P. M., to be called again in March.

On January 14, 1918, the Coast Division Safety Committee held their monthly meeting in Seattle. The following members were present:

J. F. Richards, Supt.
F. C. Dow, Trainmaster.
E. C. Richmond, Agent.
J. G. Mitchell, Yardmaster.
L. A. Bordon, Brakeman.
W. S. Johnson, Conductor.
R. C. Mackloin.
E. M. Lewis.
J. E. Brady, Round House Foreman.

One of the valuable suggestions offered at this meeting was that given by Mr. Bordon. He reported that car men at Cle Elum and Cedar Falls were very careless about putting red flags and red lights on cars when men were working under and about same. Superintendent Richards said that this would receive immediate attention.

Mr. Brady advised that inasmuch as switch engines were to be converted into coal burners, steps should be taken at once to provide for repairs to the coal shed including the hoisting apparatus, cinder pits, coal buckets and also called attention to the fact that storage space would have to be provided for the material that is now stored in the old coal shed.

The following committeemen were elected to serve on the Safety Committee:

Representing the Firemen—Jerry Dixon.
Representing the Conductors—I. S. Johnson.
Representing the Brakemen—H. Gosney.

It was moved and seconded that the meeting adjourn. Next meeting to be held in March.

Musselshell Division Safety Committee met in the Y. M. C. A. Building at Miles City, on January 2, 1918, at 2:00 P. M.

The following members were present:

F. G. Hill, Superintendent.
J. W. Ross, Trainmaster.
R. H. Laird, Dispatcher.
Chas. Brooke, Traveling Engineer.
W. Liddell, General Foreman.
A. H. Olson, Roadmaster.
L. A. Strand, Roadmaster.
W. G. Densmore, Car Foreman.
E. Murray, Assistant Engineer.
R. A. Good, Chief Carpenter.
C. E. Fields, Round House Foreman.
B. W. Goggins, Round House Foreman.
A. Bugby, Engineer.
O. Coltrin, Engineer.
Nels Conger, Engineer.
J. J. Aldrich, Conductor.
Geo. Cobb, Conductor.
B. Asbury, Conductor.
D. B. Rivers, Storekeeper.
Geo. Dougherty, Blacksmith.
Sam Rice, Car Repairer.
W. McGrath, Machinist.
J. J. Foley, Division Freight and Passenger Agent.

M. E. Randall, Agent.
Ed. Moran, Foreman.
Nels Hamre, Section Foreman.

Minutes of the previous meeting which was held on November 7, 1917, were read and approved. The first business taken up was the action taken on the suggestions at this meeting, and it was found that all the suggestions, with the exception of one had been taken care of.

Committeeman Bugby called the committee's attention to the fact that some firemen were careless in throwing off refuse coal without first looking to see if there were any section men in the vicinity. He also stated that at some stations, baggage trucks are placed too close to the edge of the

platforms, when passenger trains are coming into town, especially at Miles City and Milestone.

Suggestion was again made regarding cars blocking crossing at Melstone. Chairman stated that instructions had been issued to cut this crossing, and that they would be re-issued.

Superintendent Hill gave a short talk on Safety First, calling attention to the working conditions and improvements, which could be made in the way they do their work, and stated that right now the people of the United States, especially railroad men, have a greater duty to perform than ever before, that everyone should be careful in the way they perform their duties and should do them as near right as they know how. He also called attention to the overloading of tanks with coal, causing it to spill off, resulting in the loss of coal, and stated that several injuries have been caused by this.

Storekeeper Rivers stated that it is customary for a freight train to stand on the track from fifteen minutes to an hour and a half, and when the 12 o'clock whistle blows, they start to pull out. Suggested that it might be well to either get the train out a little early or to delay it, so that the men could get across. He stated this occurs at 7 A. M., 12 M., and 5 P. M. Notice was given to the train dispatcher not to order freight trains to leave Miles City at the above time. Also a notice was issued to yardmaster to discontinue running switch engines back and forth during this time.

The next meeting of the Musselshell Division will be held in March.

The Wisconsin Valley Division held their Safety Committee meeting at Wausau, Wisconsin, on January 21st, at 10:30 A. M. The meeting was presided over by Superintendent H. H. Ober, and the following committeemen were present:

- R. Kandow, Engineer.
- H. L. Crandall, Chief Train Dispatcher.
- E. Callahan, Roadmaster.
- R. C. Hempstead, Roundhouse Foreman.
- C. H. Conklin, Chief Clerk.

Due to the severe storm and cold weather, a number of the members of the committee were unable to attend the meeting. Two other members have joined the army and new ones will be appointed in their place.

In addition to several of the suggestions made Committeeman Conklin suggested that all committeemen urge the use of the Safety First Postal Cards, more than they are at the present being used. The chairman advised that each member of the committee would receive a letter regarding this, and a copy of this letter would be placed on the bulletin boards, asking every employee to make free use of the cards in reporting matters for discussion and correction in behalf of Safety First.

The chairman stated that the meetings would be held on the Wisconsin Valley Division every sixty days. Next date being March 11th.

The Hastings and Dakota Division held their Safety Committee meeting at Aberdeen, S. D., February 6, 1918, at 8:00 P. M.

The following committeemen on the H. & D. Division will serve for the year 1918:

- F. N. Melin, Superintendent.
- M. J. Flanigan, Trainmaster.
- B. E. Boklin, Chief Train Dispatcher.
- F. H. Gibson, Chief Train Dispatcher.
- O. F. Waller, District Freight and Passenger Agent.
- C. J. McCarthy, Chief Carpenter.
- T. S. Manchester, Traveling Engineer.
- O. A. Mattice, Traveling Engineer.
- K. Nelson, Roadmaster.
- A. J. Anderson, Roadmaster.
- J. E. Hasburgh, Roadmaster.
- J. Bodenberger, District Master Mechanic.
- W. C. Westfall, Yardmaster.
- B. I. Salinger, District Adjuster.
- Emmet Burke, Company Officer.
- Swan Dalin, Conductor West Division.
- W. L. Schwartz, Conductor Middle Division.
- A. A. St. Clair, Brakeman West Division.
- W. F. Kelly, Brakeman Middle Division.
- E. B. Holderman, Engineer West Division.
- F. Burdick, Engineer, Middle Division.
- Richard Ryan, Fireman West Division.
- Geo. Sprout, Fireman Middle Division.

J. J. Jackson, Switchman.
Chas. Johnson, Machinist.
Oscar Peterson, Bridge and Building Department.

- Christ Rleson, Section Foreman.
- Oscar Hendricks, Care Foreman.
- E. J. Scott, Agent West Division.
- C. W. Mayer, Agent Middle Division.
- Wm. Lee, Icehouse Foreman.
- Wm. Creighton, Material Yard Foreman.

The meeting was called to order by Chairman Melin, who read and commented on fatalities and injuries of September, October, November and December, 1917, and January, 1918, as compared with the same months a year ago, on the H. & D. Division.

Superintendent Melin asked that every employee consider himself a committee of one, and constantly keep Safety First in mind, and this would help to reduce accidents considerably. He stated that if the employee goes at it half-heartedly, it is a useless undertaking to improve the Safety First Movement. He asked that all co-operate and keep at it. He also asked committeemen to make at least one safety first suggestion every day, stating that that was the wish of the management. He believed that it ought not to work a hardship upon committeemen to make this suggestion daily.

Forty-two suggestions were made and either acted on or will be investigated and reported upon at the next meeting.

After a final talk by Mr. Flanigan, Trainmaster, meeting adjourned.

Wisconsin Valley (West) Division Notes.

Lilly Ann.

Chas. Pond, son of Engineer F. D. Pond, has gone to Chicago to enter the aviation corps.

Mrs. F. L. Hudson, wife of F. L. Hudson, ticket agent, is visiting at Chicago with friends and relatives.

Geo. F. Unger, joint facilities examiner, was a business visitor at our office during the week.

Frank McCulloch, conductor on the Interurban line between Schofield and Brokaw, is taking a few days' lay off. J. Linchan is in charge of his run during his absence.

F. W. Bunker was taking a forced vacation on account of injuring his right eye. He was able to come up to see us the other day and reports that with a little more careful nursing he will soon be able to "See Things" as well as before.

FOUND—One gray maltese cat; amiable disposition. Owner may have same by calling and paying for this ad; as we believe in food conservation and are Hooverizing strenuously.

We were somewhat fearful that the La Crosse Division doin's might have been snow bound, but were glad to see Mr. Guy in his place making up an interesting part of the magazine.

Macy Nicholson, assistant to the general manager, and J. M. Davis, assistant general freight agent, were visitors at our office February 14th.

Oh!—Yes, letters from somewhere in France come to this office quite regularly and occasionally we get a glimpse of the address, but nothing more. Wouldn't it be well for some of these letters to be distributed among us? They must be full of good news for we notice they are read, re-read and then read all over again.

It has been absolutely necessary to add a few eatless days and sleepless nights to our meatless, wheatless, heatless and sweetless days since compiling our new form 10 report. Would you call that just being patriotic?

Conductor C. A. Dunn was trying to coax some boys to play hookey on one of our rare, warm, sunshiny mornings. Heard them say something about playing a game of marbles—sure signs of spring. But the next day we had just the worst kind of a blizzard. Wouldn't it be wise to wait awhile before taking another such a chance?

Argall Johnson, son of Engineer J. Johnson, has gone to Ames, Iowa, to attend the Agricultural School at that place.

Sted thinks that I am some goer, but it grieves me deeply to know that he is anxious to see my finish.

At Home



Margaret Louise, daughter of Agent F. W. Bednar, Firesteel, S. D.

Save the Food—Still the Slogan.

The American home may be very near to having to get its food supply by card, just as the British home is doing now; as the French madame has been compelled to do for three years. We have been on a voluntary food conservation basis ever since last summer, and great stores of food have been conserved for use by our armies over seas and our allies, yet the need for a greater shipment of foodstuffs is imperative and the American housemother may have to be drafted into the army of food conservers. More wheat, more beef and more pork and sugar must go abroad if we would win this war. The situation is resolving itself into a "rationing match between the allies and Germany, a grind that grows grimmer and grimmer as food stocks are depleted." President Wilson has told us that this is to be the decisive year of war, and with all our other inconveniences (because, so far, we have not been brought face to face with much in the way of sacrifice of our material comforts), our women must turn resolutely toward learning how to use food substitutes for those staples which we always thought indispensable. With all the spoken and written words, adjuring women to line up for Uncle Sam in this way, all over the land are yet women who are cooking bacon for breakfast, making cakes with sugar and wheat flour (butter is generally eliminated because of the high price) while in every newspaper and periodical columns are devoted to good things to eat made of excellent substitutes for those essentials which must be shipped abroad. For that reason, and because whether we want to "conserve" or not, we shall have to,

we are gradually being drafted into the Food Army, and it will be no unexpected sight before the next harvest, to see the bread cards and meat cards and the bread and meat lines in our cities and towns.

Let us all, as loyal women ask ourselves if we are co-operating with the Food Administration, doing our utmost in the this most necessary and effective **TEAMWORK**.

Food Values.

The following food groups show the values of various foods. In these, substitutes for some of the necessaries which we are now called upon to deny ourselves, are suggested, as for instance, in Group No. 1, we find meats, poultry, fish, milk, cheese, eggs, dried beans, rich in proteins. Therefore, if we wish to eliminate meats, poultry or other articles we will find their substitute in nuts, beans, cheese, etc. For bread, macaroni, cereals, etc., we can use potatoes, hominy, tapioca, etc. In Group No. 3, for sugar, we can use syrup, honey, dried fruits, etc.

The first need of the body is to grow and it must have heat and energy to maintain temperature and do work. The body is different from other machines, in that growth work and repair all go on at the same time. Food supplies these needs for growth and repair and fuel. We must learn certain simple principles of diet. All foods from whatever sources fall within five groups.

In Group No. 1 are the foods rich in protein:

Lean meats	Cheese
Poultry	Eggs
Fish	Dried beans and peas
Oysters	Lentils
Milk	Nuts

These are the foods that make for growth and repair. The body has capacity to use only a given amount of this foodstuff. Amounts taken in excess are not only wasted, but are positively harmful.

In Group No. 2 are foods rich in starch:

Bread	Potatoes
Crackers	Hominy
Macaroni	Tapioca
Spaghetti	All cereals and
Noodles	breakfast foods,
Rice	meals and flours

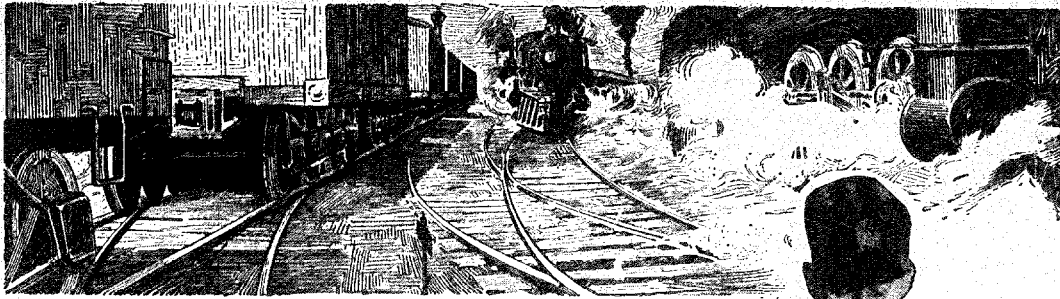
These furnish heat and must be converted into sugar before they are used by the body.

In Group No. 3 are foods rich in sugar:

Cane and beet sugar	Preserves
Syrups	Dried fruits
Honey	Cakes and cookies
Candy	Sweet puddings
Jellies	and sauces

In Group No. 4 are foods rich in fats:

Butter	Butter substitutes
Cream	Salt pork
Lard and other	Bacon
cooking fats	Salad oils



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Groups Nos. 2, 3 and 4 are economical sources of heat and energy. The body uses what it needs and tends to store up excess as fatty tissue.

In Group 5 are foods depended upon for mineral matter, vegetable acids and body regulating substance:

Apples and all fruits.

Green vegetables

Salads

To have a well balanced ration each group should be represented in the day's meals and duplicates in various classes should be avoided.

Fashions in Limericks.

There once was a young steno Tilly
Whom every one thought very silly.

But she bought a voile waist

Which had insets of lace

Of the very latest pattern in file.

There was a young lady of Perry

Who was exceedingly stylish, oh very.

Her shoe had buck tops

And her stockings had clox

And the color was very faint sherry.

There was a young woman of Majah

Who wore a new suit of blue Rajah.

The collar was white

And the skirt was quite tight

As that is the new style in Majah.

There was a fair maid of Perdreth

Who made a white organdie dress.

She made the skirt double

And the collar a ruffle

And the natives, they all held their breath.

There was a young maiden of Gat

Who bought a shiny black hat

And the trimming was feathers

Made to stand all the weathers

Only \$5.50 or something like that.

There was a fair maid of Farding

Who bought a new coat for the spring.

The color was purple

And for a girl like Miss Myrtle

It was voted to be just the right thing.

The bag that she carried to town

Was made with the stripes up on down

And it closed with two rings

And a long silver string

And just matched her very best gown.

Maid wants but little now below, nor wants that little long is not the way Dean Goldsmith wrote his Hooveristic song, if he should come to life again and see the new style dress, methinks he'd change his attitude and then and there confess that things have changed in this old world since women learned to vote, they want but little now below the drop line of the coat.

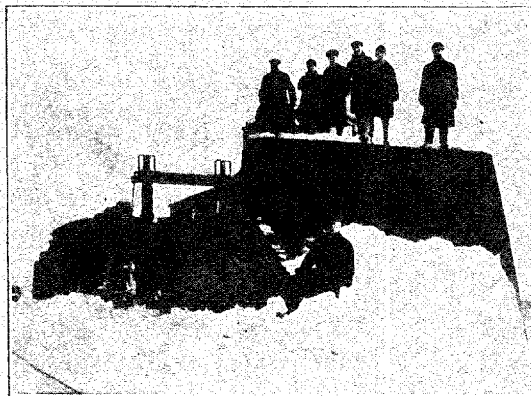


No. 1

Solving the Snow Problem at Godfrey Yard.

No. 1 in the series of views shows the Russell doing her bit on track No. 38. Reading from left to right the bunch on top who are playing freezeout are H. S. Stockwell, yardmaster; Tony Argentino, general foreman, and Fred Sherman, switchman.

No. 2 was taken on the Grain Alley Lead and shows to some extent the depth of snow, which nearly covers the switch lamp in the lower right corner. From left to right on "top" are Peter



No. 2

Moreli, Fred Sherman, Albert Smith, Emil Loster, Jas. Flanagan and Tony Argentino and on the ground H. S. Stockwell.

No. 3 shows the equipment that was used to do the work, the Russell Slope Leveler, and some locomotives, and it was accomplished in the following manner in the short period of ten days. One track would be cleared with the plow. The slope leveler was then run over the track and the snow that was between it and the next track was shoved onto the track adjacent. There are seventeen tracks in the train yard and of these only four were blocked. In the hump yard there are forty-five tracks, thirty-four of which were cleared for business and each thoroughly flanged! at the time the plow cleared each track. The tracks all had cars on them when the work was started and the cars all had to be pulled before the plow and leveler could get at the snow.



No. 3

Car Accountant's Office.

Sis Hopkins.

We regret to announce the death of A. S. Scannel, W. W. Scannel's father. Our sympathy extended to the family.

Elsie Shroeder has left us and accepted a position in the ticket auditor's office.

Jesse Smith is the proud father of a fine baby boy. He may not be president but we are almost sure he will be car accountant some day. Congratulations.

Have you ever read that little verse called "Smiles"? We never read it without thinking of Carl Knigge. Oh, girls, that boy can smile.

Strange how some fellows can get girls, isn't

it? We can't blame them for going out properly chaperoned. What say, Win?

A certain pink haired lady was observed looking months ahead for the "Fourth of July," we think. Poor Pinkie, no holiday trip for you this year. That date falls on Thursday.

We are sorry to say J. E. Crowley, our chief clerk, has resigned. We will miss him for he has been with us a number of years. We certainly wish him success in his new work.

John Williams has been transferred to ticket auditor's office.

And again we have lost another faithful our Mrs. "Dr. Gibson," who had a remedy for every ache and pain and always looking after motherless girls, ready to lend them a helping hand. How we will miss her.

Special Commendation

Iowa Division Brakeman C. E. Bowers has received special commendation for vigilance in train inspection, discovering a broken arch bar on Erie car 103250, oats for Chicago, on train Extra East, February 3th, at Oxford Junction.

Section Foreman Albert Friederick, Sparta, Wis., has received special commendation for promptly stopping extra west near Camp Robinson, February 13th, when he discovered a pair of wheels derailed. This doubtless prevented a serious accident and is much appreciated.

Illinois Division Conductor Fred Libby received the following letter from Superintendent Bradshaw commending him for his attention to passengers on his train, which was stalled in the big January blizzard, at Roselle, Ill.

Savanna, January 25th, 1918.

Mr. Fred Libby, Conductor,
Dubuque, Iowa.

Following is a copy of a letter from the general manager, which is self-explanatory:

"Referring to the attached: Please see that Mr. Libby understands that the passengers (some of them, at least) appreciate the efforts made to take care of them during the recent storm at Roselle."

(Signed) J. T. GILLICK,
General Manager.

"I inclose herewith letter from Maud Granger of Elgin, Illinois, expressing appreciation of the kindness and courtesy of the train crew towards passengers on train No. 23, January 11th and 12th.

"I think it would be well to forward this letter to the superintendent and have him advise the crew in question of the receipt of this communication.

Yours truly,
(Signed) H. E. BYRAM.

I also wish to add my appreciation of the efforts that were put forth by you and your crew to properly take care of the passengers during the recent storm. I am sending a copy of this letter to the Employees Magazine.

C. O. BRADSHAW,
Superintendent.

S. M. Division Conductor Jacob Birran received the following letter from G. C. Phillips, general secretary of the South Dakota State College, expressing his appreciation for courteous attentions during a recent trip from Bristol to Lake Preston.

YOUNG MEN'S CHRISTIAN ASSOCIATION
of the
South Dakota State College.
Geo. C. Phillips, Gen. Sec.

Dr. G. L. Brown, Pres. Advisory Board.
R. A. Larson, Treasurer.

Brookings, S. D., Jan. 10, 1918.

Mr. Jacob Birran, Conductor,
Madison, S. D.

My Dear Mr. Birran—You no doubt will be surprised at receiving a letter from me, but I want to express to you my thanks and appreciation for our very pleasant trip from Bristol to Lake Preston.

Each member of our delegation has commented upon the interest you took in us, and I assure you that you will be kindly remembered by all. From time to time I shall try to send you something from the college which may be of interest and I am hoping that you may visit us when weather and conditions permit.

Most sincerely,
(Signed) GEO. C. PHILLIPS.

T. M. Division Brakeman Chas. Lawrence has received special commendation for discovering a broken arch bar on engine 6715 on train No. 17, January 14th, and reporting same promptly to the engineer. Credit has been given Brakeman Lawrence in the roster.

T. M. Division Conductor H. Fritz has been commended for the prompt and effective work of himself and crew in connection with the burning of the Columbia Elevator Company's building at Wautauga. Through the efforts of Conductor Fritz and crew the coal shed belonging to the elevator was saved from the conflagration.

R. W. Glese, watchman at Spring Creek trestle, near Lewiston, Montana, has received a letter of thanks from Superintendent Bowen for vigilance in discovering equalizer lever dragging on baggage car in train 117, February 6th, and reporting same to the agent at Hanover. This prompt action no doubt averted a serious derailment. Copy of Superintendent Bowen's letter was also sent to the superintendent of the Great Northern, which also uses the Spring Creek trestle.

Illinois Division Section Foreman George Abbas has received special commendation for discovery of dragging brake beam on extra east, January 25th. The train was stopped and the damage repaired thus probably averting a serious derailment.

Section Foreman William Fritchett, Easton, Wash., has received special commendation for discovering a dragging brake beam in train No. 74, February 11th, while train was passing him at a point two miles west of Easton Station. The train was flagged immediately, stopped and the brake beam removed before greater damage had occurred.

Agent C. L. Post, Blakesburg, Iowa, has received a commendatory entry in the service roster for discovering brake beam down under car in train 68, January 31st, while train was passing his station and calling attention of trainmen to the matter.

Agent J. N. Scannell, Mosby, Mo., called attention to water leaking from stand pipe and running down between rails, freezing to such an extent that it might have covered the rails during the night, no one being on duty at that point.

Conductor O. C. Norman by inspecting train No. 76 at Minnesota Falls, January 30th, found brake beam down on St. Paul car 502245, for which he should receive special commendation for his attention to duty.

Brakeman Charles Isley discovered sand board down on St. Paul car 102299, on train extra west. Conductor Berg, January 27th, while pulling on to the east passenger track at Appleton and stopped the train before any damage occurred. Mr. Isley has received special commendation.

Engineer W. Fillmore, while crossing track in South Minneapolis, January 13th, discovered a piece of flange broken off wheel of car 300526 in train extra west, Gregory, conductor. He notified the carmen and they had this car set out. Engineer W. Fillmore has received special commendation for discovering this car in such condition.

Tony Weldt, section foreman at Ipswich discovered brake beam down on head car 205108 as same passed Ipswich on train extra west, Matson, conductor, February 1st. He gave the conductor the signal to stop the train. As the train stopped the conductor found the brake beam down on his car; also found car 53798 with broken brass. Section Foreman Waldt should receive special commendation for attention to duty.

Brakeman E. Lord in looking over train No. 62 at Stewart, Minn., February 14th, found brake

beam down on G. N. car 300232, for which he has received special commendation.

Appointments

Following appointments and reassignments of duties have been made:

M. P. Flanigan is appointed superintendent of the Dubuque Division, vice J. W. Stapleton, resigned. Effective February 15, 1918.

B. F. Hoehn is appointed superintendent of Milwaukee Terminals, vice W. R. Hinrichs, transferred.

W. B. Hinrichs is appointed station master at Milwaukee, Wis., vice C. W. Mitchell, transferred.

H. M. Gillick is appointed trainmaster of the Hastings & Dakota Division, vice M. J. Flanigan, promoted. Effective March 1, 1918.

D. W. Kelly is appointed trainmaster of the Superior Division, vice H. M. Gillick, transferred. Effective March 1, 1918.

W. F. Ingraham is appointed trainmaster of the Sioux City & Dakota Division, vice C. H. Buford, transferred. Effective March 1, 1918.

D. S. Bagnall, formerly chief clerk to the general superintendent of the C., B. & Q. R. R. at Burlington, Iowa, has been appointed chief clerk to General Manager Gillick, Chicago. Mr. Bagnall assumed the duties of the position February 15th.

J. E. Hills is appointed trainmaster of the Twin City Terminals with headquarters at Minneapolis, Minn. Effective February 1, 1918.

B. H. McNaney is appointed trainmaster of the Northern Division, with headquarters at Milwaukee, Wis. Effective February 1, 1918.

R. E. Sizer is appointed trainmaster of the Prairie du Chien and Mineral Point Divisions, with headquarters at Milwaukee, Wis. Effective February 1, 1918.

C. H. Buford is appointed trainmaster of the LaCrosse Division, vice B. H. McNaney, transferred. Effective February 1, 1918.

J. M. Heath is appointed assistant freight claim agent in charge of Over, Short and Damage Bureau, with office at 1368 Fullerton avenue, Chicago, Ill.

Effective February 1, 1918, the business of the Freight Traffic Department is assigned as follows:

P. D. Burroughs, western freight traffic manager, Seattle, Wash., will have charge of all matters pertaining to traffic west of the Montana-Dakota state line, including business interchanged in that territory with connecting lines; and business to and from points in British Columbia and Alaska.

J. R. Veitch, assistant traffic manager, Seattle, Wash., will have charge of agencies, solicitation and industrial matters, west of the Montana-Dakota state line.

J. T. Conley, general freight agent, Chicago, Illinois, will have charge of the general freight department, and matters pertaining thereto in the territory east of the Montana-Dakota state line.

J. G. Love, assistant general freight agent, Chicago, Ill., will have charge of grain and its products; lumber and other forest products; coal and coke; live stock and its products; paper and its raw materials, and dairy products, east of the Montana-Dakota state line.

T. W. Proctor, assistant general freight agent, Chicago, Ill., will have charge of traffic interchanged with other lines east of the Montana-Dakota state line, and such other work as may be assigned to him.

C. A. Lahey, assistant general freight agent, Chicago, Ill., will have charge of matters pertaining to complaints before the Interstate Commerce Commission, and before state commissions, except Montana, Idaho and Washington; divisions with connecting lines, and such other work as may be assigned to him.

C. A. Butler, assistant general freight agent, has been assigned to duty with J. G. Woodworth, regional traffic director for the Western District. Congratulations, Charlie.

Grant Williams, assistant general freight agent, Chicago, Ill., will have charge of refrigerator and heater service, and such other work as may be assigned to him.

E. B. Finegan, assistant general freight agent, Chicago, Ill., will have charge of local traffic not otherwise assigned; switching, weighing, classification and inspection, east of the Montana-Dakota state line.

J. M. Davis, assistant general freight agent, Milwaukee, Wis., will have charge of traffic on the Prairie du Chien Division, LaCrosse Division, Northern Division, Wisconsin Valley Division, Superior Division, and business interchanged with connecting lines in that territory. (Not including the City of Milwaukee and its suburbs.)

A. A. Wilson, general agent freight department, Minneapolis, Minn., will have charge of traffic at St. Paul, Minneapolis, Stillwater, South Stillwater, Minn.; Head of the Lakes District; the Hastings and Dakota Division, and the Iowa and Minnesota Division, north of Ramsey, Minn., not including stations east of Faribault, Minn.; also traffic in the territory north and west of the Twin Cities and Duluth, Minn., to the Montana-Dakota state line; the Canadian territory, Port Arthur and Ft. William, Ontario, to but not including British Columbia.

W. P. Warner, assistant general freight agent, Spokane, Wash., will have charge of traffic on the Columbia Division east of Marengo, Wash.; on all lines in Idaho, and traffic to and from points on foreign lines in Washington east of the Columbia River, and points on the O. W. R. & N. Co., in Oregon, north of Pendleton and Umatilla.

Samuel Wilson, assistant general freight agent, Tacoma, Washington, will have charge of traffic at Tacoma and Olympia, Wash.; all points Tacoma to but not including Helsing Junction, Wash.; all points on the Tacoma Eastern Railroad and traffic to and from points on the lines of the O. W. R. & N. Co., in Washington south of Tacoma, except Vancouver, Washington.

O. T. Cull, chief of tariff bureau, Chicago, Ill., will have charge of the issuance and distribution of tariffs.

Geo. E. Stolp, oriental freight agent, Chicago, Ill.

F. J. Calkins, export and import agent, Seattle, Wash.

Division, general and commercial agents will address all communications in accordance with the foregoing assignments. On matters not assigned address the western freight traffic manager, Seattle, Wash., or the general freight agent, Chicago, Ill.

Agents requiring rates or other information not shown in their tariff rates or published instructions, will address the freight traffic representative in charge of the district in which they are located.

East Prairie Du Chien Division Notes.

M. Murphy.

Section Foreman H. Bohman, Waukesha, has been confined to his home account of illness. William Sors of Wausau is working in his place.

Mrs. H. Bensing, wife of Car Inspector H. Bensing, Waukesha, visited friends at Chicago, Ill.

Conductor J. Cavanaugh, Wauwatosa, has been laying off for some time.

Agent J. Lawless, wife and children, of Waukesha, are on a pleasure trip to Florida. Operator Spillard is assisting with the freight office work. Operator Thompson is working third trick.

Fireman J. Kerins, Madison, took a short vacation.

First Trick Operator J. V. Derivan, Waukesha, was called to Chicago, Ill., by the death of a relative.

R. E. Sizer has been appointed trainmaster of the Pra Du Chien and Mineral Point Divisions.

Mrs. F. Risdon, wife of Engineer F. Risdon, Milton, was a visitor at Milwaukee.

Engineer E. Bird is taking a vacation.

Agent P. Roberts and wife of North Prairie were visitors at Waukesha.

Brakeman E. E. Smott was laid up a few days with a bad cold.

Claim Agent M. J. McGowan, Janesville, died after a brief illness. His home was at Dixon, Ill. The employes extend their sympathy to the bereaved family.

Superintendent L. T. Johnston was transferred from the Pra Du Chien Division to the La Crosse Division, Superintendent J. A. MacDonald of the La Crosse Division coming here.

Freight House Cashier C. E. Mix, Waukesha, spent Sunday at Neenah, Wis.

Second Trick Operator E. V. Sloan, Waukesha, spent Sunday at Chicago, Ill.

Agent Z. C. Wilson, Palmyra, was a visitor at Milwaukee.

On The Steel Trail

Notes from the R. & S. W. Division.

Dispatcher Field was off for a few days the last of January on account of the illness of his mother. Mr. Field now holds the regular second trick position on the R. & S. W.

G. H. Lane relieved Mr. Hoyer on the first trick for a few days the first of the month. In spite of his conduct in and about Elkhorn we must admit that George is making good as a dispatcher.

Brakeman Ray Nolan of the Jake Myers Division is sprouting a mustache. We trust the early spring thaw will aid him in this glorious undertaking.

Operator Flora relieved Morrissey at Corliss for a few days this month.

Conductor Gillen off sick a few days this month, relieved by Lavin.

By special request we make the announcement that Conductor Patrick J. Lavin has shaken the shackles of the H. G. S. and actually made a trip to Savanna and back. McCarty to the contrary notwithstanding, there are some conductors on the H. G. S. whose feet do not congeal when forced to proceed west of Burlington. Mr. Lavin also did very creditable work in rerating cars at Lake on January 31st. We have great hopes of Pat.

It is now "Traveling Engineer" Alexander Martinson of the R. & S. W. and R. & S. lines. The appointment meets with the approval of Alex's many friends on the division.

Engineer Frank Ewart and Fireman Joe Hayes took an eight-day joy ride on the R. & S. line on a rotary snow plow.

Conductor Grissenger on the sick list the first of the month is again back on the Racine line passenger.

With the reinstatement of trains 35 and 36 the R. & S. W. resumes its former passenger service. The Eagle line is again opened up and trains running regular. Freight service is rapidly returning normal.

Superintendent Bradshaw, Trainmaster DeGarmo and Traveling Conductor McKee have been very active on this division since the first of the month and have accomplished wonders in clearing the worst congestion the division has known for many years. Yardmaster McCarty is entitled to special credit for his excellent work under the most trying circumstances around Racine and Corliss.

So much has appeared in this column which might have been construed as uncomplimentary to Operator Edward J. Anderson at Elkhorn, that we are pleased to chronicle the fact that on February 9th after a train had stalled three times on Springfield Hill, Mr. Anderson acted as fireman on No. 48's engine and assisted them out of town. It is the earnest wish of his many admirers that his commendable activity in the company's behalf was not made to the detriment of his well known white Sox.

Conductor Kinney of the Racine lay-over way freight is off for a few days, relieved by Gibbons.

Conductor Houy was off a few trips this month resting up from his strenuous labors during the storm period.

Brakeman Red Bradley, after making 32 days in two weeks, laid off to catch up with his bank account.

Engineers Blackford and Owen are dispatching at Milwaukee.

Harry Woodward neglected to make application in time, so is back on the nineteen hundred specials.

Changes in the mechanical department place John Bjorkholm as master mechanic of the Chicago terminals and Engineer George Passage as traveling engineer in the same territory. No better appointments could have been made, and their friends on this division rejoice in their promotion.

We learn with pleasure that during the time that Herb Stiles was tied up at Elkhorn during the recent snow storm, he was royally entertained by his particular friend, Eddie Glnaine. Herb says that Eddie invited him to the movies and that he braved a blizzard for two blocks and

found the darned place closed.

A card received from Brakeman Don Barrus requests his old friends on the R. & S. W. to drop him a line in care of the 26th Regiment of Engineers, Columbia Barracks, Columbia, Ohio. He expects to be transferred shortly to Fort Myer, Virginia, and sends his regards to all the boys.

Following notes received from Savanna.

The office force has been enlarged to the extent of having an extra couch for some of the employees. We also have several new faces in the office. Among them are Orville O'Neill and Dwight Roberts.

W. M. Thurber, trainmaster Dubuque Division, formerly Illinois division chief dispatcher, is located at the Savanna office for a short time helping adjust the congestion at this point.

Chief Clerk J. H. Chambers acted as best man at the wedding of Joe Hargrave, who was united in marriage to Miss Catherine Graham on February 2d at Milwaukee. Mr. Hargrave was at one time an employee at the superintendent's office, Savanna.

E. A. Maxwell, transportation inspector, spent February 7th and 8th in Chicago.

Mabel, train dispatcher's stenographer, is again able to move about more freely for she has thrown off her surplus winter clothing, as spring is making her appearance.

Taking effect January 28th the enginemen's time for both Illinois and R. & S. W. Divisions is kept at the Savanna office. It was deemed necessary to put on a chief timekeeper to take charge of the work. The new chief is Leo L. McGovern, formerly E. & P. timekeeper of the Iowa Division at Milwaukee and comes well recommended.

Prairie Breezes from the H. & D.

C. R. Craft.

Our balmy weather was suddenly put a stop to when a big blizzard struck us on the night of February 13th and continuing nearly all of the next day. Main line trains were operated nearly on schedule, but trains on the Orient, Linton and Edgeley Lines were abandoned on the 14th.

West End Dispatcher F. S. Bauder formerly on first trick has been promoted to chief dispatcher of the Des Moines Division, Des Moines, Iowa. Fred is an old timer in the service and we are glad to see him get this well deserved promotion. We wish him success in his new position and feel confident that he will "make good."

J. Davis, a former dispatcher with the Soo Line at Minneapolis, has been secured to fill the roster of dispatchers for the west end, caused by the promotion of Mr. Bauder and C. W. Mayer having returned to Bristol to resume his duties as agent.

Another recent change in the dispatcher's force was the transfer of C. E. Molander, third trick on the middle division, to first trick at Deer Lodge, Mont. C. J. Brown of Moberly now on third trick here in Molander's place.

J. L. Shedd, traveling auditor, has resigned to accept a position as head bookkeeper in the large wholesale firm of Jewett Brothers at Aberdeen. Money talks these days.

Trainmaster H. M. Gillick, of Green Bay, Wis., was a recent visitor in this neck-o-the-woods. H. M. used to be our west end chief dispatcher before being promoted to T. M. at Green Bay.

Harold E. Peckham, reporter on the Aberdeen Daily News staff, has accepted the position of clerk to Chief Carpenter C. J. McCarthy. Former Clerk Robert Galligan having resigned and returned to his home at Lanesboro, Minn. Glad to have you with us "Peck."

Earl Askew, of the superintendent's office, was a visitor at the Minneapolis auto show.

F. Long of the valuation department, has been in Aberdeen making valuation estimates of all company property.

Operator W. P. McCauley, dispatchers' office, resigned and gone to St. Paul. "Mack" informed us he intended to secure a position with the West-

ern Associated Press, he having formerly been in their employ.

W. H. Amundson, formerly agent at Lechter, has assumed the position of second trick operator in place of W. P. McCauley, resigned.

Agent A. R. Corwine of Linton, was recently called east by the death of his father, D. M. Paul acting as relief agent and C. C. Overton relieving Paul at Greenway.

Mrs. Alice Rasmussen and Otto Bleckert are recent acquisitions to the clerical force in the superintendent's office. Miss Pearl Kruger has resigned and returned to the Pacific Coast.

On account of the increased amount of work and the addition of more clerks, it was found necessary to secure more room, consequently part of the superintendent's force has been transferred to room 16, being under the direction of Frank Falkingham. However, this arrangement is rather unhandy account of the distance between the two offices and it is probable that some of the other offices will be switched around in order to get them all together.

Eugene McDill, our messenger boy, made a trip to Minneapolis recently, to see the sights and what a big city looks like.

L. A. Fuller, chief clerk local freight office, spent a short vacation recently, with relatives in northern Minnesota.

Friends of Trainmaster M. J. Flanagan were pleased to learn of his promotion to superintendent of the Dubuque Division with headquarters at Dubuque, Iowa. Mr. Flanagan came to Aberdeen from Perry, Iowa, as chief dispatcher, a short time later being promoted to trainmaster, which position he has creditably held for the past nine years. Leaving here the night of February 13th he was accompanied as far as Mitchell by Superintendent F. M. Melin, DF&PA O. F. Waller, Chief Dispatchers H. F. Gibson and F. E. Devlin, Chief Carpenter C. J. McCarthy, Attorney E. L. Grantham, and Chief Clerk S. E. Keane. The No. 90 was used to convey this jolly bunch and a part of the time en route was spent in telling stories and playing the exciting and skillful game called "Slippery Ann." We were not able to find out who was the best story teller or the best "slippery" player, but from some of the remarks heard the next day, we would guess they all had the pleasure of meeting "Her Royal Highness" during the course of the evening. Oh, yes, we must not forget to mention that as a token of friendship and appreciation, Mr. Flanagan was presented with a gold watch chain. The presentation being made by Mr. Grantham with the recital of a very appropriate piece of poetry. The H. & D. wishes M. J. F. the best of luck and success in his new position.

Spring Styles for Milwaukee Men.

Sted.

While reading the "At Home" department specialties I noticed the dames were advertising spring styles as usual and, as usual, nothing is said about the raiment mere man must anticipate, contemplate and appropriate this spring.

When I desire special dope on the male vestment I usually run over and see Dolby. Dolby knows all about it. I had not given much thought to this all important topic until Trainmaster H. L. Wiltout and Passenger Conductor Frank Beal piped me as to what was on tap for an Easter dressing. In order to get them haberdashed proper I called on Dolby one evening last week and gained a lot of valuable and interesting information. Dolby states that if prices on woollens serges and haberdashes keep soaring, spring styles will revert to the days of the fig leaf, apple juice and garter snake; he asserted pants—he may have used the word trousers—any way he said they would be constructed with two legs as usual, some would be longer than others and others would be shorter than some. He would not state positively, but it is his personal opinion that vests would be operated sleeveless this spring in order to conform with the Hoover-Garfield idea. This appeals to all men as an economic proposition. Mr. Dolby has not yet received any authentic prognostications as to waistcoats, but does not believe they will be moulded from anything but cloth of either light, medium or dark composition. As to button place-

ment he was positive they would be placed opposite the button holes. If any tape is necessary it will be red.

Shirts will be assembled of some cloth-like texture in different shadings and will open either down the front or up the back. The side aperture pattern was not considered a success. Socks—half hose some unsophisticated yaps call them—will be constructed with the top at the tip forward of the heel; this little diversion may prove difficult for some to become acclimated with but should go through; there will be no change in the leg or half leg architectural design. The hole will remain on the inside the same as formerly. Underwear will specialize in light and heavy weight woollens and cottons; they should be worn next the flesh, under the trousers and shirt; do not penetrate your half hose, pants and shirt until you have entered your underwear. It might attract attention.

Ties will be conglomerated from various kinds of cloths and shades; wear them in the same location and direction as the past season. Collars will be circular and will either stand up or lie down. They should be secured at the back with a collar button and at the front with a button hook. The tie should circumflect the collar. Kerchiefs, suspenders, gloves, belts and other accessories will average about the same; the kerchief will be styled an utility this spring; gloves should be worn on the hands; belts should be adjusted around the waist line; the ancient style of belting on the jaw has languished of late.

Just as I had gleaned the foregoing information Mr. Dolby was called away on an important matter of business and I ducked for the typewriter to get it all down before it evaded my elusive memory. I respectfully dedicate this to the masculine fashion plates of the Milwaukee system. If it isn't all right, bring it back.

A cheerful face has left our board, his smile is seen no more. Frank Zoerlin's zeped to other climes to pull another oar. Here's hoping Frank will ring the bell with Spokane zest and go, the whole bunch wishes you good luck and hopes you win the throw.

A precious bird there is somewhere, who bears the olive branch, who left the ark in days long gone. Has anyone, perchance, seen anything of this small bird who bears the twig of peace? We need its aid in days to come, his presence should release the dread of war, the death of friend, of husband, son or swain, or Dove of Peace! Return that branch and ease this fighting strain.

Items from S. C. & D. Division.

Blanche Manley.

Traveling Engineer W. H. Gardner was on the S. C. & D. recently for a few days on an inspection trip.

Conductor F. M. Gallant and family spent their Christmas in Hannibal, Mo., with relatives.

Brakeman C. R. Moran is back at work again after being laid off for a spell account having crushed three fingers while unloading freight at Hudson on December 22.

Brakeman Glen Hauser, son of Engineer Hauser, has joined the navy and gone to the Great Lakes Training Camp. Here's luck.

Elmer Slater, formerly in train service on this division, was here for a few days recently looking up old friends.

Baggageman J. M. Rowley has moved his family to Sioux Falls as he now runs through between Manila and Sioux Falls on 11 and 6.

Engineer E. J. Hopkinson has a brand new son. We suppose he is wearing the usual big smile, but have had no evidence.

Conductor E. L. Athon and wife are home again after a trip to California to escape some of our cold weather. We can't understand, however, why they returned so soon before the cold was finished.

Conductors Leon and J. P. Bicknell with their wives are visiting on the west coast for a while.

Conductor A. E. Bryan and Engineer Geo. Ray and families have gone to California for the winter.

C. D. Hopkins is working as clerk in the yard relieving John Gilbo who has gone back to work as operator in the yard office.

Archer Richards has gone to Detroit, Mich., where he is to enter the aviation corps. We presume there is a long face in Savanna.

Chief Dispatcher Corcoran has a new stenographer—Blanche Stewart. "Too many Blanche's in this office for luck."

Assistant Engineer W. E. Shawhawn was a Sioux City visitor recently. Seemed good to see him again.

Engineer Glen Payne asked for pass recently for himself and WIFE to Chicago and Milwaukee. No one told us he was getting married, so we missed that item, but it must be so, so here's congratulations.

Inspector P. M. Garvey has been here a couple of times lately, and as usual we were glad to see him. The last time he was preaching the gospel of the clean plate and talking of having nose bags with which to feed the traveling public. Every time we see him, he looks more like Hoover.

Switchman Charles Lucas has been called home to Miles City, Mont., account of sickness of his mother.

Fireman Paul Betz has a new baby. No one took the trouble to tell us whether "he" or "she" but we hope "she."

Another to join the ranks of the fathers is Baggageman W. J. Hurley of Sioux Falls. We don't know which "it" is, either.

Conductor John Weber has been off his Platte Line run for a while and W. B. Anderson has been taking his place.

Conductor W. F. Christy has been laying off account sickness.

Conductor Dave Murphy was down from Flandreau the other day. We don't see him very often.

Ben Bowen was in Sioux City for a few days.

Mrs. Bert Brashear and daughter Dorothy, family of Conductor Brashear, the man with the big smile, have been visiting in Fort Dodge.

Mrs. W. D. Griffiths, wife of agent at Sioux Falls, visited relatives in Salem, S. D.

Engineer T. B. Thompson and wife are having a dandy trip in the south, taking in Hot Springs and a few other of those good old southern towns.

Fireman C. F. Johnson is away on a trip to Salt Lake City.

Brakeman F. J. Pape and wife were away a few days visiting in Carroll, Ia.

Mrs. W. A. Shoemaker is visiting her son, H. A. Shoemaker, agent at Stickney.

Section Foreman H. McGrain is away on a trip to Salt Lake City.

Several people in the office have received cards from H. L. Hoskins, our dispatcher who went with the Russian Railway Corps, and he tells us he is to spend the winter in Nagasaki, Japan; or at least stay there until the trouble in Russia clears up so they can land there.

Am fortunate to be given letters from Conductor H. W. Apted who is now in France with the American Railway Regiment, and he is feeling fine although sad at the loss of his chum, Mr. Main. Harry says he will be glad to see the good old U. S. A. again, but is glad to stay until the thing is settled for good.

Honorable mention should be given Brakeman E. O. Eckert on No. 61 at Grant Center, January 27th, for discovering a hot box on No. 6 while No. 61 was pulling past; he stopped the train and helped re-brass the car, thereby undoubtedly saving considerable trouble and perhaps a burned journal.

Trainmaster C. H. Buford has been transferred to the La Crosse Division with headquarters at Portage, Wis. We are glad of the advancement, but sorry to lose Mr. B.

Paul Mullen, assistant general foreman, has been transferred to Austin, Minn. Another good man whom we are sorry to lose. We think the girls are going to miss Paul.

Kansas City Terminal Items.

C. V. Wood.

Engineer Stephen Standard, in the last issue of the Magazine, was reported to have been married on January 15th. This is in error as it was Brakeman Stephen Standart who upon this date entered into the holy bonds of matrimony and

not Engineer Standard.

Nelson V. Bartlett, one of our good local office clerks, left us having secured a more profitable position with another road. Sorry to lose you, Bart.

All railroads running into the Kansas City Union Station are contemplating the purchase of a service flag to be placed in the lobby of Union Station, representing the number of employees from all lines enlisting in the service of Uncle Sam. This flag is to be in size 10x19 feet.

Walter G. Slagel, one of our Milwaukee boys, is now First Lieutenant, 129th Field Artillery, located at Camp Doniphan, Ft. Sill, Okla. Girls, did you see his picture and doesn't he look nice in uniform? He asks to be remembered to all his friends.

Miss Gladys Vail is one of the new members of our family, being at this time employed in the local freight office.

Leroy W. Leonard, one of our most faithful workers, resigned service with this company on Feb. 13th, accepting a more promising position with the A., T. & S. F. Company here. While we were sorry to lose Mr. Leonard, we are glad to see him do better.

Lyman B. Davidson spent the week of Feb. 18th to 23rd serving his time on the jury. Mr. Davidson is always on the job and missed very much while away, especially when a car of coal is off the track.

John Platt, the big boss at Broadway yards, served on the jury Feb. 4th to 9th, having been relieved by Holland Schofield. Of course, no one missed Johnnie.

When people go around with a red nose it is the general impression that they have been drinking, but in Harry Zane's case this is not true. Everyone knows Freckles doesn't drink, but still the fact remains that he has a red nose. I am sorry I couldn't get a snap shot that you all might have a view, but for the benefit of those not knowing will say that Freckles had a boil on his nose.

Leo Landon, our worthy District Police Inspector, is always on the job and nothing escapes his attention. He is a firm believer in "Safety First," his motto being "Let your switch lights so shine that all may see the way."

W. E. Johnson, after having frozen his ears while sitting in the office, was heard conversing with the coal man. The conversation ran something like this:

"How long, man, do I have to wait. Do I get it now or must I hesitate?"

The coal man hesitated and finally said:

"If you have the cash, and will carry it home, I'll try to let you have just a little bit more."

Harry J. Vail spent a portion of two days courting—having been called upon as a witness in a case.

S. H. George, assistant engineer, and employes left us the latter part of February, after having spent several weeks taking a check of the Kansas City terminals.

Eugene Reed is now the official water pipe inspector at Coburg, having received his appointment during the extreme cold weather.

John Malfield, one of our car department men, has been off several days suffering with a very bad hand. He is better at this time and expects to be back with us soon.

J. V. Tuomey, for three years second trick operator at Coburg, has been promoted to Clip we are sorry to lose Mr. Tuomey, we are glad to see him do better. We all join in wishing him the best of luck in his new position. Mr. Kay Lewis is succeeding him in his position here.

Earl Thompson has been appointed day call boy, having been relieved nights by Bill Landon.

J. D. McCarthy, first trick operator at Suburban Junction, who has been off on account of sickness for a few weeks, reports that he will be back about the first of March.

We are sorry to report the death of one of our most faithful co-workers, Ralph M. Lightner, who for many years had been our O. S. & D. clerk, having been loyal and reliable in every respect. Funeral services were held from the home Friday, Feb. 15th, at 2:30 p. m. We extend to his family our deepest sympathy.

Frank Reed's services were required on the jury the early part of February. It is needless to say that he was very much missed at the office.

Scraps From the West End.

Sted.

Well, here I am in Spokane. I surely thought we were going to have a real snow storm, but it turned off warm and the snow all melted before it reached the ground, just like it does in Seattle. But anyway, Spokane isn't so bad. I have been so busy inspecting it looked powerful like there wouldn't be any "scraps" this month, but when I thought how badly everyone would feel (what's that?) (My mistake, I thought I heard somebody say something) to see a whole blank column in the Magazine under the caption "Scraps From the West End" I drew forth my trusty Underwood. The Underwood is on a chair and I am sitting on a stool that may collapse at any moment. Therefore I feel sorry for the poor editor and copyman. Then, too, my typewriter and Webster don't always agree as to spelling, but that means nothing in my young life. I let them "scrap" it out between them.

I inspected the "Davenport" and it is some hotel, and I also inspected the superintendent's office and met the following people: Edward Marcus Grobel, chief clerk; Thomas Hughes, timekeeper; Ernest Kleber Stedman, I don't know what he does; Herbert E. Moody, material clerk; H. Ray Gates, general clerk; Albert Janosky, stenographer; Frank Taylor, stenographer; William W. Shiere, assistant time keeper; Merle Geerling assistant time keeper; Claude Mitchell, special time keeper; Alice Mitchell, assistant material clerk; Meda Bishop, special clerk.

Don't you think I remember names well? That sounds just like a payroll, doesn't it? I will say for them all that they appeared to be an industrious, good looking, hard working lot, and I was glad to meet them all.

Also called on Chief Dispatcher Hayes and while in the dispatcher's office learned that Mr. Rossbach was the ladies' man of the Spokane offices. Isn't that a nice title to have?

But I must hasten back to Seattle and relate a few thrilling events from my native city.

Firstly, dear brethren and sisters, someone sent me a news item and it goes in FIRST.

R. O. Bullwinkle, timekeeper, electrification department, is now with the 461st Engineers, Motor Transport Service, somewhere in France.

Dr. H. Eugene Allen was in Friday in full uniform as a captain of the Medical Corps, en route to New York to take a two months' course in brain surgery before leaving for France. We all vowed not to be sick while he was gone and I even heard several of the girls asking if they could not go to France as nurses.

The Gramb twins, "Jim" and "Bill," from the superintendent of transportation office are now in Vancouver, Washington, busily engaged in cutting spruce to build flying machines for Uncle Sam; truly an important work. We've all got to do our "best bit" so that the war will end soon and everybody can come home again.

F. D. Burroughs has been appointed Western freight traffic manager at Seattle.

G. W. Myers has gone to Chicago and Miss Charlotte Boulden has taken Mr. Myers' place as chief clerk to Mr. Veitch. Good for you, Miss Boulden. We women must assert ourselves.

Miss Jeannette Des Jardins is now employed in the vice president's office in place of Miss Nettie Hammond, who has left to take up duties with a commercial firm. Another case of money talking. HOW do they do it?

"Bill" Nye has been moved from the freight claim office to the traffic department, right in front of the large glass doors where everyone can see him. What are the duties of a diversion clerk, anyhow?

W. J. Santerre has done it again. Yes, sir, sold tickets to the amount of \$28.00 for a dance for the benefit of Company D, 18th Engineers. "Bill" certainly should have the V. C.

By the way, we heard it said in an auxiliary meeting that the 18th Engineers needed soap. This is a pitiful condition, indeed, so kind friends do your duty. You better send Ivory, as we understand it floats. If the reports we hear as to the splendid work done by these engineers, and the long hours they put in are true, we doubt if they will have time to use it.

J. M. Gilman accompanied H. B. Earling to Chicago, working on the budget en route. We understand Henry Williams was also along.

Does the modern woman sigh and burst into tears when the mail man does not bring that letter from her soldier? I should say not! She may sigh inwardly, but outwardly she smiles and buys a thrift stamp.

I don't say there are not those who can do as well, but if anyone can get up a better meal than Porter William Wilson, on business car 93, I would like to meet them, that's all.

The other noon things had been getting awfully dull so I went into a cafeteria and proceeded to load up a tray with anyway 28 cents' worth of lunch. Suddenly a bold idea came to me and just as I was passing the community sugar bowl I leaned over, smiled at the girl, and says in kind, gentle tones, "Excuse me for asking, but do you think you could possibly let me have a little sugar for my hominy?"

She looked at me in great surprise and said, "I beg your pardon, did I understand you to ask for some sugar?"

I told her it was my first offense, and I was very sorry, but really I felt the need of at least a few grains. Well she called the cashier, the cashier called the manager, the manager went out into the kitchen and consulted the cook, the cook consulted the buyer, and finally after they had held a consultation, during which time the entire line in back of me stood at "tenshun" making most unkind remarks, she came back and gave me the verdict.

"I am very sorry," sez she, "but there was a man in here this morning that ate sugar on his oatmeal and used up all our available supply."

What has become of the February Magazine? I don't know whether anyone talked about me this month or not, so if they did they ought to be ashamed of themselves, and if they said anything nice, how I do thank them.

Sted: Did you find Dell and show him the White building. Quite a sight, isn't it? I tried to comply with your request and finish your knitting outrage; below is the result of my efforts.

Every little bit, knitted to what you've knit, knits just a little bit more, stick to your bit and knit, knit for the soldiers' kit, knit for that far away shore; don't squeal your "nit" on knits, don't play the game of quits, knit for your love of some man, every little knit helps out a little bit and aids in the government's plan.

Every little cent sent with the heart's intent, breeds sense and sentiments sound, see that your cent is spent, after you've paid the rent, when the Red Cross comes around; buy up some savings stamps, shut off those reading lamps, see that your cent is spent wise, every little cent, added to what we've sent, enlightens those Germanized eyes.

Every little deed shares in the soldiers' need, each little deed kills a weed, weeds halt the growth of deeds, kill weeds by doing deeds, the Hun is a weed we don't need; keep piling up on deeds, mow down those German weeds, don't let a German weed grow, every little deed crushes a German weed, all will be reaped as you sow.

Brace up and do a bit, bore in and never quit, drive through the ranks of the Hun, every little bit braces the boys a-bit, they never will quit 'till it's done; do every bit you can, do it as man to man, don't do as Germans would do, do ANY little bit, count every shot a bit, for the cause of the Red, White and Blue. SCRAPS.

Facts and Fancies From the SM West.

J. W. Malone.

F. Higbee has been appointed traveling engineer on the SM Division with headquarters at Austin, Minn. We extend him congratulations upon his promotion.

Brakeman James Cheek is laying off, recovering from the effects of a severe fall received February 18th at Madison.

Conductor Jos. J. O'Brien is taking in the beauties of Excelsior Springs for the past month, relieved by Conductor J. Birran.

Conductor Oscar Cranflaten is laying off suffering from a severe cold. We hope to see Oscar back into the game soon.

Lineman Joseph Ashenbucker is taking in the beauties of the Pacific Coast and basking in the smiles of Southern California. Incidentally

dodging the snow storms of his home state. Had Joe invested a little heavier in the "Collins Automatic Razor Stock" we are sure he would spend the entire year on the coast.

Agent E. N. Bucklin, Madison, is seriously considering investing in a Packard Six, due to the fact that he has invested in the above mentioned stock.

Richard J. Hopkins, Madison, being also a lucky investor, has decided to bask in the "Smiles of the Great White Way" while his stock continues to soar ever upward.

Trainmaster F. J. Holmes is still with us, due to the fact that he did not invest in any of the above mentioned stock.

Inspector J. J. Farley has entered into the drug business. Anyone wanting to know just what proportion of ingredients to entertain in a "can of preserved peaches" kindly call upon Mr. Farley for the dope.

Car Foreman H. Haroldson, Madison, is quarantined with the smallpox, while C. C. Heinhold is holding the fort in his absence.

Brakeman Guy Winesburg is laying off due to a severe cold. We hope to see Guy with us soon.

Has anyone seen an agent or an operator who will accept Vienna agency. Nels Moe, agent at that point, is offering a bonus for the lucky individual.

On February 13th at Madison occurred the death of Clyde Moore, eldest son of Mr. and Mrs. J. M. Moore. The sympathy of the entire division is extended in this their great loss of a son and a brother.

On March 4th roadmaster's clerk, Adolph Moe, Madison, was operated on for appendicitis. We all hope that he will soon be in his usual good health.

We neglected to mention in the previous month that Pumper Chris Sorensen had been appointed pump foreman on the I. & D. Division with headquarters at Sanborn, Ia. While we regret to see Chris leave us, yet we all wish him the best of success and we are sure that the I. & D. Division will find in him an employee that is second to none in the discharge of his duties.

In December Foreman Wm. E. Stump, Madison, S. D., received the appointment as general foreman with the Bates & Rogers Construction Company of Chicago, Ill. The division wishes Mr. Stump the best of success and the congratulations due to one who, by his faithful discharge of duty, has earned a position such as Mr. Stump has been promoted to.

On January 14th, while Mrs. J. W. Malone was washing the "Head of the House's" one and only shirt, she got her hand caught in the wringer with the result of a badly torn hand. At the present writing she is doing nicely, but the "Head of the House" has been obliged to wear his coat buttoned up until she has fully recovered.

On January 12th a twelve and a half pound boy arrived at the home of Mr. and Mrs. E. H. Laugen of Madison, S. D. While Fred was very quiet about the event, yet the news leaked out, so the Division extends their congratulations. Ed will register the boy for the coming draft of Uncle Sam to keep the world safe for democracy.

Brakeman Joseph D. Lawler, Madison, has been quite ill the past few days. Let us hope that Joe will soon be with us again.

Leon F. Soper, our genial night bill clerk at Madison, also an investor in the "Collins Automatic Razor," is figuring on a vacation soon, when he will take in the sights of the Windy City.

J. W. Malone has a few shares of the above stock which, due to their rapid increase in value, he will exchange for Liberty Bonds, first mortgages, or any denomination of the national currency most generally used in the purchase of those things that make life worth living.

A. B. Hughes, clerk at the Madison roundhouse, was an Omaha visitor recently.

Mr. and Mrs. H. W. Brown, with the Soo Line at Minneapolis, was a visitor at Madison recently at the J. M. Moore home.

Agent Roy Jones, Howard, has been batching for the past few weeks. While Roy won't admit that he is lonesome, he will ask us each day, "Please ask Conductor No. 1 if she is on."

Machinist J. J. Lang and Roundhouse Foreman H. H. Willard, Madison, are contemplating a

trip to Niagara Falls in the near future. Whether this is due to a recent investment or the shortage of water at the upper tank we are unable to learn.

Notes From Iowa (West) Division.

Ruby Eckman.

Brakeman Guy Carroll was called to Kansas City the fore part of February by the death of his brother.

Traveling engineers have again been placed on the Milwaukee. G. H. Lusk of Aberdeen has been assigned to the western and the Des Moines division. John P. Lutze of the west division has the middle and east Iowa division and Engineer Robert Stockwell of Perry has the Dubuque division. Mr. Lusk and Mr. Lutze are already at work, but Mr. Stockwell has not started his work yet as he has not fully recovered from the injury he received several months ago.

Perry friends of M. J. Flanagan, who was recently made superintendent of the Dubuque division, are all glad to learn of his promotion. Martin did almost all his train dispatching in the Perry office and is always claimed as an Iowa division man.

John Heinzleman, who has been very seriously sick in a hospital at Aberdeen, is recovering slowly and expects to be able to return home in a few weeks, although it will be a long time before he is able to resume work.

Fireman Herbert Christensen and wife and Fireman Glenn Liun have gone to Cape Girardeau, Mo., to visit with relatives.

Ed Lavine, who formerly worked on the Iowa division, has been spending some time with relatives in Perry. Ed went to the Soo City division to work extra when they were short of men and was in a bad wreck. His right leg was so badly injured that it was necessary to amputate it. Ed received a welcome from his many Perry friends on his return to the city.

John S. Evans, west division conductor, who has been off duty for several weeks on account of sickness has resumed work.

Car Foreman J. T. Clark of Perry had an attack of the grippe during February and was off duty for some time.

Engineer F. L. Hanner of the middle division was off duty for a while on account of the illness and death of his mother.

Steve Dotolich, one of the gang foremen in the Perry yard, met with a serious accident during February which kept him confined to the hospital for some time. Steve and his gang were engaged in putting up ice for the company. He started to climb up onto a car to release the brakes so the car could be pinched down to spot when he slipped and fell. All the bones of one foot were dislocated and he also received a bad injury to his heel. Steve acts as foreman and interpreter of his gang and he was badly missed while off duty.

Engineer Clate Kerlin and family were called upon to mourn the death of their son and brother the middle of February. Clayton Jr., a lad of twelve years, ran in front of an auto while on his way home from school. He slipped and fell just in front of the car, which was stopped on his body. One leg was broken and the lad sustained internal injuries from which he died the following morning.

Conductor C. R. Cornelius, who has been off duty for several weeks on account of death and illness in his family, resumed work on 12 and 3 February 18th.

Fireman Harry La Borde and wife welcomed a fine baby girl into their home the middle of February.

Mrs. G. T. Burnham, wife of western division conductor, has been very seriously ill for a couple months.

A baby boy arrived at the home of Brakeman O. M. Stevick on February 17th.

J. W. Sheplar of the B. & B. Department was called to California the fore part of February on account of the serious illness of his wife. Mrs. Sheplar had been making her home in Los Angeles for several years on account of poor health. A message received from Mr. Sheplar conveyed the news that his wife died the day following his arrival in the Western city.

Mr. and Mrs. Howard Gentine are the parents of a fine baby girl, born to them the latter part of January. Howard is assistant roundhouse foreman at Savanna. The baby was born at the home of Mrs. Gentine's mother near Perry.

Emmett Callahan, who left the service of the Milwaukee a couple months ago to take a similar position with the C. & N. W., has decided that the Milwaukee is a pretty good road to tie to and has returned to Perry. Emmett says the next fellow will make a mistake when he tries to tell him there are any better jobs than the Perry job.

Agent E. J. King and wife were in Fayette, Ia., a few days the latter part of January attending the funeral of a relative.

The Soo City time freight run, which was for a number of months handled by a crew who made their home in Manilla, has been pulled off. Conductor Chas. Bradley and A. M. Peterson have returned to Perry to live and Conductor J. R. Brooks has moved to Council Bluffs.

Conductor C. L. Tucker returned the fore part of February from Excelsior Springs. He was considerably benefitted by the trip.

Wm. Hook of the roundhouse force at Manilla was off duty for some time the latter part of January on account of sickness.

R. C. Stokes of the Manilla roundhouse force was in the Jennie Edmundson Hospital at Council Bluffs during January and February. Mr. Stokes met with an injury a few months previous and as he did not improve as rapidly as was expected he was sent to the hospital for treatments.

Cicero Morgan, one of the faithfuls at Manilla, has taken charge of the sale of War Savings and Thrift Stamps for that city. The Manilla force went far over the top in the purchase of Liberty Bonds and Mr. Morgan will no doubt make a big showing in the sale of the stamps.

Harold Akers of the Manilla freight house force was in Omaha January 27th to take the examination for entrance to the aviation department of the United States army and is anxiously awaiting the time when he will be called for service.

Machinist Harry Hansen of the Perry roundhouse force was off duty for several days the latter part of January due to the illness of his wife.

Section Foreman John Krohn returned home the fore part of February from Chicago, where he spent a few weeks in charge of one of the snow shoveling gangs. John says he never saw so much snow in his life before and would be perfectly satisfied never to be called into such service again.

Yardmaster Roy Michael went to Council Bluffs the latter part of January with his father, who went there to spend a few weeks with his daughter. The senior Mr. Michael has been sick for a long time, having suffered a stroke of paralysis.

Machinist Frank Mullen, who has been working in Soo City for some time, has returned to Perry and has taken a similar position in the Perry roundhouse.

Boilermakers Joe and Edward Burns spent the fore part of February at Olewein, their former home. Joe took the examinations for military service while at home.

Boilermaker W. J. Barth and family spent a couple weeks of February visiting with relatives in Marion and Savanna.

I. & M. Division Notes.

Marcella McShane

Assistant General Manager Macy Nicholson and Gen. Supt. Foster of the C., M. & St. P. line were in Austin last week on business connected with changing the headquarters of the S. M. line to this city. They came in Superintendent Foster's special car Sunday and left Monday for Minneapolis.

J. J. Early, traveling inspector, returned from a business trip to Chicago.

Conductor Monty has resumed his work after a few days' lay off, also Switchman C. J. Kelm has begun work after a few days' lay off.

Conductor Hubbard has returned from Spencer, Iowa, after a visit with his parents to resume work.

Switchman Harry Travis has resumed work after a few days' lay off, visiting at Hokah.

Conductor A. Murphy is laying off to attend

the Safety First meeting at Minneapolis. Boyer has his car.

Engineer P. McCarthy has returned to Austin to resume his work after an extended vacation spent at his home in Lanesboro, Minn.

Mrs. Geo. Hennessy, wife of Assistant Roundhouse Foreman Hennessy, returned from a visit with friends in St. Paul, Minn.

Richard Cullen has returned from Rockford, Ill., where he visited his sister and brother.

Brakeman Lutz has returned from a visit in Wells.

Mrs. F. Larson and family have returned to Redwing after spending a few days in Austin with Roadmaster F. Larson.

Mrs. G. Hunter, wife of Foreman Hunter of Lansing, was an Austin visitor last week.

Joe Lorkoski, section foreman of Owatonna, spent last Sunday with friends at Adams, Minn.

Brakeman T. Regner went to Minneapolis last week to attend the Safety First meeting.

Switchman J. W. Skinnon has returned from Texas after an extended visit with friends.

Engineer Charles Gilheee has taken the Calmer to Decorah run. Austin trusts that this transfer is only temporary, for it would greatly regret losing this good family from our city.

Section Foreman B. J. Deneen and sister, Mrs. Smith, went to Owatonna last week on business.

Frank Kovaleski made his student trip as brakeman to Minneapolis and has been accepted as brakeman on the I. & M. Division.

Conductor Ole Olson left for Calmer to take the Decorah line, also Brakeman Bill Piess and W. Delbant.

Friends of Steve Majusick, foreman at Medford, will be glad to hear that he is able to be at work after his recent operation.

Mrs. Ray Ganney, wife of Machinist R. Ganney, spent a few days last week in St. Paul, Minn.

Conductor Clyde Hubbard left for Albert Lea to run on the St. Clair line in place of Conductor Elbin.

Conductor Julius Beiderman went on the switch run at Wells.

We are all glad to see Miss Gussie Sprague back at her old stand as clerk in the roundhouse foreman's office. Miss Sprague enjoyed a three months' rest, visiting her many friends and relatives at St. Paul, Minneapolis and Mason City.

Switchman Walter J. Cambern has resumed his work after a week's lay off.

Chief Carpenter A. Kurzeja and Trainmaster A. E. Meyers were in Austin on business today.

Columbia Division Items.

H. R. Gates.

Boilermaker Egan was a recent visitor in Spokane, from St. Maries. Didn't happen to be prospecting for a new mine either.

Machinist G. G. Brooks and wife of Othello spent a few days in Spokane during the past month.

Station Clerk Applegate of Malden has been laying off during the past month, visiting in Seattle.

Operator Horn of St. Maries has been laying off for a few days.

Switch Foreman Harry Sullivan of Malden was a recent Spokane visitor.

Operator G. L. Olson of Kittitas and wife spent a few days in Seattle.

Machinist J. G. Newton of Othello and wife were recent Spokane visitors.

Mrs. Jas. McGarvey and daughter, wife of yard foreman at Malden, spent a day in Spokane recently.

Switch Foreman R. B. Moore and wife of St. Maries were recent Spokane visitors.

Twin City Terminals.

Eleanor.

Charles Gee, formerly mail clerk in the passenger station at Minneapolis, who enlisted in the navy last fall, was called home recently on account of the death of his mother. We were all very glad to see Charlie, but regret his return home was occasioned by such a sad mission. Charles looks as though navy life agrees with him. He is assigned to U. S. Battleship Chicago.

Frank W. Drew was called to St. Albans, Ver-

mont, on account of the serious illness and death of his father.

Charles Mutchler resigned his position in Superintendent Thiele's office and accepted the chief clerk's duties at Mason City, Iowa.

N. W. Wilcox has returned to work after being absent for several weeks on account of sickness.

J. E. Hill, formerly with the G. N., is appointed trainmaster at Terminals with headquarters at St. Paul.

H. L. Biggs is appointed assistant to General Superintendent J. H. Foster at Minneapolis. He says he is Irish so he must be all right.

Miss Catherine Wright has accepted the position of clerk in signal department at Minneapolis.

Earl Covey, the skater mentioned in February Magazine, has assumed the great responsibilities of engineer and firemen's timekeeper. You won't find much time to go skating from now on, Earl. However, we all wish you success in your new work.

"Scotch Lassie Jean" says she won't join the auxiliary to Scottish Clans Lodge an account of the costume required. Really, Jean, I think kilts are very becoming to you.

J. P. Fahey, assistant agent Minneapolis local freight, and M. P. Graven, agent, St. Paul, were in Chicago last week attending the conference on unit billing.

Operator Dunn, formerly side table operator I. & M. division, dispatcher's office, Minneapolis, is reported to be in France serving in the Signal Corps.

Geo. J. Leahy, operator Minneapolis telegraph office, spent Sunday, February 10th, in Aberdeen, S. D., inspecting the dispatcher's office and looking over possibilities of dispatching at that point.

Sergeant Wm. Siemers, of the Coast Artillery, Fort Wright, N. Y., formerly operator River and I. & M. Division, dispatcher's office, Minneapolis, spent part of his furlough in Minneapolis.

J. P. Fahey, assistant agent Minneapolis local freight, has taken up the sport of skating. Some one wants to know if you think the ice is soft or hard. Personally, I know, but we'll just let this party find out by experience. Are you willing to take the chance, Woodrow—Oh, I mean Woodward.

Lucille Mayer, assistant abstract clerk, makes frequent trips to Sioux Falls, S. D. Wonder what the attraction is. Maybe Lucille will let us in on the secret. She seems to be very busy lunch hour. Of course, she may be knitting for the soldiers. Who knows?

Rosella and Aicie McGonigal took a trip to Chicago to visit their brother, located at Great Lakes Naval Training Station.

Frank Durkee, who was formerly employed at South Minneapolis, made this office a pleasant call. Mr. Durkee is at the Great Lakes Training Station.

The stork visited the home of Mr. and Mrs. Raymond Lang of the local freight office in January and left a bright baby girl. Here's our congratulations, Mr. Lang.

J. L. Cook has been absent from his work the last few days on account of sickness. We wish you a speedy recovery, Mr. Cook. Hope you're not exerting yourself studying aviation.

Wm. Goss, gateman, has been ill with small pox. Evidently someone handed it to him while passing through the gate.

A. O. LeBaron has taken Tom O'Brien's place as ticket seller at Minneapolis Passenger Station. O'Brien left here for San Francisco.

Mauritz Asplin of the valuation department was married Saturday, February 16th, to Rose Marie Feiker. They left for the East on their honeymoon. We wish Mr. and Mrs. Asplin all the joys of married life.

Henry Rudd, formerly employed in the freight office, is here on furlough. Mr. Rudd is with the U. S. S. Louisiana.

F. Clifford Hunn, time inspector, Chicago, made this office a pleasant call this week.

Council Bluffs, Iowa, Notes.

Helga Hackstock.

Boilermaker Barth of Perry, Iowa, has been at Council Bluffs doing some welding in connection with stationery boilers.

Boilermaker Foreman Wm. Hopp of Dubuque

has spent some time at Council Bluffs in connection with repairs to the stationery boilers, as did also Mr. Gorman, the boiler inspector. The boilers are now in very fine shape.

The extra gang under Foreman Flanagan is putting up ice at Council Bluffs these days.

Henry Lenhart has resigned his position as head night coach cleaner and has gone farming. Nels Christoferson, who was on days, has taken the night position and Henry Howerton has taken the day position.

The wife of Car Repairer Claude Keller and the wife of Section Foreman W. J. Kilgore entertained for Margaret Keller, the mother of Claude Keller and the sister of Mrs. Kilgore, the occasion being a birthday. Several railroaders were there and among them your correspondent.

Mike Somerfield, boilermaker helper, from Dubuque, was badly scalded about the face, neck and arms while here working on the stationery boilers. It was necessary for him to spend several days in the local hospital.

The roundhouse has undergone several changes which are decidedly for the better. The drop lights have been overhauled and reflectors repainted and cupboards repainted. Looks like a general housecleaning, and it is much lighter and safer for the night force to work since the lights have been given attention. We have one electrician in the person of W. E. Scott. (For fear the roundhouse foreman will feel neglected, he was partly instrumental, we will have to give him part of the credit.)

R. H. F. Hopp has a green hat about the size of a bushel basket. They'll go wild, simply wild, over him.

Ben O'Leary is in Council Bluffs today on business.

Car Inspector Allen Fleak was called to Spokane on account of the death of his mother.

Boilermaker Harry Evans was called to Illinois on account of the death of his father.

Wm. Botenga, who was formerly employed in the coach yard, died in a local hospital from tuberculosis after a long illness.

Car Repairer Otto Kruger has been taken to Rochester, Minn., for attention from the Drs. Mayo as a last resort. He has been suffering for several weeks with an infection of the jaw bone resembling cancer and which has poisoned his entire system. We are sincerely hoping that this last resort will prove some good as Mr. Kruger is the father of four small children who need his support.

The wife of Emil Zenisek, car repairer, is sick with the measles.

The son of the correspondent has just recovered from a similar attack.

The young son of Machinist Wm. A. Fallor is ill in the hospital. We wish him a rapid recovery.

Mat Doto, employed on Flanagan's extra gang putting up ice, had a bad fall which resulted in the injury of his back and knee and a large gash on the forehead. The doctor reports that he is getting along nicely.

Northern Montana Division.

E. H. W.

E. A. Lester and E. P. Bennett have been very busy in Lewiston for some time effecting transfers.

F. B. Pomeroy, former ticket agent at Lewiston, who has been confined to his bed with rheumatism, left for Seattle on the 8th.

W. R. Rooth, former car clerk at Lewiston office, has accepted the position as chief inspector with the Western Weighing and Inspection Bureau, with headquarters at Lewiston.

Harry T. Doyle, who recently resigned as roundhouse foreman on this division, made a trip to Minneapolis.

The household goods for M. R. Corbin, ticket agent at Lewiston, arrived this week and M. R. has been very busy for a few days.

R. A. Loveland, the genial conductor, is enjoying a trip to Chicago.

Mrs. J. E. Allen, wife of Conductor Allen, is visiting friends in Lewiston.

Fergus County War Relief Association recently sent a shipment of tobacco to Major C. L. Whit-

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ing for Montana boys in his regiment in France. Hope it reaches them safely.

B. W. Goggins, former roundhouse foreman at Melstone, has been transferred to Lewiston.

Conductor Jenks and Miss Weber of Harlowton were married February 9th and will make their home in Lewiston. The co-employees of Mr. Jenks presented them with a handsome gift of flat silver.

The service flag has arrived and is now hanging in the passenger station at Lewiston. We have 22 stars and expect to have to add several more shortly. The flag is 6x12 feet and the stars 4 inches. Believe this is the first division to have one and we are very proud of it.

W. A. Rowland, agent at Roy, spent a few days at Lewiston during the month. He reports that Roy has recently had two big fires which about wiped out the town, but it is being rebuilt with much more substantial buildings and the town is being improved.

Mighty hard for some people to have to work for a living nowadays when rabbit hunting is so tempting.

Spring Creek is proving very alluring for Sunday pastime. Several fine catches reported.

Engineer Bostwick and family have taken an apartment. E. J. B. was graduated from position of fireman several years ago and now willing for the other fellow to do the firing.

Our February weather has been just as fine as the January, maybe better.

Conductors Harnack and Cosgrove are now running on this division.

After two months the safe at freight station, Lewiston, has been opened by expert and those officials who have been waiting for their expense vouchers can now think how much money they saved by not having them to spend on Christmas.

Understand that Billy Foshag, one of our best and oldest engineers, has left the service to enlist in the army.

Notes Around the Railway Exchange.

T. I. Walsh.

Visitors During the Month.

H. B. Earling, vice president, and his secretary, Henry J. Williams, spent a week in Chicago during the latter part of February. They were here on business.

J. W. Stapleton, ex-superintendent of the Dubuque Division, was in to say goodbye anent his departure for California, where he intends spending a vacation.

H. R. Williams, who resigned the vice presidency of the Chicago, Milwaukee & St. Paul to become associated with the Milwaukee Land Company, stopped in Chicago for a few days on his way to Seattle, where he will take up his new duties.

Frank Kirkland, formerly secretary to Vice President Goodnow, who resigned to become manager of a 5 and 10 cent store at Rockford, announced while visiting old friends around the building that business was good and that he was feeling fine. He looks the part. Rockford air seems to agree with every one who goes there.

Directory Changes.

C. M. Dukes, assistant to the general manager, is now located in Room 1237.

Martin Larson's headquarters are now in Room 1207.

W. H. Penfield, assistant to vice president in charge of operation and construction, will be found in Room 1236.

P. C. Hart, special investigator, is occupying Room 1210, which formerly was occupied by Vice President Bush's forces, who are now located in Room 1217.

J. Caldwell is now in Room 1347.

Grant Williams, A. G. F. A., is at present located in Room 1308, his old office having been absorbed by Mr. Stolp of the Oriental freight department.

Departures During the Month.

A. J. Earling, chairman of the Board of Directors, is in New York on company business.

A service flag containing three stars is now

hanging in G. B. Haynes' office. It signifies the departure of Vic. Hitzfeld, Hi Halvorsen and Geo. Semmlow, who left for Camp Grant, Rockford, on the 23rd and 24th of February, respectively. Their associates of the passenger department presented the boys with wrist watches and search lights before they left for Rockford.

Matt Oliver of Mr. Skelding's force is now a full fledged soldier. He left for Camp Grant on February 25th, as is Mr. Jacobs of F. E. Allen's office, who left on the 24th.

We all feel confident that these new members of the selective army will maintain the St. Paul standard of efficiency and prove to be as good soldiers as they were employees.

General Fred Stout of the purchasing department announces that he has qualified for membership in the selective army and that he is eagerly awaiting his summons for duty.

Vernon Peterson of Comptroller Bunting's force broke his arm during the month. We hope, Vernon, that you will soon be back at your desk and that your arm will be in good condition to swing on your side-kick Pete Zeches when he starts telling you of the 60 and 70-pound fish he has caught at Star Lake, etc.

Is Mont Clare lagging behind this year? John Peterson has not as yet announced the arrival of a robin in that fair village.

Miss Kellar of the auditor of expenditure's force advises that Harry Wood, formerly chief clerk to Mr. Allen, expects to go overseas very shortly. He is in Texas with a regiment of Illinois Engineers.

Eugene Bradley has been promoted to the president's office from Vice President Calkin's forces. Tim Doyle of O. T. Cull's office is taking his place.

E. B. Hathaway, general bookkeeper, has been sick for some time with nerve trouble. We trust he will soon be feeling better and be back at his desk.

Ed Neville, chief clerk to Grant Williams, A. G. F. A., is the proud father of a boy, born Monday, February 25, 1918. His family is growing steadily. He now has two daughters and one son. Congratulations.

La Crosse Division Doin's.

Guy E. Sampson.

Old Man Winter has certainly not been Hooverizing on the amount of cold weather he has dealt out to us this year, as points on our division have seen 45 below zero, and all points have experienced nearly as cold weather. Then along would come from one to four feet of snow and everything would stand still except passenger service and that took turns at running and standing still. All passenger service has been cut to the minimum on account of the scarcity of fuel. Several crews had to be cut from the pool list and men who were promoted to conductors way back in 1907 are now holding positions as brakeman on way freight and the younger conductors are either braking extra or shoveling snow to keep employed.

A baby girl has recently arrived at the home of Baggage man Fred Beck and wife (girl No. 3). Fred is running baggage on Nos. 7 and 14.

Passenger Conductor Wm. Hill is off a few trips nursing a boil on the back of his neck. They say that boils come quite high, but Billie says if this one had come a foot higher he would not have had to lay off at all.

John Renzel is getting ready for a few months' vacation in the South.

C. J. Welch, brakeman on Nos. 7 and 14, reports the ice harvest at Pewaukee progressing nicely.

Brakeman Web Mulholland went to South Byron, Wis., for a short visit but met Miss Snow Storm and could not make his get-a-way for ten days.

Brakeman Arthur Lipman is now living in his new suburban home at Wauwautosa and has issued a standing invitation to all the Lax division boys to visit his big orchard next summer, so boys please don't slip around with a sack at night and help yourselves for you are all welcome in the front gate.

Conductor Art McPherson, who has been running the east way freight for several years, has been displaced by Wm. McLaughlin, as Billie's whiskers are a few yards longer than Art's.

Engine Wiper E. Lee and wife of Sparta are the proud parents of a bouncing baby girl who arrived at their home January 22nd. Ed says that if she doesn't marry an army officer she will be a Red Cross nurse.

Speaking of 100 per cent efficiency, Brakeman Wm. Taylor sure showed at least that much on February 3rd when he came to the depot at Portage for the purpose of deadheading to Tomah on No. 1, where he was to work as brakeman Monday morning. Finding that no fireman had showed up for No. 1 he volunteered to take the shovel and keep the white feather blowing from the safety valve or die in the attempt. Taking into consideration that No. 1 is one of our heaviest trains and Billie still in his teens and that he performed his duties so well that he was permitted to complete the run back to Portage the following day as fireman on No. 6, shows that he has the true amount of efficiency to make a first-class railroad man. We predict that some day his true efficiency will get him a position nearer the top of the ladder of success.

Conductor George Acres has been taking a vacation during the cold stormy days of the past month and Martin Larkin has been running the Portage-Madison line in his place.

Special car 333 passed over our division February 4th on No. 3, occupied by the general manager and other officials. According to the statements of eye witnesses, officials and employees alike got into the drifts and shoveled when the train became stalled in a snow drift near Watertown. No doubt the episode reminded Mr. Gillick of some of the storms he has experienced on the H. & D. division in days gone by.

Mrs. Mary Hole, wife of Engineer J. Hole, of La Crosse, died at a local hospital February 2nd. She leaves her husband and three daughters to mourn her early death. The sympathy of all employees are extended to the bereaved family.

Conductor Fred Flanders made a date on passenger, February 4th, when he was called to run Nos. 2 and 3 between Portage and La Crosse on account of regular crew's time expiring.

Section Foreman Bruner of New Lisbon has solved the snow plow question as far as station platforms are concerned around that place. His two man, semi-self-propelled snow bucker is to the section crew that has a large station platform to keep free from snow what Madden's three-man rail layer is to the section foreman who is able to hire only two men.

On February 5th we are informed a rotary snow plow was being used on the east division to clear the tracks so that service could be restored.

Conductor Otto Zodtner and crew have been on work train ever since the snow has been deep enough to hold up traffic. Most of their work has been running a snow plow and flanger over the east division.

Wm. Springer is running the Madison-Portage way freight in place of Frank Varney who, we understand, is taking treatments at Hot Springs for rheumatism.

Crossing Tender Stow Brown of Sparta had the misfortune to lose his home and all it contained one cold morning the last of January.

An item dropped to us from one of the passenger boys states that Brakeman Lippman has always been wishing that he had some one to play cards with and that now his wish has been granted, as on February 3rd a bouncing little chap, weighing ten pounds, arrived at his home and was met with a "Welcome to Our Home" from Arthur and wife. Congratulations, Art. No, we don't smoke.

Night Roundhouse Foreman Frank Shean of Portage has been laid up for some time with abscesses in his ears. Texas Mulcahy has been acting in Frank's absence.

Agent Phillips of Camp Douglas has been in Chicago a part of this month, where his son was taking civil service examination for a position in the post office. C. G. White, night ticket agent, filled Mr. Phillips' place during his absence.

Conductor C. K. Wright was off a few days this month account of the sickness of his daughter, who had an attack of pneumonia.

On account of some of our firemen desiring to stay in by someone's fire on a cold winter's day Brakeman Fred Jenkins has been doing a stunt at firing, and he surely is entitled to a special



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Conductor N. Morehouse, who has been keeping his feet warm by his cheering fire since last November, has returned to work and at present is running the M. & P. passenger train.

E. J. Glass is busting baggage in place of James O'Neil, who has let another trunk fall on the same foot that he had injured some time ago.

Conductor Robert McKay has his oyster can packed and before this is out among our readers will be enjoying the summer weather of Florida. Lucky boy, hey?

We have obtained several letters from some of "our boys in France" and will enclose them all and permit the editor to use the most interesting parts of each of them in this issue.

Conductor Fred Flanders and wife attended a gathering at the home of Mrs. Flanders' father, Max Wenkman of Kilbourn, to help the old gentleman celebrate his birthday.

Glendon Hamele, son of Engineer Louis Hamele of Portage, is recovering from the injuries he received a few days ago while coasting.

Agent Cecil Upham of Mauston visited his parents at West Salem February 17th. Cecil says that although one may have grave responsibilities handed to them while yet comparatively young for such service one must be as big as the job in order to be the boss.

Crossing Tender Smith of Tomah had the misfortune to be hit by a passing horse and cutter, throwing him to the ground and breaking a bone in the shoulder. Mike Daley is tending the depot crossing at Tomah until Mr. Smith is able to return to work.

Section Foreman Fred Hauer of Mauston carefully reads all the advertising matter in the Employees Magazine, as is proven by his choice of the gasoline engine which he has just installed on his old handcar. He purchased one that he had seen advertised in the Magazine.

Reports have it that our division officers will soon move from Milwaukee to Portage, making that city our division headquarters. Also that new machine shops will be erected at that city. This will make division headquarters at the center of their territory and give them a chance to get on the ground quicker providing anything occurs that needs the prompt attention of an official. The proposed shops will relieve the congested condition at Milwaukee shops and give the company a chance to put their power in first-class condition.

Saturday, February 16th, Brakeman Peterson of Portage took the obligation to love, honor and be obeyed (?) when he and Miss Clara Hicman, whose home was near the same city, were united in marriage. All join in wishing the young people everything that goes to make up a joyous and happy life.

A letter just received from our friend, "One T. P.", states that he is fine and dandy, as all the boys from our division are. Stated that Jess Taylor was nursing an injured finger. Also that the \$1,200.00 raised by our dime fund had been received and would be used for Company D men as occasion called. This means that 12,000 employees, all of whom T. P. has the names of, gave their dime and the boys "over there" can't get over thanking them for doing this for them.

River Division Items.

H. D. Witte.

Engineer George Vose and wife of Minneapolis are making an extended visit through the West, visiting Los Angeles, San Francisco and many other points of interest.

O. N. Harstad, trainmaster on the River Division, made a business trip to Wabasha February 4th.

I. P. Deschneau, agent at Stillwater, made Wabasha a short visit February 3rd.

John Blim, stationery fireman Wabasha roundhouse, has enlisted and has departed for Vancouver, Washington.

C. B. Skelton, motor car inspector, made a business trip to Wabasha February 12th, inspecting motor car No. 3.

F. Poschel, formerly operator at Chippewa

Falls, was appointed to third trick at Wabasha, taking charge February 10th.

A. S. Willoughby, D. F. A., was a caller at Wabasha February 12th.

We have been informed L. T. Johnston, superintendent Pra Du Chien Division, has been appointed as superintendent of La Crosse Division. This news is gratifying to his many friends of the River Division and we wish him success in his new undertaking.

Henry Barker, fireman on River Division, was married to Miss Martha Ruzeka of Minneapolis January 26th.

John Ostrom, D. C.; Jos. Schmidt, car inspector, and Gus Moser, signal maintainer; J. C. Hogle, carpenter, and H. C. Kassabaum, R. M., attended Safety First meeting held at Minneapolis February 14th.

All car men working on 8-hour basis have been placed on 9-hour basis in Wabasha yards.

John Wagner, R. M. of Red Wing, and J. Ostrom, C. C., made a business trip to Lamolille February 12th.

Frederick H. Jurss, one of the old faithful employees in the stationery department of the store department, died February 20th of pneumonia after an illness of a little over a week. Mr. Jurss had been with the company six years. He was 61 years old, an efficient and obliging workman, now mourned by a large circle of co-workers, whose sympathy goes to the family at the home, 1924 Wells street, Milwaukee. Mr. Jurss was a close relative of C. H. Bilty, M. E.

Kansas City Division.

Billie.

Jack R. Pebbles of Bloomfield has been employed as assistant roundhouse clerk. Mr. Pebbles has moved his household goods and family to Ottumwa and will make it his home.

R. H. Cunningham has been appointed acting roadmaster of the Marion Line, vice J. C. Burke, granted leave of absence.

E. Kilbourn, formerly employed at the Junction, now dispatcher at Malden, Washington, visited between trains at Ottumwa Junction February 14th.

We think it is safe now to announce that Fireman William Worthen is married and has been since January 1st, but it has only been known by a few. Mrs. Worthen, whose home is at Laredo, will visit Ottumwa this week, and Bill promises to bring her down. Congratulations from the bunch.

The roundhouse has received a letter from Machinist Helper Charles Riley and Lucky Burns, who are with the Rainbow Division in France. Both boys state that they are in the best of health and have enjoyed their surroundings so far, but that they were all starved for smoking material and candy, especially candy. Both boys wrote rather an amusing but pathetic letter of how they would follow some soldier, who would be lucky enough to have a cigarette, for hours, and when they were expecting him to throw it away, he would put it out and put it back into his pocket. The boys of the roundhouse and the engineers got together and sent eight pounds of candy to the two boys, and are taking up a collection to buy them enough tobacco to last them a while.

John Herzog, clerk to division master mechanic, was a visitor in Dubuque last week.

Fireman Harry Montgomery was called to his home at Boone, Iowa, by the sudden death of his father.

Engineer Orin Brown and wife are visiting in Kansas City this week.

Operator L. H. Wilson is now working first trick at Ottumwa ticket office.

Fireman Thos. Pumroy was stricken with appendicitis at Sigourney last week and was brought back to Ottumwa in the caboose in a very critical condition.

Chief Clerk J. W. Sowder, who was in Chicago for several months, has returned to Ottumwa Junction. M. F. Washburn has accepted a position as chief clerk to the superintendent at Green Bay, Wisconsin, and left Sunday night.

Engineer A. J. Story has been laying off on account of injury to his eyes but will return to work in a few days.

I have tried so many times to get some news from Cedar Rapids, but had finally given it up when along came this big bunch of notes:

Cedar Rapids is still on the map though you seldom hear from us.

Switchman L. M. Price has left for the army, entering the service at Camp Grant. Goodbye, Count.

H. D. McNabb, night yard master, was called to Des Moines by the death of a relative.

Richard Jasha, yard checker, Cedar Rapids, promoted to night bill clerk. We all wish him success. Here's luck, Bunny.

H. B. Klersey, Cedar Rapids switchman, and wife are away on an extended visit through the West.

C. D. McNabb, son of Night Yard Master McNabb, stationed at Fort Riley, is home on a furlough.

If you wish instructions in fishing apply to Al Merritt and Frank Munson. If you wish instructions in dog training apply to Lee Brown. He handles ferry boats also.

John W. Nolan, Jr., son of John Nolan, operator at Cedar Rapids, was home on a furlough. John W. is stationed at Norfolk.

Mrs. Ida Mae Dunson, wife of Record Clerk W. W. Dunson, has been very ill at State University at Iowa City for the past six weeks but is now convalescing and is back home again.

Minneapolis Shops Happenings.

James Nellins.

General Manager Gillick, General Superintendent of Motive Power Warnock and Superintendent of Motive Power Walter Alexander made a call at the shops last week, the first visit of the general superintendent of motive power to those premises and it is hoped that he found the place to his liking.

Gus Larson, foreman of the heavy repair yards, has been promoted to general foreman of the car department in place of William Snell, transferred to Chicago. The appointment of Mr. Larson seems popular among the rank and file of the shop men, as he is an agreeable person and takes his promotion with his customary modesty. He being one of the old school foremen, prefers to be right out on the repair tracks, on the field of battle, in a blizzard or a shower of rain, than he would to sit in the office prepared for him.

One pioneer pattern maker, Frank M. Edger-ton, has been on the invalid list for the past eight weeks and his sunny face is missed, especially by the old timers. All are pleased to learn that he is recovering and it will seem good to see him back on the job again.

General Boiler Inspector Edward H. Young made a business visit to those shops last week and conducted business in his usual prompt manner.

Mr. Young is one of this class of railroaders who works under the rule of "what is worth doing is worth doing well" and nothing of a slighted nature goes with him and he has a reputation here of being particular.

He comes here with his old-time smile that won't come off and conducts his business with the same smile at all times, which makes his trips here all the more welcome.

Henry J. Wandberg, general foreman boiler works of the system, made a flying visit to the shops last Friday, February 5th, looking over

the scenes of former days, and showed evidence of just a little homesickness, although from indications he is well treated in his new position at the shops in Milwaukee and seemed to be carrying his duties lightly.

Edward Lund, foreman of the pipe fitter crew in the car department, has resumed work after a siege of sickness which confined him to the hospital for some time. Glad to see you back on the job, Ed.

With the appointment of H. G. Dimmit as division master mechanic of the River and Iowa and Minnesota Divisions, and John Turney, terminal master mechanic, a new office position has been created as chief clerk to those two newly appointed officials, and this new position is being held down by Tak Hughes from the car department office. He appears to be filling the bill, rather nullifying the old saying that one man cannot serve two masters.

After an almost continuous service of thirty years as assistant storekeeper at Minneapolis shops, Arthur T. Sexton has resigned and his place is filled by J. T. Kelly, formerly of Deer Lodge, Montana, and while missing Mr. Sexton, Mr. Kelly is showing symptoms of becoming popular and all are in line to lend him a hand in his new position.

Among the shifts made recently owing to the increased supervision in the mechanical department send our general foreman of the locomotive shops, Geo. J. Messer to Sioux City, Iowa, as division master mechanic at that point. Mr. Messer being succeeded by Shop Foreman Godfrey Lamberg. Mr. Lamberg succeeded by John H. Hauck from the roundhouse, and Mr. Hauck in turn is succeeded by Herman F. Belitz. Those are all promotions and all are meritorious.

Gang Foreman Henry C. Mayer of the air brake department, is on the sick list and during his enforced absence the place is being looked after by Charles A. Velick.

General Locomotive Shop Foreman Godfrey Lamberg is also on the sick list, the recent severe weather being a hard trial with men in charge of work, but with the approach of more mild weather it is hoped all will be at their posts again and in their usual hustling way.

These are prosperous times at the shops, running full time and with full force of men, business good and the men correspondingly happy at the looks of their goodsized pay checks.

Iowa (East) Division Notes.

J. T. Raymond.

Conductor Farrell at Oxford Junction, on returning from his north run during the recent thaw, found his little girl sick with measles and three feet of water in the basement, flooding the furnace. He rigged up a heating stove and has been busy since, we understand, building a boat to fish for supplies. Conductor Winston on his car.

Merle Ramsey, son of Agent Ramsey at Oxford Junction and former agent at Spragueville, is the proud possessor of a new boy. Merle is now working at the Arsenal, Rock Island.

Engineer Chapman, Oxford Junction, is added to the long list of sick.

Mr. Devoe, night wire chief in dispatcher's office, Marion, was off a couple of nights attending the funeral of his wife's father at Olin.

Ed Ramsey, second trick operator, Oxford Junction, is taking Laurence Dove's place at clerk's desk and Laurence is dispatching on the Calmar line during this time.

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N. J. Edwards, agent at Toronto, is working on the O. R. T. Auditing Committee in Chicago. A local man is running the station on account of no extra men being available. He is accompanied by Mrs. Edwards and Edith.

Operator Hewitt, from the Iron Range District, working second trick, Oxford Junction, temporarily.

See how Chief Dispatcher Turner smiles? He is going to have a new report to make.

The engineers' time is now being checked and kept in the superintendent's office instead of at Milwaukee.

During the coal shortage trains Nos 30 and No. 29 are abandoned, and No. 3 and No. 12 are running via the Elk River line, doing all the local work.

The accumulation of cars stored on the division due to the blockade east of Savannah following the blizzard, has been cleared up and we are in good shape once more.

Miss Alice Brotmarkle, stenographer in Master Mechanic F. E. Miller's office, left January 28th for an extended stay with relatives in Miami, Fla. Miss Leta Cornelius takes Miss Brotmarkle's place in the office.

Ye scribe was laid up with pneumonia about note blossoming time, so the cullings are pretty light this month.

Conductor C. R. Cornelius made his first trip on No. 12 January 18th after an extended leave of absence.

C. E. Mitchell has been off for several weeks, F. B. Cornelius relieving.

Conductor T. Fredeman was off duty for some time on account of ill health.

Miss Alice McGuire was visiting friends in Worthington over Sunday.

A meeting in McGuire's office, February 19th, of chief carpenters in Southern District.

Brakeman W. J. Voltz is the proud father of a nine-pound boy, who arrived February 3rd. Mother and baby are doing fine.

Milwaukee Shops Items.

H. W. Griggs.

Division Master Mechanic M. F. Smith is in receipt of a very interesting letter from Adolph Merz with the U. S. Engineers at Nagasaki, Japan, where they are on their way out of Russia. Merz is one of our old firemen boys out of Madison a few years ago.

Walter Alexander and Chas. Bilty were in Pittsburg the latter part of January in the interest of the new electric locomotives being built for this company.

Veteran and Patriarch Joseph Amman, division M. M. at Watertown, was a recent caller at the offices. They all listen to Joe.

Miss May Berry, our telephone girl, was absent nearly three months on account of her own and her mother's sickness. Glad to see you around again, Miss May.

James Philipps, one of the veteran boiler makers, has been off sick since the middle of December.

Boiler Inspector E. Young was at the offices January 29th. His "headquarters" are in Dubuque. We will return the call pretty soon, Mr. Y.

Chas. Pfeiffer was a caller early in February. Say, if Mr. Pfeiffer get much better he will be in pretty bad shape. Simply magnificent.

Chairman Smith of the B. L. E. called twice lately and Sam Sauer once. We don't see you very often now days, Sam.

We are in receipt of a very interesting letter from that nestor of veterans and employes, Jno. C. Fox of Janesville, whose health is about as good as can be expected from a man in his 92nd year. Veteran, indeed.

The flag rope on the "official" flag pole broke in two during the recent storms and Old Glory is absent from the smoky sky for a while.

The locomotive shops went on eight hours January 28th, but are now back to nine hours again.

Veteran Engineer Jas. P. Mills of Madison is very sick in the hospital there. We are in hopes of hearing that there will be some improvement

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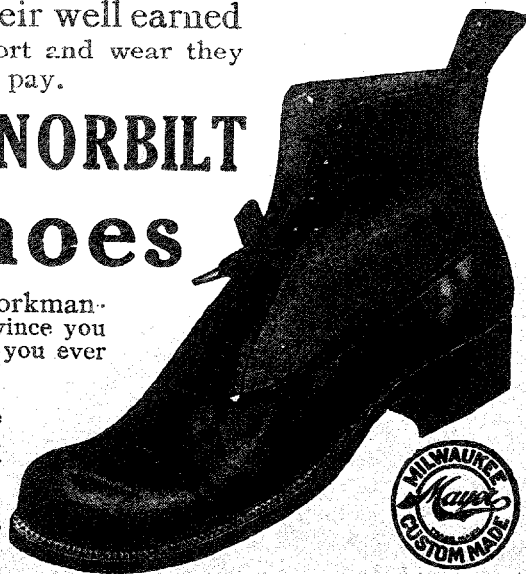
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in his condition. He has been laid up quite a while.

A. N. Lucas, assistant S. M. P., has been camping out at Western avenue and Galewood the most of the winter, but finally broke away long enough to say hello when the weather let up. Miss Wright from the locomotive tin shops was assistant S. M. P. for a time.

W. B. Bennison, superintendent of tests, has gone with the Franklin Company here and in Chicago at a good remuneration. The Franklin Company knows a good man when they see him.

Walter Alexander was in Washington for over a week the fore part of February. We didn't know but what the government pressed him in service on some of the new boards. We hope not, but the government might look a long way for one better.

Interesting letters received from our "Alex" Young of the Railway Engineers in France state that he is now a major and also superintendent motive power for one of the French railways in Southern France and therefore separated from his Company D at present. Private E. Mansur has gone into the aviation corps with a promotion. The military mail is very slow at present and belated letters are eagerly read.

Chas. Ziel, our faithful janitor for three or four years, has left us and gone over to the car department repairing stoves. A deserved promotion. Henry Fleck has taken Ziel's place and he, too, is taking hold good.

Our old friend Lee Ward, insurance agent in connection with the company, is a frequent caller lately. Everybody remembers Lee. He has taken the general agency recently held by Nelson Mc Lane, who died in December.

Miss Sarah Jane Neville is one new stenographer in the valuation department and others are coming, as are the men clerks. The valuation section is filling up and getting down to solid business keeping Chief Wm. Lyanaugh hustling, to say nothing of Miss Wasacheck, Mr. Lyons and others.

Mrs. Barlow of the shop M. M. office was off sick with a bad throat a few days.

Locomotive Fireman James Collins, Wm. Pateck, Geo. Bowen, Wm. Casey, Machinist Mikey Burns and Blacksmiths Tommy Noonan and Phillip Mitchell who are now members of Uncle Sam's Ordnance Department at Camp Dodge, Des Moines, Iowa, were paid a visit by the signal department of the shops and found them all well and in good condition, each having gained in weight. The boys expect to leave for France at any time and they are anxious to go over. Camp Dodge with its 40,000 soldiers is a great home place for the soldier boys. The officers are regular fellows.

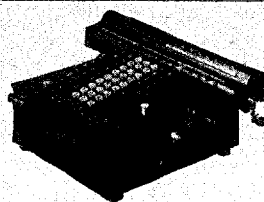
We have received an interesting letter from our A. J. Edmonds, former roundhouse foreman at Madison, Wis., spending the winter, or rather the summer, in Los Angeles, Calif., where they don't have to shovel either coal or snow. He says rain is needed there says there are some 14,000 tourists at Long Beach and 40,000 at Los Angeles, and half of Canada is there. Says a company is trying to get power out of the calm waves of the Pacific, "like getting power out of a dead compound," are trying to get after those having the money to push the enterprise. The ocean bed views from the glass bottom boats at Santa Cataline Island showing the wonderful fish, sponge, coral, etc., is described as most interesting. A. J. E. expects to be in Wisconsin again by April 1st.

Mr. Silcox, our new M. C. B., has been busy out over the road much of the time. The M. C. B. office has been enlarged and F. P. Brock with three other car clerks in the S. M. P. office have gone over to the M. C. B. office.

Mr. Reid, one of the old timers in the car department light brass work, has been off sick for two months. Hope you will be with us again soon, Veteran.

The recent warm days let the snow down fully one-half and much to spare yet.

The War Stamp and Thrift Stamp drive for the Milwaukee shops rounded up over \$13,000.00 and more is expected from time to time, the canvas being held open all summer for all comers. The same workers handled the floor who were in



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the recent Red Cross campaign with US as chairman, but they did the work. Worker Pellant would rather canvas than eat (tobacco).

Obituary: Alex Dix, who for the last four years has been employed as clerk and stenographer in the D. M. M. office, S. M. P. office and store department, passed away February 12th, after being home but a few days. The boys of the C. M. & St. P. wish to express their sympathy for the family of their fellow workman, who was a faithful employe.

Rumor has it that C. H. Bilty, mechanical engineer, is soon to make his headquarters in the Railway Exchange, a shift sure enough, but well deserved. Most likely we will see the notice later. C. H. B. is appointed assist !— !—!

George Pretiss, the popular chemist, is so popular with the company that they have decided to put the ladies' lunch and rest room in with the chemical side of the office. Jno. Horan is farther over.

Have you filled out your Federal Income Tax blank yet?

We are in receipt of a most interesting letter from First Lieut. Thos. P. Horton of the 13th Engineers in France, our Company D. Lieut. Horton says they are running along smoothly and doing their share in holding up the zone of advance, every day of which brings them nearer to the termination of this conflict which is causing the loss of so many lives. Lieut. Horton has charge of the company since Alex. Young, now major, left for the railroad in Southern France. Lieut. Horton says he weighs 194 pounds, a gain of 20 pounds. Company D lost one man, as has Company B. The Christmas box we sent and the other fund is appreciated to the utmost. Write to the boys over there. Everybody write.

Erecting Engineer Ericson has taken a job in the ship yards at Newark, N. J. Another good man gone.

Deer Lodge Shop Notes.

Patsy.

J. T. Kelley, our former storekeeper, has accepted a position as storekeeper in Minneapolis and left here the 17th to take up his duties in that city.

The employes of the store department presented Mr. Kelley with an electric percolator and the presentation speech was made by Harry Dell, who said in part:

"Somehow the occasion to-day reminds me of the present age we are living in. As you all know, and no doubt realize, we are living in a very great age, an age of scientific development of our industries and our natural reserves, and of the latter I believe water power is the greatest. When the heavily loaded freight trains are drawn into Deer Lodge one cannot help but think of the great source of power which has been harnessed and that is now behind the electric locomotive at the head. In other words, nature has been made to turn the wheels of these giant electric locomotives that draw our freight trains over the mountain grades and make traveling for the tourist a real pleasure.

"But back of all this there must be the material which is a very big factor in operating a railroad. So, for the serving and handling of such material, we have the office of storekeeper, which is one of responsibility and vital importance to a railroad. And serving in this particular capacity we are glad to know has been the privilege of our esteemed employer, J. T. Kelley, who through his untiring energy, ability, enthusiasm and desire to fill the bill in every particular, has been selected to take up his duties in another place. While it is with regret he is leaving us, yet we are very glad to see him take this step upward into a position of greater responsibility and influence, and furthermore, railroad relationship."

Mr. Kelley will be missed by his many friends and goes with the congratulations and well wishes for continued success in his new location.

Mr. Kelley's former position is filled by J. V. Miller of Tacoma, Washington, formerly of the office force of Storekeeper A. J. Kroha.

The Deer Lodge friends of J. B. Clark, who formerly worked on the Rip-Track of the Milwaukee, will be glad to know that he is reported among the saved. He was a member of Company

Hamilton Watch

"The Watch of Railroad Accuracy"

Where Safety and Schedule Time Are Absolutely Demanded— You Will Find the Hamilton Watch

While the "Broadway Limited" is pounding along, eating up the miles between New York and Chicago, a Hamilton Watch does the timing. And in spite of the ceaseless jarring and jolting of the engine, that Hamilton runs accurately.

That's a characteristic habit of all Hamilton Watches—they keep accurate time under the strenuous conditions of railroading.

The Hamilton which your jeweler will be glad to show you is guaranteed to have exactly the same habit of accuracy, and when you buy a

Hamilton you will be buying a watch that will give you perfect satisfaction for a generation or longer.

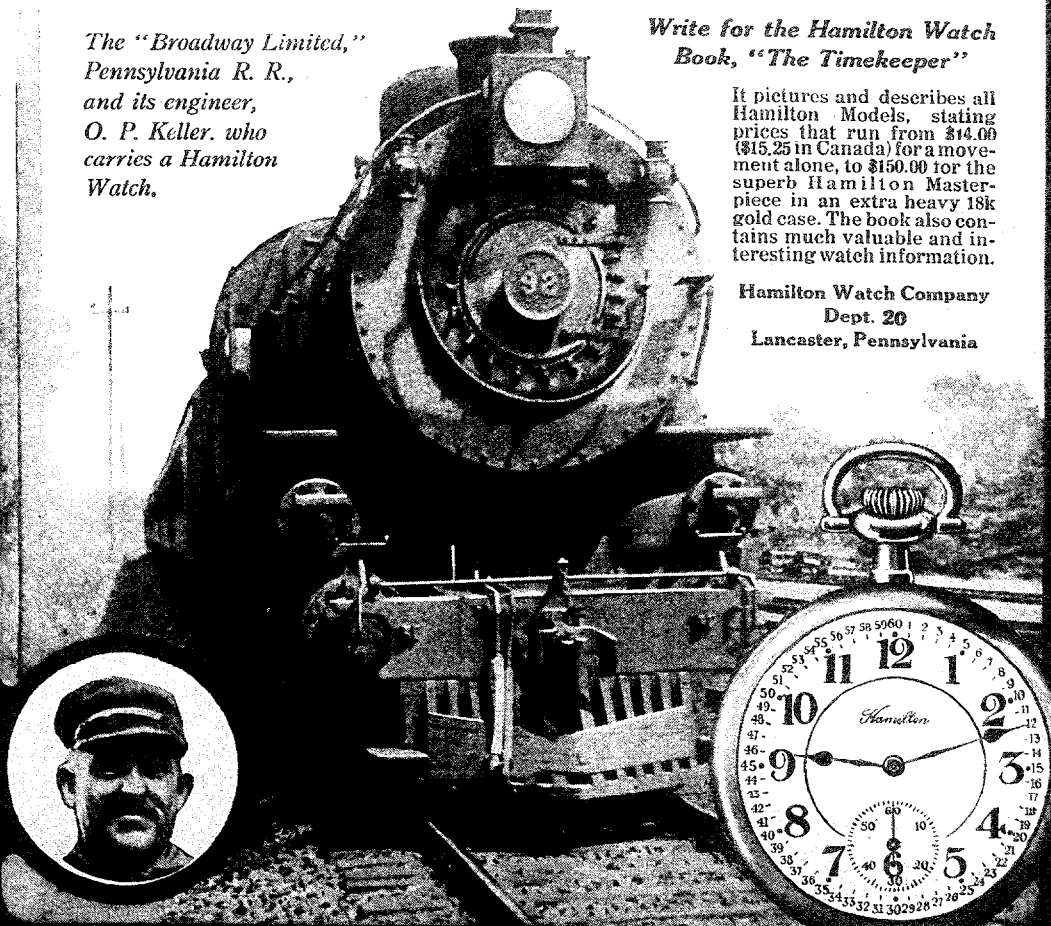
For Time Inspection Service, Hamilton No. 940 (18 size—21 jewels) and No. 392 (16 size—21 jewels) are the most popular on American railroads.

*The "Broadway Limited,"
Pennsylvania R. R.,
and its engineer,
O. P. Keller, who
carries a Hamilton
Watch.*

*Write for the Hamilton Watch
Book, "The Timekeeper"*

It pictures and describes all Hamilton Models, stating prices that run from \$14.00 (\$15.25 in Canada) for a movement alone, to \$150.00 for the superb Hamilton Masterpiece in an extra heavy 18k gold case. The book also contains much valuable and interesting watch information.

Hamilton Watch Company
Dept. 20
Lancaster, Pennsylvania



D. 20th Engineers, and was on the Tuscania when it was hit by a submarine shot off the coast of Ireland.

Miss Marguerite Sager, formerly employed in the store department, and Hugh Evans, also a Milwaukee employe, were married in Butte a couple of weeks ago. They have the well wishes of their many friends.

Lowry Smith, clerk in General Foreman Sowerby's office, received a telegram the last of the week from Congressman Jeanette Rankin informing him that he has been appointed to the Naval Academy at Annapolis.

Miss Lucile Bresnahan and Miss Kathrine Schreiber are the two very recent young ladies in the store department.

Master Mechanic E. Sears has returned from a brief visit on the coast.

C. & M. Notes.

B. J. Simon.

We have a new conductor, his name is William Jelly, he has been braking on the Healey switch run for some time but since his promotion he has relieved Jim Yaluke as conductor on the Libertyville switch run. Bill, we congratulate you and hope that you will soon stand in line for a regular car.

Conductor William Hill is now running regular on Nos. 44 and 53. He was working on a Deerfield run, but was displaced by Conductor Art Slade.

Conductor Andy LaRoy has returned from a week's visit with his son, Capt. Herbert LaRoy, who is stationed at Camp Pike, near Little Rock, Ark. Conductor Ira Wybourg did the relief work.

We are pleased to announce the promotion of George T. Carroll to chief train dispatcher of this division. George is one of our local boys and has grown up around us, his father being E. J. Carroll, our agent at Warrenton, and one of the oldest and most respected employes on this division. We all stand ready to help George to keep things moving in good shape on the old C. & M.

Conductor George Dyer has given up the Janes-

vile Line way freight and returned to the Libertyville switch job. Conductor Dick Polzin has returned to the ring on the main line.

H. M. Wilson has been appointed as third trick operator and leverman at Lake. The three levermen positions at Roundout Tower are open for applications but regular appointments have not yet been made.

G. L. Taylor, formerly agent at Healy, has been appointed trick dispatcher in Chicago. G. L., we wish you much success.

In the latter part of January brakeman Frank Corbett was killed while working in Galewood yards. He was braking for his brother, Conductor Jack Corbett, on the Healy switch run and while in the yards he was run down by an engine on another track, killing him instantly. We extend to the sorrowing family our heartfelt sympathy.

R. E. Sizer, who for several years has been chief dispatcher of this division, has been promoted to trainmaster of the P. Du C. Division with headquarters at Madison, Wis. We are sorry to lose R. E. S., but our loss is some one else's gain and our best wishes are with him.

Several members of the family of Section Foreman John McEvoy of Spring Grove are down with the whooping cough. They have his home quarantined.

Several of our section foremen contracted bad colds during our terrible snow storms. Max Behrens of Walworth, Henry Goff of Bardwell and John McEvoy of Spring Grove were unable to be out for a few days.

Engineer Dick Folger and wife spent a couple of weeks in Texas and New Mexico. Dick visited his brother, who is in a military camp at Deming, N. Mex. While in New Mexico they run into a sand storm. Dick says it is even worse than our snow storms. On their way down they were snowbound in Kansas City for three days.

Engineer Robert N. Scott has given up his run on the Madison run and taken a Deerfield run. Wallie Mann is now on the Madison run.

Roundout is a busy junction. Since the storm we have two day and one night switch engines working here, a day and a night yardmaster and three operators and three levermen in the tower.

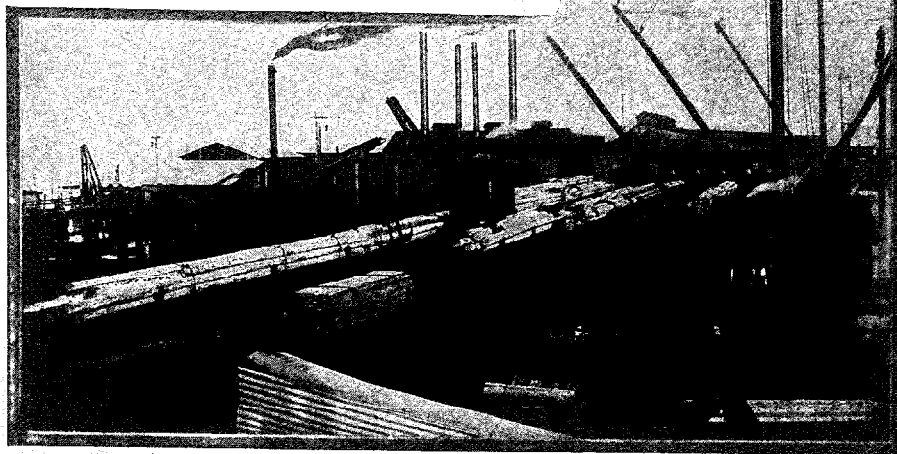
Creosoted Products For Every Purpose

Wood in almost every form is creosoted at the immense plant of the Pacific Creosoting Company, at Eagle Harbor, Wash., on Puget Sound just opposite Seattle. The plant, a view of which is shown here, is one of the largest in the world. Creosoting is the modern method for Preserving the wood against time and decay. Specialties creosoted by the company are bridge and structural timbers, ties, piling, conduit, cross arms and paving blocks.

PACIFIC CREOSOTING CO.

Northern Life Bldg.

SEATTLE, U. S. A.



With the yards full of embargo cars and a rush of business it keeps everybody on the jump.

Illinois Division.

Mabel Johnson.

There have been a number of changes and improvements made at Savanna in locomotive as well as operating department. One stall has been cut through the east wall of the roundhouse and an outgoing track placed which connects with the stub track west of Savanna depot. This will facilitate the movement of engines from roundhouse in two directions. Track is better known as "Morgue track"—convenient for the handling of "dead ones" (I mean engines).

New passenger coach has been remodeled and placed at the east end of supply track adjacent to roundhouse as office of new Division Master Mechanic E. W. Harvey. Miss Margaret McGrail, former chief clerk at roundhouse, acting as Mr. Harvey's chief clerk, and Miss Clarabel Frutchey, stenographer.

Remodeled passenger coaches are "popular" and convenient office quarters in Savanna, as another coach has been placed south of the present superintendent's office and all of the superintendent's clerks occupy desks in this car. Especially is Miss Reineher very much taken up with her new office "home" and says the time "flies" for she is on a "seemingly" continual go. How many miles have you covered so far, Louise, since the start of your journey? Miss McGrail is also trying to accustom herself to this mode of travel. In reality, Margaret, you should notify the engine crew to "couple up."

Lee McGovern has accepted a position as chief timekeeper in superintendent's office, Savanna, and will have charge of enginemen's time, which instructions were issued by accounting department, effective February 1st.

Roy Austin, formerly engineer on this division, has been appointed traveling engineer of the Illinois Division. We extend congratulations and know that he will make a success of the new work assigned to him.

Conductor and Mrs. J. P. Flynn left February 15th for Madison, Wis., being called there by the serious illness of Mr. Flynn's father. We hope that he will convalesce soon.

Miss Mary Schunder spent Saturday, February 8th, in Clinton, Iowa. Wonder if the "Annual Sale" was the attraction?

Engineer John Reynertson is again back at the throttle after a serious attack of quinsy and sore throat.

W. P. Laughlin, new clerk in superintendent's office, Savanna, resigned to accept a position at Sioux City, Iowa. Jerry Hansen has been assigned to this position.

Conductor W. Brown relieved Conductor R. L. Piper for a few days on KC 3-S, account sickness.

Dwight Roberts is the new car record clerk in chief dispatcher's office at Savanna.

Machinist Henry Kaiser has entirely recuperated from his recent injury of having his face burned. When asked what became of the scab on his face he replied: "A scab can't stay around a union man very long!"

Engineer H. T. Gregg and wife visited in Madison, Wis., for a few days.

Herman Wunderlich, formerly cashier at Savanna freight house, has accepted a position in superintendent's office, Dubuque Division at Dubuque, Iowa.

We think we know why Engineer "Tige" Anderson has been wearing such a seemingly "lasting" smile lately. The groundhog saw his shadow and only five more weeks of winter—then he can enjoy another auto ride. Better be a little more careful this year though for from appearances it will be rather bad walking—"thru the mud."

During the severe weather conditions the mechanical force at Savanna was increased to take care of extra amount of running work. Several of the machinists from Dubuque who were here during this time have returned to their respective homes.

Miss Ruby Eckman, chief clerk at Perry, Iowa, visited at the home of Illinois Chief Dispatcher

Daly Bank and Trust Company of Butte

Established 1882

Incorporated 1901

Capital and Surplus \$400,000.00

GENERAL BANKING BUSINESS

Interest Paid On Time Deposits

CHARLES J. KELLY, President

JOHN D. RYAN, Vice-President

C. C. SWINBORNE, Cashier

R. W. PLACK, Assistant Cashier

W. C. RAE, Assistant Cashier

Commercial State Bank

MILES CITY, MONT.

CAPITAL AND SURPLUS

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Special Attention Given to Savings
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Established 1877

BUTTE, MONTANA

Alex J. Johnston, Cashier

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Transacts a general banking business. Accounts of banks, corporations and firms will receive best terms consistent with good banking methods.

Interest Paid on Time Deposits

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J. E. WOODARD
President

T. T. TAYLOR
Vice President

BANK OF FERGUS COUNTY

Lewistown, Montana

Capital and Surplus, \$500,000.00

B. B. BROWN
Asst. Cashier

P. J. OSWEILER
Cashier

D. B. BOLTON
Asst. Cashier

Oldest State Bank in Montana

J. M. Losey Sunday, January 27th. We hope Miss Eckman will come when she can stay longer that those in Savanna offices may make her acquaintance.

Word has been received from Brakeman A. F. Starke, now at Camp Grant, that he will soon be leaving for France, his company to be made a part of the 13th Regiment now in actual service in France.

A letter has just been received from Brakeman James E. Imbler, now in France, and contains the following: "If you see any of the boys tell them hello and to keep things going." Brakeman Imbler no doubt would be glad to hear from some of his railroad friends and anyone wishing to write him may use the following address: Co. B, 503 Engrs. Sr. Bn. A. E. F. France via New York.

Irvin Tyler, formerly clerk at Savanna freight office, now at Camp Grant, spent Sunday, February 3rd, at Savanna with his parents and friends.

Baggage man Walter Dyer went to Chicago February 14th to accompany J. Morehead, employe Savanna depot, home, who has been in Washington Boulevard Hospital. Mr. Morehead stood the trip very well and we hope for his speedy recovery.

Operator J. A. Hove and wife of Davis Junction are visiting in Sioux City, Iowa, for a few days.

Mrs. H. H. Winkler, wife of Boilermaker Winkler, Savanna roundhouse, has gone to Madison, Wis., to visit relatives.

We are pleased to announce the following recent births: A daughter to Machinist and Mrs. Howard Gentine; a daughter to Engineer and Mrs. Sylvester Alden; a son to Fireman and Mrs. Edward Green. Congratulations are extended.

We are pleased to place in our Illinois Division notes the recent promotion of P. L. Mullen, former roundhouse foreman at Savanna. Mr. Mullen is now division master mechanic of the I. & M. Division at Austin, Minn.

Assistant General Manager M. Nicholson and Superintendent J. W. Stapleton were visitors at Savanna January 29th.

Miss Hazel Des Parios is no waacting as chief clerk Savanna roundhouse, filling vacancy made by Miss McGrail, and Miss Mary Ellen Craig is the new stenographer, Miss Theresa Powers having resigned. Why did you desert us like that, Theresa?

Idaho Division Diversions.

City Passenger Agent Ralph E. Carson of Spokane and Miss Louise C. Hammons, formerly of Spokane, were united in marriage in Everett, February 8th. The Magazine and the whole Milwaukee family wish them a long life of comfort and happiness.

There was a young man from Spokane
Fell in love with a lass, Lucy Ann,
But alas Lucy Ann

With a string and a can

Tied a curtain on Sonny Spokane.

The latest addition to the Spokane office is Miss Meda Bishop. We hope she remains with us.

Ralph E. Carson, special representative of the Seattle passenger department, has been appointed city passenger agent at Spokane. We welcome Mr. Carson back to the old stamping grounds.

A. A. DeLeo of the Seattle office was a recent Spokane visitor. Dell was on his way towards Chicago to visit his family who lives in Montana.

There has been much ill feeling in the Spokane office lately. Material Clerk Gates had a swollen neck, Herb Moody had a bad cold, Sted had the stomach ache, Merle Geerlings had that tired feeling and H. L. Wiltrout had a bandaged eye.

Dubuque Division.

J. J. Rellihan.

The Red Lines (through runs between Savanna and La Crosse) have been discontinued on account of not being able to get over the road, caused by the excessive cold weather.

Passenger service on the main line was resumed January 23rd. Nos. 25 and 38 had been taken off for a week on account of coal shortage.

P. F. Welsh, one of our old time conductors but now running a train out of Aberdeen, S. D., was back for a visit in January.

Brakeman Geo. Artus is wearing a broad smile

on account of the arrival of a baby boy at their home in Dubuque, January 22nd.

The many friends of Chief Carpenter H. A. Cameron are glad to know that he has finished his work on the new Sioux City terminal and is now back at Dubuque, having been absent for nearly a year.

The extra gangs finished laying steel and were taken off January 23rd.

The new time card which took effect January 27th gives us tri-weekly way freight service in each direction, one crew being assigned between Dubuque and North McGregor and one crew between North McGregor and La Crosse.

Assistant General Manager Nicholson had an operation performed at Mercy Hospital, Dubuque last month. He is getting along pretty well at present.

Engineer "Brownie" Morgan has been on the Waukon line since the death of Engineer W. P. Cooley.

Extra Gang Foreman Norman Kelsey took a trip to Milwaukee the first of the month.

On February 6th Brakeman Ira Kelsey, one of our most popular boys, was married to Miss Cella Nagle of La Crosse. The ceremony was performed in St. James' Church, North La Crosse.

On January 24th General Manager Gillick's car made a trip over our division from Savanna to North McGregor.

Henry Dersch, one of our young engineers, was promoted to traveling engineer on the Prairie du Chien Division February 4th. Henry's many friends wish him the best of luck with his new position.

Section Foreman John LaTronch of New Albin had an operation performed at St. Francis' Hospital, La Crosse. He returned to his home February 4th, having been laid up for about three weeks.

On February 5th, when No. 73 was passing Waupeton, Custodian John Pape noticed that some car in the train was making an unusual noise. He telephoned Agent Ott at Buena Vista and he notified section men to watch the train as it passed that station. A broken wheel was found on I. C. 57263, three feet of the tread of wheel being broken out. Signal was given to Conductor C. H. Clark in the caboose, the train was stopped and car set out without any further damage.

Optimism.

Sted.

There's a little word called optimism traveling every day, it's force is felt from shore to shore in every little lay that's being wafted by the press from here and over there, the thought that keeps it growing it because it's on the square.

We'll win this war by honest aims, we'll fight but we will smile, for optimism is a creed that's not begot of guilt, she's bright and clear, her hands are clean, her path is straight and fair, and Uncle Sam and she are pals because they're on the square.

So get those smiles to working and admit you'll have to fight, there's always victory in a smile when one is smiling right, the crafty leer invites defeat while trying to ensnare; but optimistic Uncle Sam will win it on the square.

Everybody knows Jake Shook, passenger engineer out of Spokane. Nearly everybody knows his son Ray and a good many know Mrs. Shook and daughter Ellen. We know them all and are glad of it. Also we feel better acquainted and more friendly since an enjoyable auto ride around Spokane with Ray and his mother and sister one Sunday recently. An outdoor excursion any place else than Spokane at this season would almost be a torture but that little joy ride on that sunny Sunday afternoon was one of the most enjoyable features we have participated in this season. It is good to have kind friends.

Can you imagine anything more lovely than a bright ray of sunshine in the middle of a big snow storm. On Saturday, February 16th, great big, white, feathery flakes were coming down by the millions in Spokane and when they were the thickest a bright ray of sunshine in the person of Miss Irvana Bath—"Scraps"—of the Seattle office penetrated the walls of the Spokane office.

We will always welcome a snow storm, yea, even a blizzard, if it is productive of such pleasures as her brief visit.

MOTERING ON THE MILWAUKEE.

Up and Down Hill On the R. M. Division.

N. B. Sill.

Smoke Welch is now adding his bit to the popular poem going 'round about and "My nights they are sleepless" is the first line. What Smoke is looking for is "lute" to Deer Lodge and a caboose hop back. Or—if it won't work out that way—ride the plush over and the "silk" back. Sometimes it won't even work out that way and Mr. Welch has bought a brand new rabbit foot found in a graveyard at midnight by a red headed nigger born the 13th of the month. Now he says, says he—let that Dutchman get around me if he can—Mean'en you understand Friend Eisenman who took out the silk train right over the top of Smokes head astwere. All Smoke got for walking the floor all nigh tsaving the price of a bed was a nice long drag of say 3,000 tons—and he was just pulling out of Butte yard when the silk train whistled for Aberdeen.

I. A. B., that correspondent of yours with his heart broken original poem is a trifter, and I have the second verse also found in my morning's (ahem) mail, and it's right at the end of this interesting column, too. With some words in it I wouldn't say for anything. See everyone turn over to the last page now. Fooled you, didn't I?

Welcome, too, the correspondent from the N. M. Division, may she stay right here with us from now on, too. And please tell me, somebody, who Guyline and Speedex and Patsy are. I'm just worrying myself to death over all these folks I don't know.

Operator A. C. Robinson and wife from Sinclair and Operator Robinson and wife from Sappington left for Missouri first of January, called there by the sudden illness of their grandmother. Mr. Alexander relieved at Sinclair and Mr. Dat at Sappington.

H. C. Rector and family returned from California and Arizona last week. His small daughter was asked if she had lots of oranges while she was away and she said, "No, she didn't, they didn't stay long enough in one place." They report a very enjoyable trip, but came back a bit too soon and landed in 12 below weather.

A card from Pink Simms, "Somewhere in France," written Christmas Day and received middle of February, says he is still unhurt but has been sick. He sends his regards to all and gives as his address 13th Engrs., Co. D., U. S. A., A. E. F., France, via New York. He is going to send us his photograph and you know what we will do with it, don't you? Right the first guess.

We were honored by two (count'em, two) visits from his highness, A. A. Deleo and he has a right nice green hat and was looking for the White Building. No, come to think of it, I remember he said he wasn't looking for the White Building. He was sidestepping the janitor's oil mop—yessir, right in our own office—the floor is so clean you slide across it every time you start for the ticket window. Nothing like having a visit from the higher ups once in a while—sort of a tower of inspection, as Aunt Samantha would say.

Mr. and Mrs. C. E. Shaw left for St. Paul first of February account the sudden death of Mrs. Shaw's mother there. The division extends its sympathy to her in her sorrow.

Conductor Harnack was assigned to a run from Lewiston to Winnetta on the N. M. Division, and this puts Conductor O'Brien (the handsomest conductor in the world) on the passenger trains on the R. M. My goodness, yes, I almost forgot to tell you all that after declaring in loud and other kinds of language that he would never, no sir, never even go past the east switch at Three Forks toward that east end subdivision. What does Pink Whiskers Mayo do but go an' offer himself for a motorman on the head end of the

THE WESTERN IRON STORES

Mechanic's TOOLS

OF ALL KINDS

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of Grand Ave.

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WHOLESALE

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Phone Grand 1246.

A POLICY IN
The Standard Accident
Insurance Co.
of Detroit, Michigan

Will Pay to you a weekly indemnity in case of accidental injury or sickness, or to your family a large cash payment in case of your accidental death or loss of limb or eye.

This Company is Authorized
by The C. M. & St. P. Ry.

to write this insurance on its employees.

Ask Our Agent or
Write the Company

Over \$24,000,000 Paid in Claims
Railroad Department . . . H. C. CONLEY, Supt.

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 collect the premiums and will pay the claims—all you will have to do is to sell the policies.

General Offices—Accident and Health Dept.
Saginaw, Michigan

fast mail. Can you beat it, and all his friends on the west end, too.

Engineer Muetz is back from the N. M. Division, too. No more snow for his, he says.

Mr. and Mrs. Wilkins from Lewiston came over to Three Forks for a few days' visit with their daughters first of the month. Mr. Wilkins making a flying trip to Bozeman while here.

Mr. Foster, Mr. Barrett, Mr. Earling and Mr. Murphy made several trips over the division during the month. The telegraph office at Three Forks was given the once over and Mr. Barrett said I might put his name in the Magazine, too, and here it is.

E. E. Hafner, brother to Sam, engineer R. M. Division, left for Beverly, Washington, first of the month to go into training there. Mr. Pinkney left for Bozeman to take examination to-day, and Herbert Baker, late of Mr. Ennis' office, left for the coast the 5th. He joined the aviation corps and looked quite nifty all dressed up with his frozen ear, which froze while Herbert was strolling through the Harlowton yards with the weather 40 below the zero mark, and for a week he looked like he had the waste basket hung over his ear. Herbert has flat feet, but he thought that wouldn't make any difference up in a flying machine.

I agree with Sted as to his personal items. Some of them are very personal, aren't they? Am so glad there is a nice new adding machine.

Says H. C. R. when he tried to write on his mill after a month's leave of absence and the mill in the care of the call boy. What's wrong here. No ribbon, the type all piles up, the bell won't ring, the carriage won't slide, the finger-board is six octaves short, motors 1 and 3 A and B ends are flashed over—the whole thing shot to pieces and someone had the nerve to tell me it was taken down to the freight house for safe keeping.

You are right, Sted, your friend Bullwinkle can give you lots of information, I guess. I handed him a long message, he glanced at it upside down and backwards and said tell 'em yes. If that isn't sort of uncanny, tell me what is?

Sub Station Operator Hill at Eustis is the proud owner of a bran new Ford car and now the fact that there isn't any 33 and 34 any more don't bother him a bit.

I've no doubt, Sted, that if Alice says you promised her a bracelet that you did. I haven't seen anything of the "gifts" you promised me, either, but we will let it go with the Christmas card, which was joyously received and admired as not only clever and appropriate but very original, as some of the cute little games in this month's Magazine on page 28. Something for father to do while mother takes in the movies and leaves the children at home. How to make a potato turn over and also how to make a potato roll.

Patsy, the roundhouse isn't the only place where those bold bad men have changed into quiet little lambs. You should see some of our friends almost choke themselves to death when they kick the office door open and (as in days of old) demand where this, that and the other something is they can't find isn't there and must have to be able to live, breathe and have their being another minute, and then see the lady operator, also I know where those boxes are that you had around for your notes. Mr. Phalen took them away to put all the letters I wrote to him about my C. G.'s in.

I'm all done, finished now, except for the following gem and although I perhaps will admit it isn't quite so pretty as I. A. Bees' offering, yet the subject, too, is of general interest and besides quite covering the idea does it in a way that leaves nothing to be desired.

Maybe old Pinkey Simms over in France will enjoy this and he maybe will perhaps know the French and English way of saying it, too.

Here's to the Kaiser.

Old Limburger cheese,
May the swell in his head go down to his knees.
May he break his d— neck on the
Hindenburg line,
And go straight to h—l
Singing Bingen on Rhine.

North La Crosse News.

H. J. Bullock.

Traveling Freight Agent J. H. Judge of Milwaukee recently transacted important business in an effort to release embargoed cars.

Veteran Section Foreman Jos. Schmelzer of Fountain, Minn., is out again after a siege in the La Crosse Hospital. Glad to see you, Joe. Come again.

Veteran Switch Tender Gander Johnson, who was in the service over forty years, died January 23rd. Mr. Johnson was known as a faithful and painstaking employe. The sympathy of all is extended to his family.

A. E. Ross, formerly a switchman here, visited La Crosse friends recently. He has been employed as locomotive engineer on the O. R. & N. Ry. at Pocatello, Idaho, for the past seventeen years.

Our newly appointed Superintendent L. T. Johnson and Trainmaster C. H. Buford of the La Crosse Division were here on official business February 7th.

Former Coal Shed Foreman Wm. Bupser, who has been farming the past year or two, was found alone in his home near Onalaska, February 12th, sick and helpless with both feet frozen. He was taken to the hospital but died from the effects of pneumonia.

R. P. Oliver has accepted a position as night ticket agent at La Crosse.

Si Johnson is now employed as clerk in the So. Minn. Division trainmaster and train dispatcher's offices.

General Yard Master J. T. Greenwood spent about a week in the La Crosse Hospital for an operation to his nose and ear. J. W. Cary filled his place during his absence.

We are pleased to congratulate W. G. Bowen upon his well earned position of chief train dispatcher of the La Crosse Division.

Musselshell News.

D. Sloan.

Business is good.

A. C. Kolhasse, former chief, is acting night chief.

Quite a number of new men are being employed in train and engine service to handle increasing business.

"Slats" Nelson, timekeeper for train and engine men, is leaving soon. Hope you will get fat back East, Nelson.

John Oster, engineer, was a Butte visitor recently. John says never again Miles City for him. Mr. Carlisle is our new yardmaster vice E. Shaw, resigned. Welcome to our city, Mr. Carlisle.

Trains are off schedule account snow back East. Brakeman Bacon is out of the hospital and is working on the east end.

Mr. Sasser, committeeman for the O. R. T., was in Miles for a few days.

Kelly, who is the big O on 97-98, says if they would keep Buck Asbury out of the way he would not have to tie up at Vananda every trip.

Mr. Bartley, conductor, is working on the west end, his family being in California for the winter. Engineer Frawley is on the sick list.

Pebbles From the Musselshell.

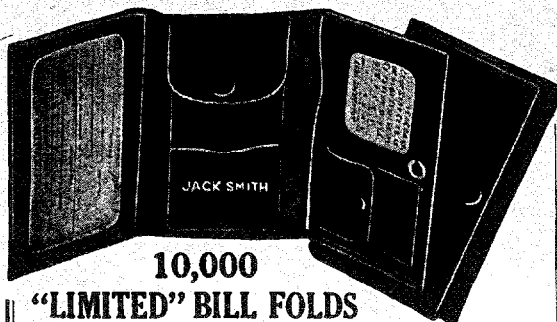
Grace Hardman.

Engineer Dan Drake and wife left the 1st of February for the coast to make their future home. Mr. and Mrs. Drake are among the old residents of the Musselshell Division and their many friends hate to see them go.

Miss Fern Black of Melstone left the fore part of February for Mobridge, S. D., where she has accepted a position as stenographer in the shops at that place.

Operator Guy Hayling, who has been holding

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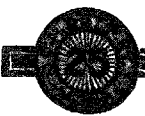
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CHICAGO

RAILWAY TIME SERVICE

second trick at Melstone, resigned and has gone to California for a vacation.

Conductor Ed Stuble is again on the Janeya Mine train. It looks natural to see Mr. Stuble there, as he held that train a long time and is sure a good man for it.

Mrs. T. E. Wilkerson, wife of Fireman Wilkerson, spent the last two weeks of February in Miles City visiting friends and relatives.

W. B. Goggins, former B. H. F. of Melstone, left the middle of February for Lewiston, where he will be employed as R. H. F. at that place.

Mrs. Leslie McGraw's mother is visiting her from Miles City.

Engineer Slothover is on the helper job in the absence of Dan Drake, who has gone to the coast.

Agent E. B. Perry of Melstone has moved his family from the ranch to town for the winter so that their son Eugene can attend school.

A. E. Kellum of Harlowton is our new R. H. F. at Melstone. Mr. Kellum seems to be a very nice gentleman and we think he will get along fine with the boys.

Engineer Jim Christensen of the west end is back to work after a 30-day lay off.

Martin Menlok is the popular clerk in the roundhouse since the leaving of Benj. Goggins. Glad to see you get the position, Martin.

Great improvements have been made around the Melstone roundhouse since the new foreman arrived, such a cinder walk from roundhouse to depot, a much needed improvement, also the crossing is kept well out.

Operator Geo. Hayling is delivering nice spring water from his ranch south of town to the people of Melstone. Sure is fine water.

Channing News.

F. M. Hawley.

One more of the Superior Division boys has the spirit. Howard Beach left for Milwaukee the first of January to re-enlist. Howard has served Uncle Sam four years and thinks he can still be of some use. We all feel sure he will.

We notice Charlie Foster is firing 6 and 31. Chet always liked to hear the yellow cars behind him.

Section Foreman Ferd Linderman and son went on a rabbit hunt here of late. While going through the yards he bumped into the rotary snow plow of the Copper Range R. R. One look frightened Ferd so he abandoned the gun and never looked back until he got home. He must have seen the Kaiser's photo in the fan of the plow. You'll have to brace up, Ferd, the army doesn't want men that retreat.

Machinist Harry Skeen has been off several days on account of sickness. Trains 9 and 10 have been changing engines here the last couple of weeks.

The summer ore business being over, our conductors are putting on their boots, woolen clothes and overalls to climb the snowbanks to give signals; and the brakemen picking up odd jobs to get a soup bone once a week.

Brakeman Jesse Hale and wife have returned from Waco, Texas, where they were visiting John Holling, Mrs. Hale's brother. They report Jack is fat and feeling fine.

Ed Redline, better known as "Kaiser," has taken the O. and B. way freight.

Conductor Bert Keaney and wife have returned from Iron Mountain after a week-end visit.

I wonder if Louis Anderson, blacksmith, is getting ready to join the German army, as I understand he retreated down a ditch near his home one night. He ought to have looked ahead a little, but he didn't until his feet went from under him. The results were not so serious as after a little his head pushed through a snow drift and seeing Old Glory south of the depot he greeted it with, "Ah, Dah."

Fireman Clifford Huetler is back at Channing after being away a couple of months. He says he is feeling fine, and hopes he will grow as long as he lives. Impossible.

Our attention was attracted by Fireman John Lyteula the afternoon of January 11th. The ground hog was out pushing oil barrels around. Jack kept his person concealed pretty near all winter, for winter here is pretty severe for a "torrid zone" person.

Fireman E. Bauman has assumed new duties. He is shoveling nuggets in the stationery boiler

to keep enough steam for our hot water plant. He has made good for the new operating table is always occupied at night. Don't forget, Shorty, and oversleep for there will be many chilled pipes and hay boarders if you do.

Several new residences have arrived on flat cars and been unloaded. This new lot of 615's has enlarged the car colony. But they make fine homes for the employees and if any more arrive the occupants will name the colony "Little Milwaukee."

Engineer P. M. King has been confined to the house for the last couple of months, account of a couple of injured ribs. "A couple of spring-hangers," he says. We will be glad to see him around, for we miss those new jokes.

Former Machinist Earl Hefferman has joined the aviation corps.

We have noticed Pa and Ma on the day switch engine. It has been some time since they have had a good chat.

News is scarce in this neck of the woods this time of the year, and here's hoping that some of our Channing readers will send in a few items now and then to fill our space in the Magazine.

Machinist Helper Ralph Deacon is back on the job again after being laid up on account of an operation.

Dad Dobson has been appointed cashier of the night coal heavers. Dad would like to cash a few shovels and men. No one need be idle.

Go up in the snow fields and hear that joyful sound. All the rails are a shouting: there's money in the cold, cold ground.

The residents of Channing and our employes can feel elated over the success of the drive for the benefit of the Soldiers' United Association by contributing \$435.04. An excellent contribution for the Channing people.

Miss Winifred Cucull, clerk in the dispatcher's office, visited friends at Green Bay recently.

Station Agent W. J. Tobin, who has been on the sick list, is back on the job again.

Herbert Lear, formerly section and extra gang foreman at Crystal Falls and Iron River, and now with Company A, 310th Engineers, at Camp Custer, visited Channing friends December 29th.

H. Stenson, machinist, is back at his old haunts. Pete knew we couldn't get along without his services. He brought a helper with him, a stranger to us, but he may enjoy the place if he sticks around long enough.

One of the 61 type houses which belong to Little Milwaukee burned down January 17th. It's loss was mourned by Stanley Wruck and Frank Stupke. The other 61's were prevented from burning by the heroic work of employes and neighbors.

Engineer Joe Hicks is on the day switch engine. Joe always looks for the soft jobs.

Trains Nos. 3 and 9 and one of the Iron River runs have been pulled for the time being.

Conductor Ed. Christianson seems to be a busy chap. While not working a big bunch of logs is awaiting his labors. He says while the government is making every effort to save coal he will do his duty by burning wood.

We read of "Sted" so much in the Magazine and would like to have him give an account of himself to a new correspondent.

Mrs. W. Pritchard returned from Green Bay after several days' visit with friends.

Machinist E. Johnson took a few days off to visit his parents and friends at the Bay.

Word has been received from Jack Hollinsworth and Howard Beach. Both boys are fine and like army life. Jack is at Camp McArthur and Howard at Norfolk, Va.

Dubuque Shop News.

S. A. Gobat.

E. G. Kiesel, for the past six years yardmaster at Dubuque Shops, has deserted us and joined the colors, receiving a commission as first lieutenant in the 35th Railroad Engineers, now stationed at Camp Grant. If you take as good care of the railroads over there, Eddie, we are sure they will be in the best of condition at all times. By the way, Eddie, some one said that the Kaiser has inside information that you are out after his scalp. Here's hoping you have the honor.

Operator T. Jess and family spent a short visit with relatives at Sabula, Iowa.

This is for

YOU

All C. M. & St. P. Ry Employees

When you left your home this morning was everybody happy and cheerful? Didn't that fact make you glad that you are living and give you some of the good old "pep."

If you were killed or injured today and the pay-check stopped coming in—what would become of that happy home?

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"The Science of Railways" explains with great particularity, (profusely illustrated by charts and other necessary devices) the duties, responsibilities and embarrassing problems of engine-men, trainmen and shopmen, written by scientists and practical men who have themselves solved the problems and mastered every intricate detail connected with the work.

The books describe in detail the Locomotive and Motive Power Department; the Application of Electricity to Railways; the Construction and Working of the Westinghouse and New York Air Brakes; their practical working being illustrated throughout with colored charts; the Working, Handling and Practical Operation of Cars; the Movement of Trains and the problems connected with their successful operation.

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That He Feels It Ought to be Made Known to
Every Nervous, Run-down, Anaemic Man,
Woman, and Child.*

*Opinions of Dr. Ferdinand King, New York Physician
and Medical Author; Dr. James Francis Sullivan,
formerly Physician of Bellevue Hospital (Outdoor
Dept.) New York and others.*

WHAT SENATOR MASON SAYS:

"I have often said I would never recommend medicine of any kind. I believe that the doctor's place. However, after the hardest political campaign of my life, without a chance for a vacation, I had been starting to court every morning with that horrible tired feeling one cannot describe. I was advised to try Nuxated Iron. As a pioneer in the pure food and drug legislation, I was at first loath to try an advertised remedy, but after advising with one of my medical friends, I gave it a test. The results have been so beneficial in my own case I made up my mind to let my friends know about it, and you are at liberty to publish this statement, if you so desire. I am now sixty-five years of age, and I feel that a remedy which will build up the strength and increase the power of endurance of a man of my age should be made known to every nervous, run-down, anaemic, man, woman and child."

Senator Mason's statement in regard to Nuxated Iron was shown to several physicians who were requested to give their opinions thereon.

Dr. Ferdinand King, a New York Physician and Medical Author, said: "I heartily indorse Senator Mason's statement in regard to Nuxated Iron. There can be no vigorous iron men without iron. Pallor means anaemia. Anaemia means iron deficiency. The skin of anaemic men and women is pale, the flesh flabby; the muscles lack tone; the brain fags, and the memory fails, and often they become weak, nervous, despondent and melancholy."

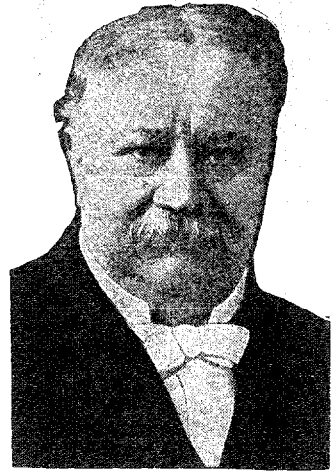
Dr. James Francis Sullivan, formerly physician of Bellevue Hospital (Outdoor Dept.), New York, and the Westchester County Hospital, said, "Senator Mason is to be commended on handing out this statement on Nuxated Iron for public print. There are thousands of men and women who need a strength and blood builder but do not know what to take. In my opinion there is nothing better than organic iron—Nuxated Iron—for enriching the blood and helping to increase the strength and endurance of men and women who burn up too rapidly their nervous energy in the strenuous strain of the great business competition of the day."

Former Health Commissioner Kerr of the City of Chicago, says: "From my own experience with Nuxated Iron I feel it is such a valuable remedy that it ought to be used in every hospital and prescribed by every physician in this country."

Dr. E. Sauer, a Boston Physician who has studied abroad in great European medical institutions, said: "Senator Mason is right. As I have said a hundred times over, I regard organic iron as the greatest of all strength builders. Iron is absolutely necessary to enable your blood to change food into living tis-

sue. 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 a 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. I have seen dozens of nervous, run-down people who were ailing all the while increase their strength and endurance in from ten to fourteen days' time while taking iron in the proper form. And this after they had in some cases been going on for months without getting benefit from anything. Many an athlete and prize-fighter has won the day simply because he knew the secret of great strength and endurance which comes from having plenty of iron in the blood; while many another has gone down in inglorious defeat simply for the lack of iron."

NOTE—Nuxated Iron which was used by Senator Mason with such surprising results and which is prescribed and recommended above by physicians is not a secret remedy, but one which is well known to druggists everywhere. Unlike the older inorganic iron products, it is easily assimilated, does not injure the teeth, make them black, nor upset the stomach. The manufacturers guarantee successful and highly satisfactory results to every purchaser or they will refund your money. It is dispensed by all good druggists.



Former United States Senator
Wm. E. Mason, recently elected
Member of the U. S. Congress
from Illinois

Senator Mason's championship of Pure Food and Drugs legislation, his fight for the rural free delivery system, and his strong advocacy of all bills favoring labor and the rights of the masses as against trusts and combines, made him a national figure at Washington and endeared him to the hearts of the working man and the great masses of people throughout the United States. Senator Mason has the distinction of being one of the really big men of the nation. His strong endorsement of Nuxated Iron must convince any intelligent, thinking reader that it must be a preparation of very great merit and one which the Senator feels is bound to be of great value to the masses of people everywhere, otherwise he could not afford to lend his name to it, especially after his strong advocacy of pure food and drugs legislation.

Since Nuxated Iron has obtained such an enormous sale—over three million people using it annually—other iron preparations are often recommended as a substitute for it. The reader should remember that there is a vast difference between ordinary metallic iron and the organic iron contained in Nuxated Iron, therefore always insist on having Nuxated Iron.

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Eliminate scale and corrosion by the use of only 35 lbs. per engine per month.

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meetings are being well attended by railroad representatives, grain men and others interested in the car situation, grain, etc., they are, however, open to any who might care to attend.

Our popular Passenger Conductor W. L. Finicum (Bill) is contemplating a trip West, expecting to leave within a few days.

Trains Nos. 35 and 36, which were discontinued the middle of January on account of weather conditions and the extreme shortage of fuel, have been restored, effective February 19th, 1918, which pleases the numerous patrons of those trains very much.

Wedding bells recently chimed on the Des Moines Division and one of the parties for which they were rung was our traveling freight and passenger agent, Wm. Keefe. Owing to the fact that he is out of town at this writing we are unable to give the bride's name. Although we had a faint suspicion that Bill was contemplating "matrimony" the news of his marriage was rather a surprise to us all, but his many friends join in wishing him many years of wedded bliss.

J. Brownlee, an old Des Moines Division engineer, now located on the Coast Division, Seattle, Wash., is running on trains Nos. 17 and 18. He was called to Des Moines on account of the illness of his wife's mother and while here paid us a short visit.

Any news items contributed will be freely appreciated.

S. M. East.

O. J. B.

If the weather only knew all the nice things I have in mind today concerning it there would never be another stormy day nor any more real cold weather. It just simply couldn't do it. We firmly believe anyhow that Southern Minnesota will shortly be recognized as a health resort as well as one of the best places for business.

Roadmaster Walsh has been busy getting in the ice supply and says that the quality of this product is the finest that has been had for year. Hope we get a chunk of it for our water bucket this summer. What with the ice and the coal Mr. Walsh is a busy man these days.

Section Foreman Leroy Neville of Winnebago was reported ill a short time ago but is able to be about again.

Section Foreman Walter O'Neil had the misfortune to turn his ankle and suffered a great deal of pain in consequence. He was relieved by Mr. Greenwood.

J. C. Gadwa, formerly of the Wells clerical force, made the rounds last week and we were all sure glad to see him.

Conductor McCarthy, who bruised his chin, as told in last month's news, reports that he has to pay full price for a shave again.

Clarence Lutz, who recently learned the art of making a great big locomotive move by simply making motions at it, has been working on the Wells switch crew during the absence of Conductor Rickard. Conductor Downs relieved Mr. Rickard.

Regret to chronicle that W. B. Moverly, the good old scout, has been laid up with a severe cold. It is, however, fine to be able to say that he is on deck again and his steady hand is on the throttle of the Wells Station business. We wish to congratulate him and the division at large upon his good fortune in securing to us the services of William Perske as cashier. His genial (to adopt a stock phrase) face is indeed a welcome sight at the Wells freight office and we are reliably informed that he is with us to stay now.

The problem of securing good men is solved. Chas. Gadwa informed us, while in the act of handing over a 10-center, that he had received a valentine in the shape of a fine big baby boy.

T. M. Hartz, recently of the engineer department, S. M. Division, has accepted a position with Superintendent Thiele at Minneapolis and began his duties about the first part of February. Good luck to "Ted."

We welcome Agent W. E. Campbell of Spring Valley back to the S. M. East.

There is no mystery at all about that little paper backed book that various employes steal furtive glances into at every chance they have.

It is found upon investigation that they are carrying and studying seed catalogues. Further examination will reveal plans and drawings, not of fortifications, but of the back garden, and from that we augur that there is going to be some of the finest war gardens developed along our pike that have ever been seen.

It beats all what will turnip when you potatoes, corn, cabbage and beans into a garden.

Wisconsin Valley (West) Division Items.

Lilly Ann

The carpenters have been busy remodeling the interior of our building and have added a great many improvements about the place. Several partitions have been removed making a spacious and well ventilated room for all the clerical force. We are now anxiously waiting for the walls to be redecorated, which will give our home an appearance of cleanliness as well as attractiveness.

Several new clerks have been added to the clerical force of the accounting department, namely: Mae Callahan, bill and voucher clerk; Helen Conklin, conductors' and brakemens' timekeeper; Alpheus Van Orman, engineers' and firemen's timekeeper; Mildred Conklin, stenographer and filing clerk; Anna Larson, clerk in the roadmaster's office, and Mrs. Helen Feltham, billing clerk.

Jas. Taylor, division carpenter, had the misfortune of falling from the tool car and fracturing his knee, which caused him to be laid up for several days.

The latest in comfort is cushions to rest your feet upon. Anna Larson will be able to give more detailed information in this regard.

Andrew Peot, agent at Knowlton, was called home on account of the death of his brother recently.

A self-heater operated by hand power has been installed in the office of the first floor, much to the comfort of all the occupants. While it is not very ornamental it certainly is appreciated and the smiles on all the faces have been thawed out.

E. Callahan, roadmaster, has been confined to his home on account of illness. We hope his recovery will be speedy and that he will soon be able to be at his desk again.

The worst blizzard of the season struck Wausau last week. While some trains were abandoned entirely a few of them were moving along behind schedule. The heavy fall of snow and the high winds caused it to drift in many places, making passage of any kind almost impossible. We have been fortunate in escaping storms until now and hope there are no more headed this way.

Jas. McCloskey, for many years flagman on this division, passed away at his home on February 13th. The entire division join in extending sympathy to the bereaved family.

Chief Clerk C. H. Conklin and Accountant T. H. Crego were in Chicago selecting equipment for the new office, and understand that "Charley" brought back a large supply of seed catalogues.

Pearl Gorman, the superintendent's stenographer, visited with her parents at White Lake over Sunday.

Conductor E. Van Wormer made a trip to Morbridge.

Mrs. C. H. Randby visited with friends at Merrill.

Engineer L. M. Caylor, wife and daughter were visitors at La Crosse.

Mrs. R. F. McCarthy visited with friends and relatives at Tomahawk.

Our editor suggested in her prelude to Sted's musings last month that perhaps Sted had not fully awakened. WE WONDER! But if Sted's snoozings could produce the poetical musings, such as we read in the last issue, we would be happy if he went right on sleeping. As for them not being personal, we wonder what could be more personal than his looking up the genealogy of Lilly Ann, and I am thankful to him for placing such an important subject before our readers in such a way that they cannot now be Miss Tak Ann in regard to the relationship of Miss Spok Ann to Lilly Ann.

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	Single	Double
200 Rooms, Private Bath,	\$1.50	\$3.00 up
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