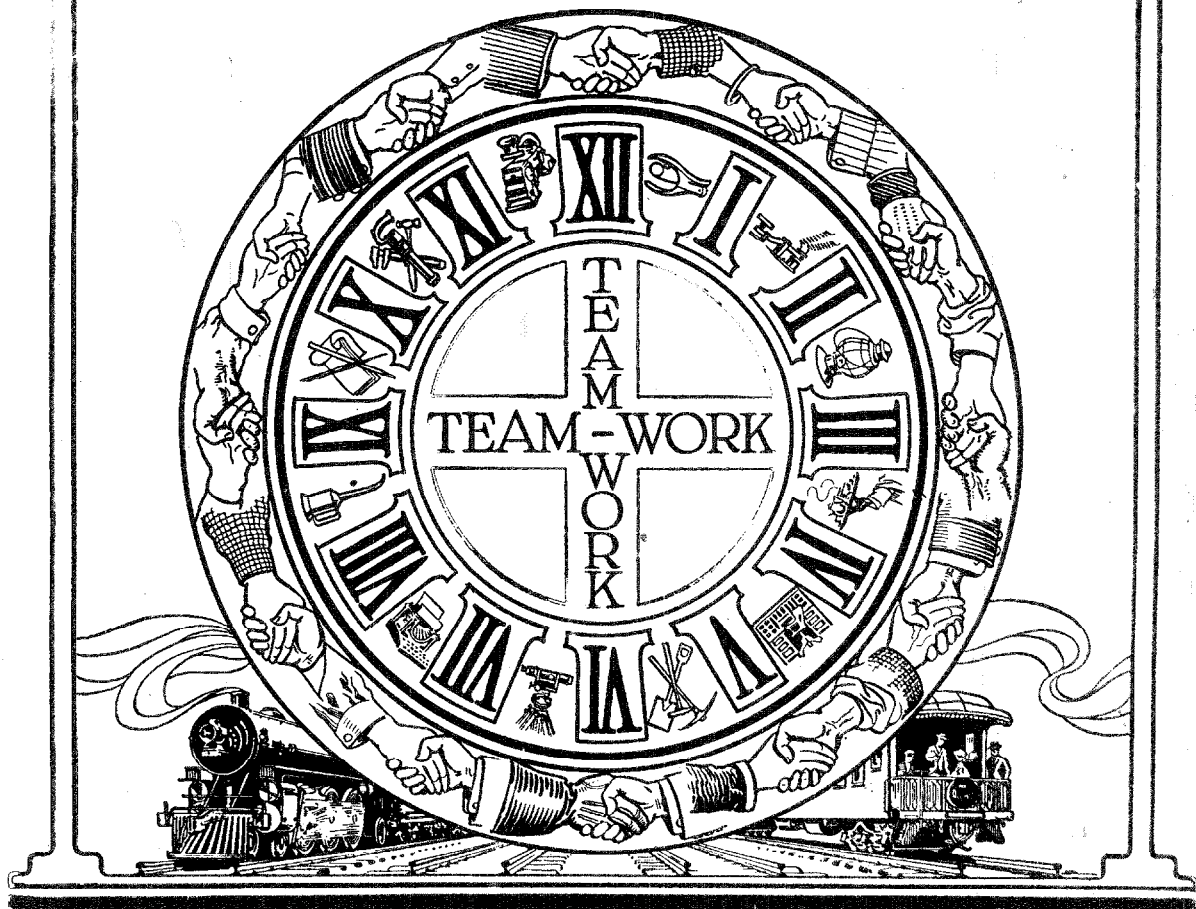


THE MILWAUKEE EMPLOYEES MAGAZINE

April

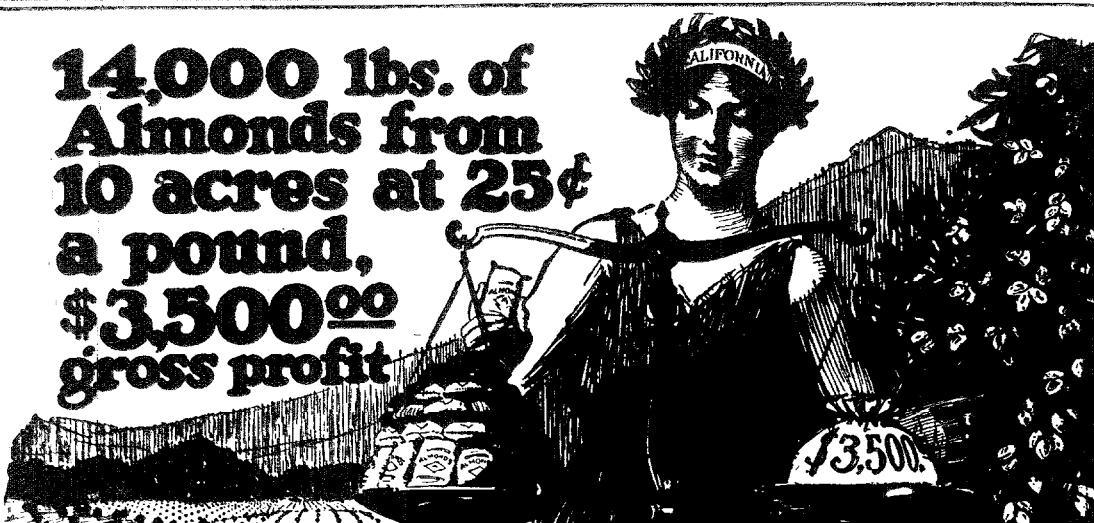
1920



VOLUME 8

No. 1

**14,000 lbs. of
Almonds from
10 acres at 25¢
a pound,
\$3,500⁰⁰
gross profit**



**\$2,500 to \$3,000 a year
net Income for Life**

Why don't you railroad men—you conductors, brakemen, engineers, firemen, yard and shop men, telegraph operators, ticket and freight agents, and office men—follow the lead of your Rock Island brothers, so many of whom are investing a part of their savings in these big income producing almond orchards at Paso Robles, California?

We cannot begin to enumerate here the many remarkable features of this wonderful investment opportunity; but you can take it from Major Paul Hevener, who before joining our association as Assistant Sales Manager, was Superintendent of Insurance of the Rock Island Lines, that this opportunity offers you the surest, safest way of securing

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He tells you that this is an absolutely square, safe, conservative and profitable investment—that there are no red lights ahead—that you can pull the throttle open and run along on a smooth, even track without the slightest fear of running into a blind switch. Your interests are safeguarded by one of the largest Trust Companies on the Pacific Coast.

Read What This "R. I." Conductor Says

Rock Island Conductor R. E. Libby of Fort Worth, Texas, was in Paso Robles in February. Here is a part of a letter he wrote to a railroad friend:

"Acre after acre of beautiful almond trees in full bloom: a force of 70 men preparing and setting out new orchards. Not a foot of land but what will be set out in trees. All of the land good for orchards. It is the surest investment for a man for protection in old age."

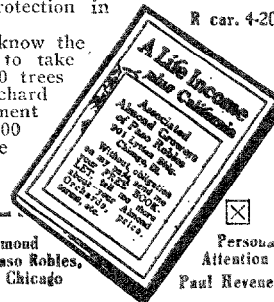
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Name
Address
City State
C.M.



R car. 4-20

Personal
Attention
Paul Hevener

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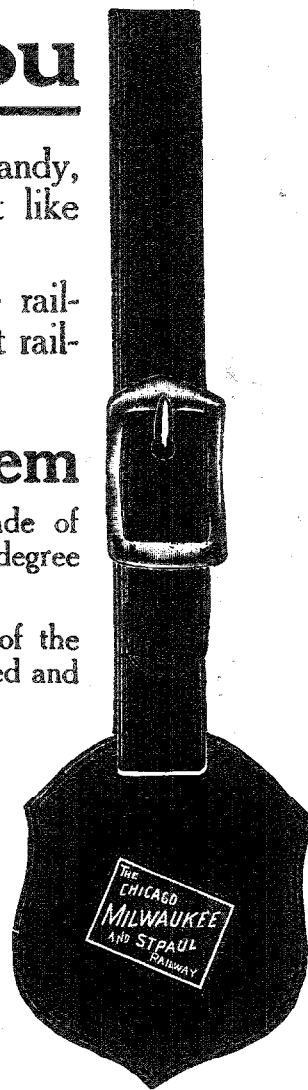
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CONTENTS

	Authors—	Page
Watered Stock	H. E. Byram	5
C., M. & St. P. Ry. Official Organization		7
General Manager Macy Nicholson		8
Mr. Hibbard Again in Railroad Service		8
Only One Method		8
The Milwaukee Electrification	F. H. Shepard	9
A Splendid Testimonial		13
The Western Electrification Formally Opened		14
The Tug-of-War		16
Errata		17
Because of You	N. B. S.	17
Efficiency	An Employee	17
The City of Everett, Wash., and The Everett Line		19
Obituary		21
Safety First	A. W. Smullen, G. C.	23
Put Your Money in a Home		25
At Home	Hazel Merrill	26
Claim Prevention Bureau	C. H. Dietrich	30
Special Commendation		32
On the Steel Trail		34

INDEX TO OUR ADVERTISERS

Arrow Chemical Co.	53	Larabie Brothers, Bankers, Inc.	56
Associated Almond Growers.	I. F. C.	LaSalle Extension University	3
Baldwin Locomotive Works	51	Leonard-Morton & Co.	B. C.
Bickett Coal & Coke Co.	58	Mass. Bonding & Insurance Co.	50
Big Four Grocery Co.	64	Mead Cycle Co.	55
Bird Archer Co.	63	Merchants Loan & Trust Co.	49
Bogle & Co., Inc., W. S.	59	Merchants National Bank	48
Boss Nut Co.	43	Miles City National Bank	60
Brooks Rupture Appliance Co.	29	Murphy Varnish Co.	63
Buckeye Steel Castings Co.	63	National City Bank, Seattle	56
Clark & Bro., W. A.	60	Newell Pharmacal Co.	37
Clinton Coal Co.	59	Niles-Bemont-Pond Co.	46
Coeur-D'Alene Hotel	51	North American Institute	I. B. C.
Coleman, Watson E.	61	North Star Woolen Mills	38
Collins Sons, J. L.	55	Nuxated Iron Co.	35
Commercial State Bank, Miles City.	60	Pacific Creosoting Co.	54
Continental Bolt & Iron Works	62	Pacific States Lumber Co.	54
Continental Casualty Co.	50	Page, E. R.	61
Dale-Brewster Machinery Co.	47	Pantasote Leather Co.	54
Dearborn Chemical Co.	62	Pyle National Co.	61
Duff Mfg. Co.	47	Reading Specialties Co.	36
Endicott-Johnson Co.	39	Reeves Coal & Dock Co.	59
Fairmont Gas Eng. & Ry. Motor Car Co.	40	Rosengrant Coal Co.	59
Fairmont Gas Eng. & Ry. Mo. Car Co.	40	Ross Gould List & Letter Co.	61
First National Bank, Harlowton	57	Santa Fe Watch Co.	4
First National Bank, Lewistown	57	Sentinel Bindery	42
First National Bank, Roundup	57	Simple Gas Engine Co.	41
First Wisconsin Natl. Bank, Milw.	49	Spokane & Eastern Trust Co.	56
Flannery Bolt Co.	62	State National Bank, Miles City	60
Franklin Tandy Coal Co.	58	Stifel & Sons, J. L.	45
Frontier Asthma	53	Tower Co., A. J.	46
Hardy & Co., F. A.	52	Travelers Insurance Co.	52
Independent Printing Co.	55	Union National Bank, Seattle	57
Indiana & Illinois Coal Corp.	58	Veerac Co.	44
Jackson, Mark	48	Western Newspaper Assn.	37
Kerlite Insulated Wire Co.	55	Westinghouse Dept. of Publicity	45
		Wood, Guilford S.	63

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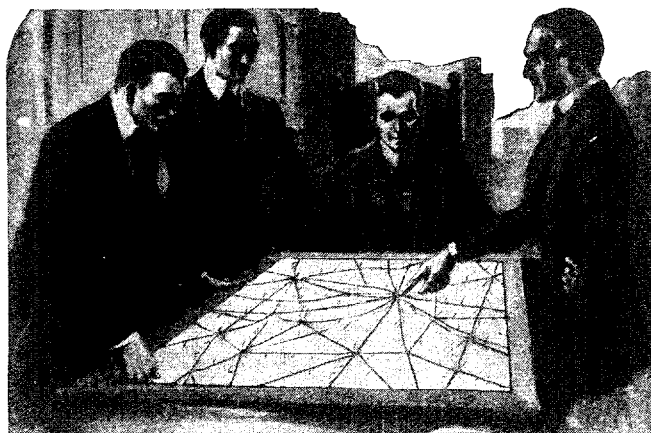
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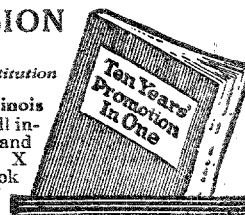
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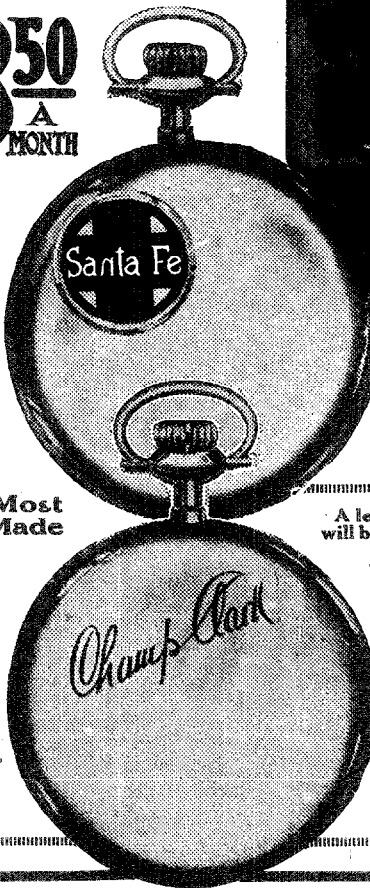
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VOLUME VIII

APRIL, 1920

NUMBER 1

"WATERED STOCK"

There has been a good deal of loose talk about "watered stock" in the railroads of the United States, most of which is not true, as the physical valuation of the property of the railroads of the country, which is being conducted by the Interstate Commerce Commission, so far indicates that the railroads are worth more than the par value of their stock and bonds.

But even if the statements generally were true they do not apply to the Chicago, Milwaukee & St. Paul Railway Company. Our records show that for every dollar of stock and bonds outstanding somebody paid a dollar into the Treasury of the Company, and there is, therefore, not one dollar of "watered stock" in the capitalization of this Company.

This is important, because the shippers who patronize our Railroad, and the employees who devote their time to its service, should know that although it is necessary to increase the freight rates in order to produce sufficient revenue to meet increased expenses, they are not being required to pay or earn profits which will be paid out to holders of "watered stock."

The people who have invested their money in this property are entitled to a fair return upon their investment, and when the facts are known we believe that the shipping public and our employees will concede the justice of an increase in freight rates, which will be necessary to restore the Company's credit and maintain its standing as one of the best transportation systems in the country.



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Macy Nicholson, General Manager Lines West of Mobridge

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 C. H. Miles, General Agent, Passenger Department, San Francisco, Cal.
 L. M. Jones, General Agent, Passenger Department, St. Paul, Minn.
 D. M. McGeen, Commercial Agent, St. Paul, Minn.
 E. A. Lalk, D. F. & P. A., Tacoma, Wash.
 G. W. Hibbard, General Agent, Vancouver, B. C.
 F. O. Finn, General Agent, Victoria, B. C.

Of Interest to Railroad Employees.

Attention is called to the short article on page 5 entitled, "Watered Stock," by President Byram. Mr. Byram will contribute to the Magazine from time to time articles on the railroad problems which confront the country and the debatable questions concerning them.

Mr. Nicholson Made General Manager Lines West.

Effective March 1st, Mr. Nicholson was appointed general manager lines west of Mo-bridge, having been promoted from the position of assistant general manager of lines east.

Mr. Nicholson came to this railroad from the Great Northern, where he occupied the position of assistant to the operating vice-president. He had also been an active member of the Commission on Car Service of the National Council of Defense in Washington, D. C., from May 1st to November 1st, 1917.

Mr. Nicholson is a hard worker, a "square" railroad official, and he enjoys the confidence of his subordinates to an unusual degree. He is welcomed and will be given the cordial support of the organization, to which he comes as chief of staff.

George W. Hibbard in Railroad Service Again.

One of the pleasantest events connected with the return of this railroad to its owners is the presence again of so many of the former traffic men, and the return of others who had left the railroad service for other business. Among the latter, none is more cordially welcomed than George W. Hibbard, formerly general passenger agent of the C. M. & P. S. Ry., who left our service to engage in brokerage business. Mr. Hibbard, who is well and widely known all over the Northwest, is located at Vancouver, B. C., as general agent of this company, and this magazine, together with all of its readers, extends to Mr. Hibbard the gladdest of all glad hands.

Only One Method.

Contributed by Liberty St. Efficiency & Economy Committee.

"There's only one method of meetin' life's test,

Jes' keep on a strivin' an' hope fur the best.
 Don't give up the ship an' retire in dismay
 'Cause hammers are thrown when you'd like a boquet.

This world would be tiresome, we'd all get the blues,

If all the folks in it held just the same views.

So finish your work, show the best of your skill,

Some people won't like you, but other folks will.

"If you're leading an army, or building a fence,

Do the most that you kin with your own common sense,

One word of praise in this journey of tears,
 Outweighs in the balance 'gainst carloads of sneers,

The plants that we're passin' as common-place weeds,

Oft prove to be jes' what some sufferer needs;

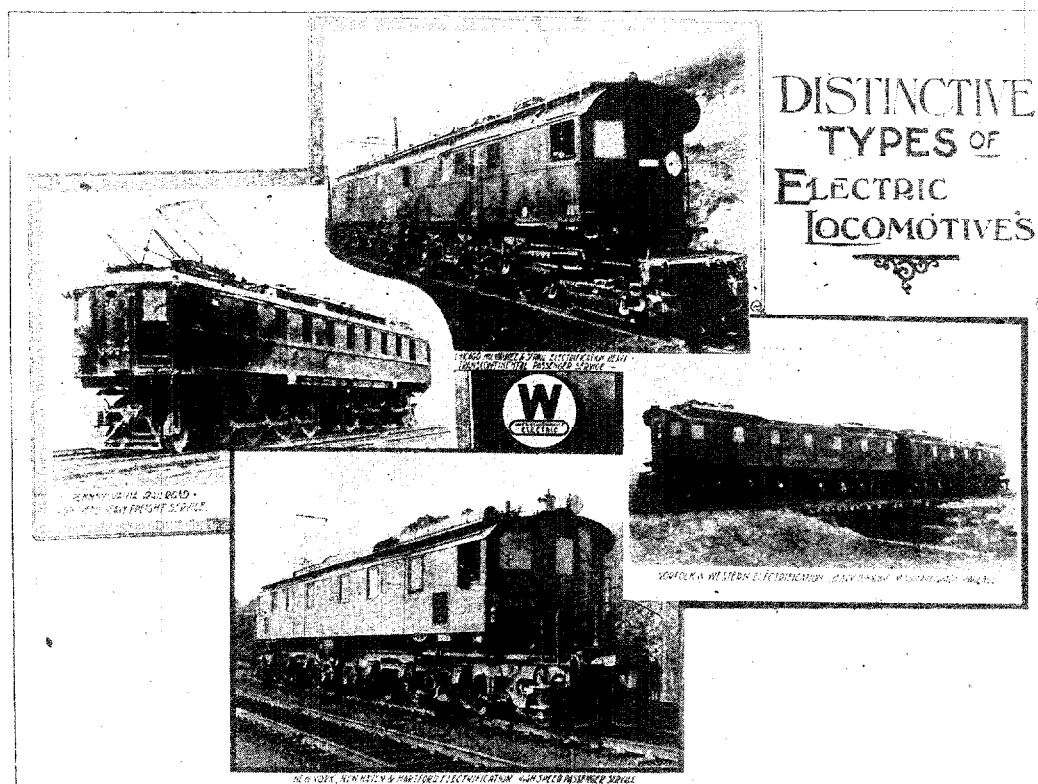
So keep on a goin', don't stay standin' still,
 Some people won't like you, but other folks will."

The Milwaukee Electrification

F. W. Shepard, Director of Heavy Traction, Westinghouse Electric & Mfg. Co.

The most widely known section of railroad track in the world is, beyond question, the electrified section of the Chicago, Milwaukee & St. Paul Railway now operating over four mountain ranges and crossing the backbone of the American continent. The eyes of the whole world are on it today and for several very important reasons.

The courage with which this undertaking was advanced is one of the amazing things in American railroad history. The length of the initial operation, 440 miles, is equal to the distance from New York to Pittsburgh, New York to Buffalo, or Boston to Washington, and now 210 more route miles have been placed in operation.



Distinctive Types of Electric Locomotives

It is the first electrification of any stretch of railroad of considerable length on which the operation is exclusively electric; that is, not combined with steam locomotive operation. It is the first extensive railroad electrification to use hydro-electric power. Other considerations of importance are the great size and power of the locomotives; the use of regeneration on mountain grades; the first use of 3,000-volts direct current; and the special provision for the most economical use of hydro-electric power.

Electrifications already existing had been confined to comparatively short stretches of road where conditions obtaining due to terminal or grade congestion, tunnel operation or other local conditions had governed. In the case of the Chicago, Milwaukee & St. Paul, the determination to electrify followed the construction of a new transcontinental route from the Missouri River to the Pacific Coast at Seattle and Tacoma. The underlying reason for its decision was undoubtedly that due to

the earnest desire to adopt the best in operation as a means to develop the best railroad. The availability of power supply at an attractive price from the great electric transmission network of the Montana Power Company was, of course, an important factor as well, but the chief consideration was the fact that wherever electrification has supplanted steam, more reliable and better operating conditions have been secured.

The specifications of the Electrical Department of the railroad for the construction and equipment were most precise, the inspection was most exacting, and the execution of this undertaking has resulted in the utmost credit to all who participated in it.

At the present time, the necessity for using nature's resources and for employing machinery in order to increase the productiveness or output of manpower is greater than at any other period in history. The prosperity and wealth of nations can be directly measured by the use of machinery or power, as well as natural resources. This is evidenced sufficiently by comparing prosperous with poor nations of peoples. For instance, no one would expect any demand for electric power or machinery in remote parts of Asia and Africa. We in the United States, the most prosperous nation, are already far advanced, but by no means far enough.

The direct influence of the Chicago, Milwaukee & St. Paul electrification on this situation may be recognized from the following considerations:

America, being a country of vast distances, with the industries centralized in districts, is utterly dependent upon the efficiency of its transportation system. It is indeed a vast activity, for at the present time, the livelihood of one person in each five is directly or indirectly dependent upon the manufacture of transportation. The economy and freedom of movement of traffic is, in fact, the key-note for the success of all industry.

The functioning of the country's railroads obviously depends upon power, and to generate the power by steam locomotives requires, for the present traffic, 150,000,000 tons of coal

per year. The present and potential general distribution of power in the State of Montana has already made this state foremost of any state or country in the world, in the use of electric power per capita. The utilization of water power, one of nature's greatest resources in its present accomplishment and plans for future conservation, is here seen to a high degree. Originating with the storage of the mountain run-off in the great Hebgen reservoir, adjacent to the Yellowstone National Park, power is successively generated by power plants along the Madison and Missouri Rivers,—the same water generating electric power seven times before its final release to flow to the ocean.

In this system, which includes a development on the Clark's Fork of the Columbia River, as well as minor water powers on the Yellowstone, there is already installed an aggregate of 300,000 horsepower, with undeveloped sites for 150,000 additional. This is interconnected and distributed by 2,000 miles of high voltage transmission line much of which is at 100,000 volts, and serves jointly the mines, cities and railroads of this great state.

Consider, therefore, some time in the future, the release of 25% of the country's output of fuel—the amount used by the railroads—to other industry, which would follow electrification if water-power were universally available. Even if this were not so, and electricity were produced by steam power houses, 50% or more of this coal would be saved. Consider also diverting the movement necessary to haul this fuel to revenue tonnage and its effect on the earnings of the railroads.

The advance in electrical transmission has secured the economical distribution of electric power hundreds of miles from its source, and in one case, for special reasons, was transmitted a distance of over 500 miles for use on the Chicago, Milwaukee & St. Paul Railway.

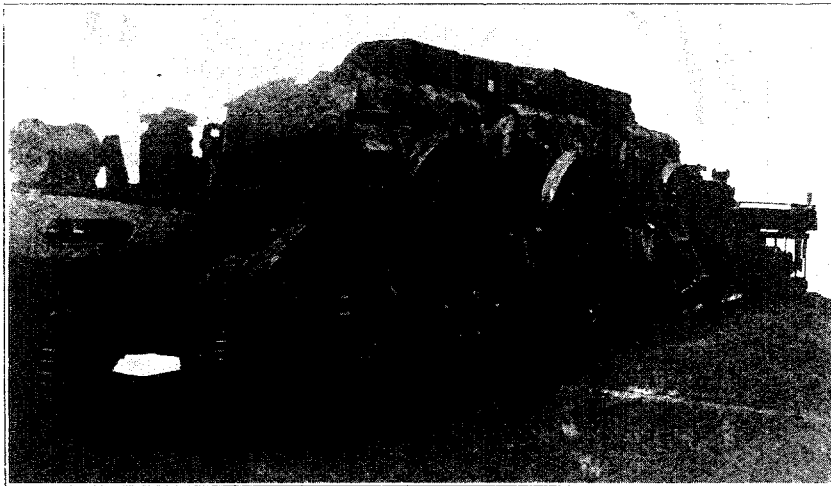
The nations throughout the world are all intense in their desire to utilize hydro-electric power and to electrify their railroads to conserve coal. Small wonder, therefore, that the example of

the Chicago, Milwaukee & St. Paul exerts an important influence on their consideration in this respect alone.

Commissions or representatives from England, France, Italy, Poland, Belgium and even South America, Brazil, Java and Japan have officially visited the Milwaukee electrification in the interest of railroad electrification in their respective countries.

The exclusion of steam locomotive

more expeditious movement of traffic than is possible with steam power. The nicety with which the great transcontinental trains—the Olympian and Columbian—are started and operated, including operation both up and down the mountain grades, invariably creates favorable comment. This is directly due to the mobility of electric power and the great size of the locomotive in use, all of the present locomotives ex-



One of the Locomotive Trucks, Showing Electric Motors

service from the electrified lines of the Milwaukee has secured the operation and maintenance of the electrical equipment in a most efficient manner. The result has been the establishment of operating records in costs of maintenance which have merited universal commendation. While a part of this is due to the skill with which the operation and maintenance of this apparatus is directed, a large part is also due to the zeal and interest of the operating forces. Probably in no other example of railroad electrification has the apparatus been handled with more skill on the part of the operating organization. The enginemen and maintenance forces have mastered the new power and the details of the electrical apparatus to an amazing degree.

Electricity, while the most generally employed power, is a relatively new tool for the movement of traffic by the railroad machine. The ease and dispatch with which trains can be handled by electric power have already produced smoother, more reliable, and

ceeding in capacity the largest steam locomotives.

This demonstration of the use of this great power suggests, in fact, the solution of the railroad problem in America. The demand for traffic movement seems insatiable, as it has doubled about each twelve years and we all know the country cannot stand still. There comes with this increased demand the necessity for greater locomotive power to move trains in order to realize the utmost from track capacity and facilities.

Who knows what will be the result of the use of vast amounts of electric power for operating the trains of the future? Control of thousands of horsepower used on a locomotive is as certain as that of the small amount of electric energy required for an incandescent lamp. This new tool at the hands of our expert railroad operators may effect, indeed, a revolution in our methods of railroading. This may seem visionary, but remember, electrification has already revolutionized other indus-

tries such as city transportation, machine shop practice, artificial illumination, as well as the systems of communicating intelligence, the telegraph, telephone and wireless.

The pioneer and progressive spirit of the Milwaukee Road has not stopped with the initial electrification. The present extension just gone into operation will include operation over the Cascades, and to supply the necessary power, the road is placing in service passenger locomotives that are even more powerful than the original passenger locomotives, which are to be placed in freight service after a change in gear ratio.

Of these new locomotives, ten are of the Baldwin-Westinghouse type and represent today the largest locomotives—steam or electric—in passenger service. They are rated at 4,200 H. P., weight 275 tons each, and possess a

number of unusual characteristics. By arrangement with the officers of the railroad, close co-operation was secured between the engineering and mechanical departments of the railroad and the designers. The result has been that these electric locomotives possess a distinctive railroad flavor, and they combine, to an unusual degree, those characteristics which years of experience have shown are most desirable on steam locomotives, with the latest development of the electrical art.

On the arrival of the first locomotive from Pittsburgh, just before the turn of the year, the shop forces at Deer Lodge turned to with a vim which placed the locomotive in service practically over night. The success of its operation and of those which have followed, well repays the co-operative efforts of the forces of the railroad and the manufacturers.



One of the New Westinghouse Locomotives

THE MOST POWERFUL LOCOMOTIVE IN THE WORLD

FOR PASSENGER SERVICE

4200 HORSEPOWER

Power is received from a 3000-Volt, Direct Current Trolley Fed to Six Twin Motors Geared to Driving Axles through Flexible Spring Drive

CLASSIFICATION 4-6-2-2-6-4

Total Weight of Locomotive	275 Tons	Capacity Continuous Rating	3400 H. P.	Width Over Cab	10 ft.-0 in.
Weight, Elec. Equipment	199000 Pounds	ing		Length of Cab	78 ft.-0 in.
Weight, Mech. Equipment	351000 Pounds	Fractive Effort—1 Hour Rating		Length Over All	88 ft.-7 in.
Weight, Oil, Sand, Water	42250 Pounds	ing		Voltage of Trolley	3000, D. C.
Weight on Driving Wheels	336000 Pounds	Fractive Effort—Continuous Rating	49000 Pounds	Normal Height of Trolley	4 ft.-8 1/2 in.
Number of Driving Axles	6	Speed—Maximum	65.0 M. P. H.	Wire	24 ft.-2 in.
Wt. on Leading Bogie Truck	66000 Pounds	Capacity of Steam Heating Tanks	4000 Lbs. P. H.	Locomotive Equipped With:—	
Wt. on Trailing Pony Truck	41000 Pounds	Capacity of Oil Storage	750 Gallons	Automatic Forced Ventilation, Westinghouse System Regenerative Braking	
Total Wheel Base	79 ft.-10 in.	Capacity of Water Tanks	25250 Pounds	Westinghouse Electro-pneumatic Control	
Driving Wheel Base	16 ft.-8 in.	Height from Rail to Top of Cab	14 ft.-6 in.	Westinghouse Type 14-EL Air Brake	
Rigid Wheel Base	16 ft.-8 in.	Height from Rail to Top of Locked Pantograph	16 ft.-8 in.	150 Ft. Two-Stage Air Compressor	
Diameter of Driving Wheels	68 inches	Height from Rail over Heating Boiler Stack	17 ft.-0 in.	Woodard Leading Trucks	
Diameter, Bogie and Trailer Wheels	36 inches			Rushton Trailing Trucks	
Capacity—1 Hour Rating	4200 H. P.			Detroit Flange Lubricators	

SERVICE CAPACITY

One of these engines will handle the heavy trans-continental trains over electrified sections between Eastern Montana and the Pacific Coast, including the intervening mountain ranges.

A Splendid Tribute

One of the finest tributes to the splendid qualities of Milwaukee railroad employees individually, and to the wonderful "Milwaukee Spirit" was paid in the following letter from R. C. Beck, Store Manager of the Bon Marche, one of the largest department stores in Seattle, to Vice-President H. B. Earling. The occasion was the last trip of Mrs. McDermott, one of the principal owners of the Bon Marche, and well known socially in Seattle. Mrs. McDermott was very ill in the east and anxious to get home before the end came. She was in charge of her physicians and nurses and at the request of R. C. Beck, the Store Manager, the officials of this company asked the employees handling the Olympian, on which she traveled, to show the sick woman and her attendants every attention and to handle the train with particular care. How well this was accomplished is evidenced by Mr.

Beck's testimonial, which he was anxious to have reach every employe who was engaged in handling that particular train, or who contributed by any act of thoughtfulness, however small, toward Mrs. McDermott's comfort. Those employes should feel proud that they were able to call forth such a letter, and every other employee on the system has occasion to share in that pride, because of the "Milwaukee Spirit," which is not dead nor is it sleeping.

Mrs. McDermott died a week after reaching Seattle, and that her passing was robbed of the sorrow of going out far from her home surroundings, and that she could make the long trip in comparative comfort, was due to the human kindness and anxious care of all that number of railroad men who helped to "tiptoe" that train across the continent.

Mr. Beck's letter reads:

THE BON MARCHE

SECOND AVENUE, PIKE & UNION
SEATTLE

Dear Mr. Earling:

February 16, 1920

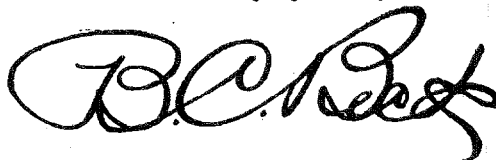
On behalf of the entire business family--stockholders and employes--of the Bon Marche, I wish to express the highest appreciation of the kindness, courtesy and consideration shown during the recent journey of Mrs. McDermott from Chicago, arriving on the Olympian at Seattle the evening of January 31st.

Mrs. McDermott's death occurred Saturday, February 7th, but prior to that time, the realization that she was in her own loved home and surrounded by her family had given her a real happiness, the memory of which is priceless to those who loved her.

If there were any way to do so, I should like to express to every individual of each of the train crews who handled the train--and particularly to the engineers, because there was not one jerk in the whole long trip,--how highly we regard their real service in making it possible for Mrs. McDermott to reach her home and be comforted by it before departing on the eternal journey.

Railroads are usually thought of as too big to give consideration to human troubles, and the fact that for three days the crack Milwaukee Olympian tiptoed considerably across the continent can mean only that a human spirit of sympathy is shared by your whole organization, and that the Chicago, Milwaukee & St. Paul Railroad has a mighty warm heart.

Sincerely yours,



Store Manager, THE BON MARCHE

Mr. H. B. Earling
Gen. Mgr. Chicago, Milwaukee & St. Paul R. R.
White Building
Seattle, Washington

The Western Electrification District Formally Opened

Although electrical train operation, in the way of helper service on the mountain grades and some freight trains moved by electric power, was started in the western electrification district several months ago, this form of service was formally inaugurated on March 5th by an enthusiastic public demonstration attended by 125 railroad and power company officials, newspaper men and prominent citizens of Seattle and Tacoma. On that day No. 16 (The Olympian) started on its eastward journey, pulled by one of the new giant General Electric motors featured in the January Magazine, while just ahead of it was "a Demonstration Special," consisting of four sleepers, a diner, and an observation car, pulled also by one of the same type of electric engines, and carrying the representative party of western business men who looked upon the occasion as marking the entrance of a new era in transportation methods.

The special was a typical Olympian train, on a reduced scale, and the guests, as many as possible, gathered in the observation car to witness the manner in which the big electric engine would handle her load. With the easy, gliding motion peculiar to electric motive power, the heavy steel train gathered momentum—there was no sudden jerk, no hissing of steam, no puffs of black smoke. Silently and smoothly she was off to negotiate the mountain grades and demonstrate to the waiting company the superiority of water over coal, the compelling power of the electric current over steam and the cleanliness, the poetry of motion applied to trans-continental travel as compared with the former and definite discomforts of steam haulage. "The King is Dead. Long Live the King." Time was when a monster steam

engine swinging out over the rails at the head of a long train of cars and puffing gallantly up long grades was a sight to thrill the leats imaginative traveler, but already the scrap pile is freely prophesied for its looming hulk and a new fangled device, obeying the mandate of a mysterious force snatched out of the air we breathe, reigns in its stead.

Following the Special was the regular Olympian with a full quota of passengers, all as alert and eager to test the new mode of locomotion as those on board the Special. The comments on all sides, as the easy, gliding motion made itself apparent, was interesting and as varied as the conceptions of many men of many minds, although there was no "destructive criticism" offered. Some didn't see that it was so very different, some were surprised because they had expected it would be like riding on electric street cars while others let loose their imaginations and conjured up far-fetched sensations to make the experience seem different and memorable.

Swiftly both trains bowled along, the motor on the Special being driven by Engineer John Fox, with Fireman E. N. Ritter in the cab with him, while in charge of the train was Conductor W. J. Flavin and Sleeping Car Conductor Wm. Simmons; brakemen, George Lyons and John Gardner, and baggageman, F. A. Bourdelais.

The Special stopped at Cedar Falls long enough to permit the party to inspect the sub-station at that point and then sped on ahead of No. 16 up the mountain. At Rockdale, the western entrance to Snoqualmie Tunnel, the Special sidetracked, out came the army of photographers and moving picture men to get things all set for "snapping" No. 16 as she went by. Motion and still pictures were secured under favorable con-



Vice President H. B. Earling and Party of Officials at Cle Elum Substation

ditions as the great trans-continental train rolled by and passed out of sight in the huge tunnel. Followed then the Special, which ran as far as Cle Elum, where it was turned and started back to Seattle, where it arrived at 8 P. M. Luncheon and dinner were served on board the train.

The "demonstration" was considered a success from every standpoint, and officials of the railroad and their guests were greatly pleased over the results they had witnessed of electric train haulage.

In the special party were: Vice-President H. B. Earling, the host of the day; General Manager Macy Nicholson, Chief Electrical Engineer R. Beowkes, Assistant Traffic Manager J. R. Veitch, Assistant General Passenger Agent A. P. Chapman, Assistant Superintendent of Transportation J. L. Brown, Superintendent F. C. Dow, General Attorney F. M. Dudley, Assistant Chief Engineer R. J. Middleton, Assistant Engineer F. B. Walker, Chief Draftsman H. W. Williams, Chief Surgeon A. I. Bouffleur, W. L. Hubbard, J. F. Bahl, A. J. McCarthy, R. F. Weeks of the Passenger Department, Seattle; District Freight and Passenger Agent W. P. Warner, Spokane; D. F. & P. A., E. A. Lalk,

Inter-Mountain Power Company, Butte, Mont.; Rene Martin of the Thomson-Houston Company of London, England; W. A. Scott of Chicago; S. Kanoo of the Osaka-Shosen Kaisha Company; J. B. Cox of the General Electric Company, and F. H. Shepard of the Westinghouse. Other guests included prominent men in Tacoma and Seattle civic affairs and newspaper representatives from both cities, and a full corps of motion picture photographers.

The power to operate this electrification district is taken from the hydro-electric plants of the Puget Sound Light & Power Company on the west side of the Cascades and from Long Lake plant of the Washington Water Power Company on the Spokane River. The Puget Sound Company has three large generating stations, and the sources of its waterpower are the White and Puyallup Rivers, that flow out of two of the largest glaciers on Mount Rainier, which supply two of the power stations, while Snoqualmie Falls, with a sheer drop of 268 feet, supplies the third. The plants on the White and Puyallup Rivers are in reality one huge generating machine of 114,533 horsepower, and the system on the west side is interconnected



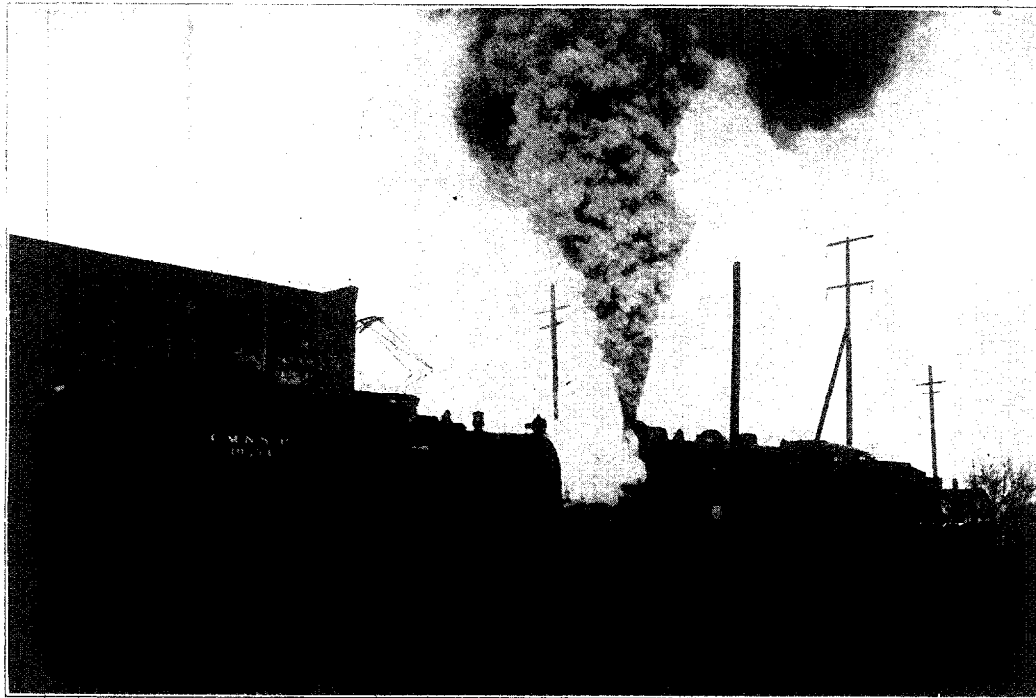
The First Olympian Pulled by Electric Power on Cascade Mountains

Tacoma; Agent F. J. Alleman, Tacoma, and Assistant Superintendent of Dining and Sleeping Cars A. E. Kirkland; vice-president Milwaukee Land Company, H. R. Williams. Officials of the Puget Sound Light & Power Company were A. W. Leonard, to whom is due the thanks and credit for "staging the party;" Messrs. Wm. J. M. Grambs, D. C. Barnes, John Harisberger, R. T. Sullivan, George Newell, H. B. Sewall, George Quinlan, H. J. Gille, E. A. Batwell, E. H. Thomas, W. H. Somers and Judge C. W. Howard. Officials and representatives of other railroads were: W. H. Olin, O. W. R. & N.; G. W. Mertens, General Manager Northern Pacific; R. Herzog, Chief Engineer of the Great Northern, and Messrs. W. C. Dawson, C. D. Phillips, A. F. Marion, O. S. Bowen, A. R. Cook, Charles E. Peabody and W. S. Elliott of the O. W. R. & N.

Among others were R. B. Childs of the

with a similar system of like capacity on the east side of the mountains. So on the day that these plants synchronized the wheels of industry on both sides of the mountains fell into step, to march henceforth in thorough co-ordination, their destiny to be moving trains and operating mills and factories in perfect unison.

This event is deemed by all who study the signs of the times in the west, as an era of peculiar portent in transportation history; foreshadowing changes affecting the entire country. To this railroad is accorded the honor and credit of being the first to set out on a new path, but it is considered certain that electric motive power will be the one eventually most generally employed in the United States—indeed, throughout the world. Its utilization is contingent solely on the development of hydro-electric projects, and is regarded as a foregone conclusion.



The Defeat of the Steam Engine



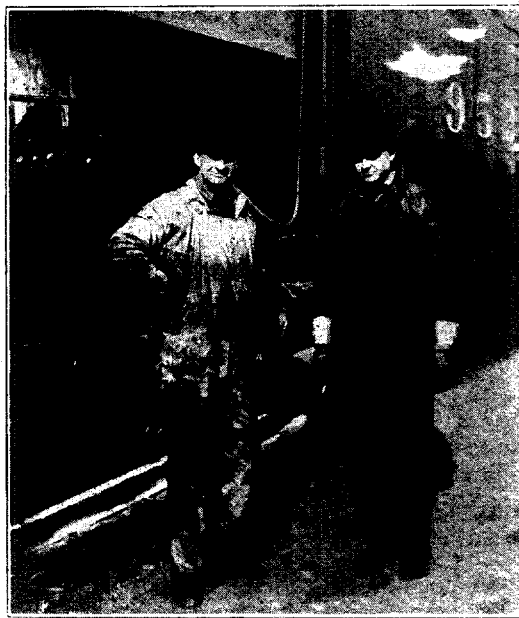
Engineer C. L. Past, Fireman Henry Berndt and Electrical Instructor L. S. Cunningham

because it is not only cleaner, but because it is the cheapest.

A Tug of War.

On March 6th, one of the new electric engines gave a demonstration test of its superior strength and tractive power in a Tug-of-War similar to the one pulled off at the General Electric plant at Erie, Pa., before the new Leviathan of the Track was started on its journey to the Coast Division.

The test was made at Kent, Wash., between Seattle and Tacoma, in the presence of a large gathering of railroad officials and employees. Motor 10,254 was coupled to a big Mallet engine, No. 9520, and performed the incredible feat of backing the steam king "off the boards." The motor, with Engineer C. L. Past, Fireman Henry Berndt and Electrical Instructor L. S. Cunningham, came from Ta-



Engineer Al Heap and Fireman J. B. Steinmetz

coma behind engine 9520, with Engineer Al Heap and Fireman J. B. Steinmetz in the cab. When ready for the test the current was turned on and slowly the motor began backing the Mallet in spite of valiant efforts on the part of the latter. A second time it was tried with the same result, and then on the third trial the Mallet seemed to gather itself for the supreme test, it gained a little in the pushing contest and, for a second the big motor hesitated, but "continuous torque" was more than a match for "dead center," and with all of its drivers spinning

around full speed ahead, the big Mallet commenced its retreat. It was an exciting moment, and for a short space there was no word of comment from the group of railroad officials gathered to witness the contest. It was as if they were silently saying farewell to a servant that had served them faithfully, but which was to be superseded by a new product of advanced thought and progressive action.

The electrical enthusiasts were jubilant and Chief Electrical Engineer Beeuwkes offered the following in addition to "continuous torque" as a factor in the victory of the motor: "In the electric locomotive there is the constant pull which has already been cited, and furthermore, the weight of the electric locomotive can be distributed over a large number of driving axles—in this case, over twelve as against six for the steam engine. Traction superiority is with the electric engine. It has already been demonstrated that one electric locomotive is capable of doing the work of 2.7 steam locomotives, and it is in this ratio that the electric is replacing steam motive power.

Errata.

Through error, an unrevised and incomplete list of the Official Organization was printed on page 7 of the March Magazine. The list is therefore published again, with all corrections and additions, in this number.

The names of the two children whose picture appeared on page 27 of the March issue were omitted. The children were Billie West and George Wagner, sons of Iowa Division Conductors Clayton West and Frank Wagner.

Because of You.

Because of you,
The way that was so long before
Delights anew.
All those dull skies
Of yesterday
Today are blue,
And my dreams venture
Back again,
Because of you.

—N. B. S.

Efficiency.

An Employee.

Unless indications are misleading there is developing a movement towards an early and rational solution of the efficiency problem that is very gratifying to all who are interested in the real betterment of the service.

Officials of the different departments of the service are holding meetings at which the best methods of securing high class efficiency is discussed and efforts made to enthrone employees to co-operate to the best advantage.

There are, of course, many obstacles to overcome before the desired results will be secured, enabling department heads to make a satisfactory showing, and much of the labor to be performed is educational.

One of the main features which at present retards the progress toward a higher per cent of efficiency is the apparent feeling of "don't-give-a-dam-itiveness" that seems to have taken possession of some of the employees, the result of which has got them into a rut in which they seem to have stayed during the past 26 months.

There are those, too, who seemed possessed of the idea that they are privileged to consult their own wishes and conveniences rather than the company's interest, and seem impressed with the idea that they cannot be discharged by the ordinary heads of departments, and, if they are, the organization to which they belong will secure their reinstatement. These are fallacies and the sooner this is realized by employees the better it will be for them and the company who employs them.

Another sample of inefficiency is the employee who raises a big dust when the boss is around and then goes off the job as soon as he is out of sight; that class of efficiency never wins promotion.

Another is the employee whose mind is continually working on the idea of fewer hours, less work, and more pay, the clock and the pay check being about the only two factors that really interest him. He has no pride in his work, no interest in the success of the company who supplies the means he uses for a living.

Get out of this everlasting atmosphere and wake up to the requirements of the times and what is due those who employ you.

Cut out the idea that the company cannot get along without you, for if you die or get discharged there is always a man for your place who will do as well and, ten chances to one, will do better.

Don't fear to be criticised; it's for your interest.

The fellow who calls you "a company man" will be gone and forgotten when you are enjoying the position in the service that your loyalty and energy brought you, which is bound to be promotion.

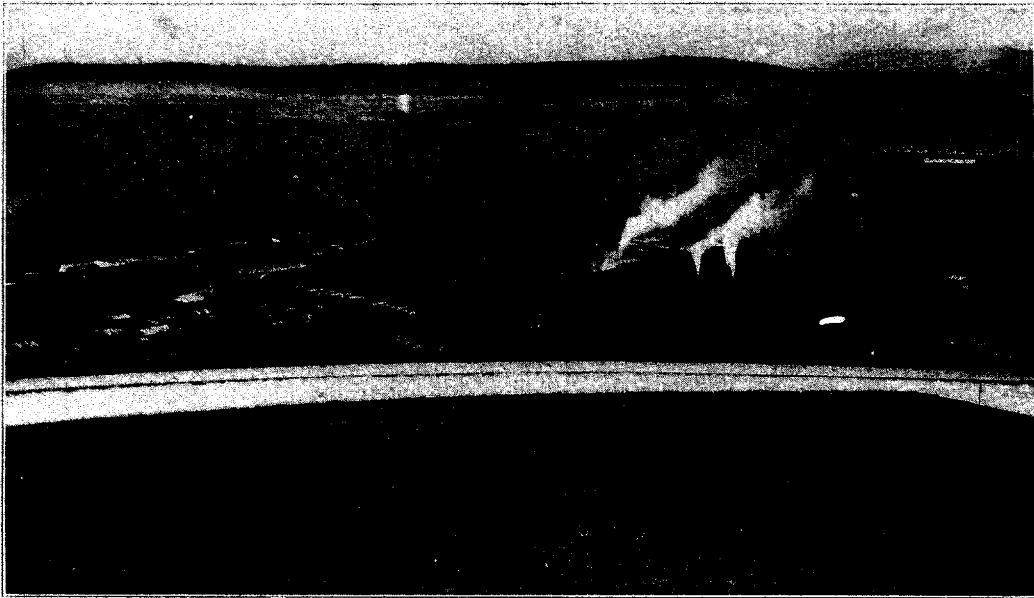
Get together and boost for efficiency.

Remember, if you are always prompt and do your work well the office knows it.

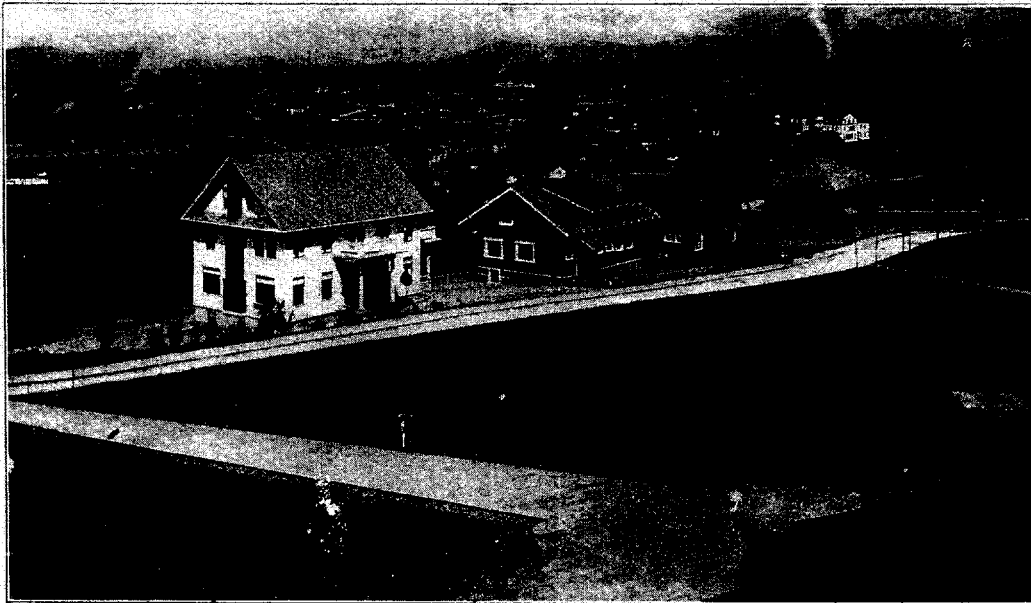
If you are always late and slough your work and are always kicking and finding fault, the office knows it.

Pay the same attention to your own duties that you use in criticism towards the operating departments.

Don't consume 45 minutes when the work could easily be done in 10. Lost motion and carelessness cost thousands of dollars each year, and when figured down to a fine point the man that loses the time is the man that finally loses the money. Figure it out.



The Everett, Wash., Water Front



Overlooking Everett from the Hills



One of Everett's Big Sawmills



A Principal Business Street, Everett, Wash.

The City of Everett, Washington, and the Everett Line

Not long ago a woman desiring to patronize this railroad went to the Consolidated Ticket Office in an eastern city and asked for a ticket to Everett, Washington, via the C. M. & St. P. Ry. The ticket seller told her that if she went via the Milwaukee, she would have to go to Seattle and there change to another railroad or take the Interurban Line to Everett. The woman was insistent that the Milwaukee ran trains over its own rails into Everett via Cedar Falls Junction, because some of her people had been out over that route; and moreover, her son had written her to come that way in order to avoid going to Seattle and having to change depots in that city. The ticket seller, though not convinced, was anxious to please, so he consented to look it up in the Milwaukee folder. Of course he found the lady was right, and he learned from the incident something he should have known before.

The city of Everett is fourth in size in the state of Washington, and it is also one of the youngest. It is said that in the early days of the year 1890, if you had been walking over the site that is now Everett, you would have stumbled over fallen timber, picking your way through dense woods, but you would presently have come out upon a memorable view of a perfect harbor, Port Gardner, Bay of Puget Sound, with a splendid river sweeping out of the hills, rushing swiftly down to meet salt water; while mountains, somber, sheer and tall, seemed to close in from east and north and south, enfolding land and water, reaching out across the Bay to the Olympic Peninsula where the jagged peaks of the Olympic Range lift their unexplored, mysterious heights against the western sky. The harbor and the river were the lodestones that brought Everett's first promoters to this spot, in Everett's natal year of 1890. They came with plenty of money back of them to build a big city, and they went about it on an extensive scale, so Everett is unlike other cities of the western states in that it has not a perspective of a few lone settlers and a gradual development from perhaps one small industry, with vicissitudes common to such development. Like the noted lady of Greek mythology who figured as Minerva, the Goddess of War in ancient days, and who was said to have sprung, full panoplied for battle from the brain of her sire, Everett was predestined from the first to be a big city and enjoy a place of prominence in the annals of the Pacific Northwest. In 1891, after the Everett Land Company had come, seen and started in business, with a bona fide city all laid out, it is told that buyers of city lots stood in line all night awaiting the chance to obtain choice locations. In six years from that time, Everett

had a population of 7,800. Ten years later, it numbered 24,000 and now the figures reach nearly 40,000, and this growth has been minus any hint of boom features.

Full of business is the atmosphere of Everett—"bustling" is the word usually applied—its broad streets are the embodiment of activity and the air is vibrant with the hum of its industries. "The City of Smokestacks" it has been named, because its skyline is punctured with black shafts from countless mills and factories, which line the harbor front and stretch up the banks of the broad Snohomish River. Here are twenty-nine lumber and shingle mills, producing four million feet of finished lumber and more than five million shingles every day. Everett claims to be the largest shingle producing center in the world. The fires from six iron and steel mills send their fitful shafts of light up to the skies of Port Gardner Bay, by day and by night, and two large fish canneries add to the line of smokestacks. There are also two box factories, a large pulp and paper mill, three sash and door factories, a large fruit and vegetable canning factory, a brick manufacturing plant, a tannery, two bottling works, a large flouring mill, a boiler factory making heavy type boilers, a casket manufacturing plant, marble and granite works, a plant manufacturing marine supplies, a two million dollar shipyard under construction and scores of smaller plants. All of these varied industries employ a huge army of workers who add their earnings largely to Everett's substantial banking establishments.

Port Gardner Bay and the Snohomish River, which is navigable for river boats, afford a water front of about 40 miles, and geographically, this harbor is the most central on Puget Sound and its facilities are built upon a scale adequate to meet present and future needs, however extensive the city's expansion may become. The harbor is always a busy and interesting place—at the wharves lie ships from all parts of the world, and the tidelands which are protected by a long jetty are the meeting place of rails and sails. There is a present plan, with some active measures already taken toward the improvement and expansion of Everett tidelands and its port facilities. This plan contemplates the removal of the mouth of the present jetty and the construction of a new jetty; four large waterways not less than 1,000 feet wide and 2,000 feet to two miles in length; added terminal facilities for railroads and provision allowing them access to the tidelands, of which there will be approximately 2,500 acres capable of development. The property involved in this ambitious plan is owned by the Port District,

which is expected to lend its hearty cooperation to the proposed development.

The retail and residence sections of Everett lie on the hills which rise from the water-side toward the Cascade Mountains, that here approach comparatively close to the Sound, so that the city has for near neighbors, some of the highest and most splendid peaks of this range. The city is handsomely and substantially built, and a large proportion of the population own their homes. Within the corporate limits are 36 miles of paved streets, while in the outlying country tributary to the town are 160 miles of fine cement roads, all kept in the highest state of efficiency.

Snoqualmie Valleys, where the scenes are placid and pastoral and the roads make you want to "step on the gas" the whole way.

Into these valleys leading inland from Everett, runs the Everett Line, one of the important units of the Coast Division, in its relation to passenger and freight traffic. It passes up the Snohomish Valley to Snohomish and then turns into the valley of the Snoqualmie River, a wonderful mountain stream that leaps and tumbles out of its lofty sources and rolls swiftly toward the sea. The railroad winds on easy gradient, now in deep valleys where the verdant slopes come in closely for a distance and then separate to admit grassy meadows and openings of



A Snohomish County Scene

As would be expected in this setting of mountain, river and sea, and with excellent transportation of all kinds, Everett's pleasure resorts are many and easy to get to. There are mountain lakes, waterfalls, rivers, bathing beaches on the bay shore, and wonderful fishing and camping spots, and mountain trails and roads that lead to lofty summits where the views break on the far Olympics, on Mount Index, nearby, on the white dome of Mount Baker at the north and the icy crest of Mount Rainier's soaring height on the south. And there are trips into the country, up the Snohomish and the

other valleys and other vistas of beauty. It was all originally a region of big timber, but now where forests have been cut down, there are long stretches of pasture land, orchards, berry farms and fields of grain, all showing the luxuriant growth peculiar to Puget Sound Country. The line is 55 miles in length and the entire distance is a busy and active piece of railroad.

Leaving Everett, the railroad follows the Snohomish River to the city of Snohomish, second in size and importance on the Everett line. It has many industries valuable from a traffic standpoint to our line, the chief

being milk condenseries, of which there are several; an important canning plant which takes the product of a wide extent of farming territory in the vicinity; and a saw-mill producing about 20 cars of lumber and shingles per week.

Monroe, the next town of importance, has a population of about 2,500, is one of the headquarters of the milk industry on the Pacific Coast. It has large condenseries receiving milk from all parts of the Snoqualmie and neighboring valleys. There are also saw-mills with a capacity of about 25 cars of lumber per week.

Highrock is the junction with a logging road delivering to the Everett Line about 30 cars of logs a day all the year round, for movement to the mills at Snohomish and Everett; and then comes Stuart with important public stock yards and a spur where supplies are received for a large stock farm operated by one of the milk companies located in this valley.

At Duval, lumber interests again prevail, having one shingle mill in operation and a new lumber and shingle mill under construction.

Stillwater is the junction with another logging road yielding the Everett Line a nice business of about 70 cars of logs a day all the year round, all of which are moved to the mills at Everett.

At Tolt lumber shares with dairy farming interests, and here are two lumber and shingle mills and one milk condenser. The land hereabouts is considered among the most fertile in the Snoqualmie Valley, and the dairy industries are extensive.

One of the finest and most modern saw-mills in the Northwest is located at Snoqualmie Falls, it is electrically operated and cuts about thirty cars of timber and shingles in one day. It has timber in sight to continue this output for the next fifty years. The mill owners have built a model town also, about the plant, the entire outlay having been planned and supervised by expert architects and builders.

North Bend, next, is a town of about a



A Snohomish County Highway

thousand people, situated in logged off territory where farming is becoming a very important and successful industry.

At Tanner the line crosses the old Sallal branch of the N.P.R.R. It also is in a district of logged off lands and berries are the coming industry of importance. Another "feeder" for the Everett Line just east of Tanner, is Camp 12. Here a logging outfit is engaged in producing about 20 cars of logs a day and has timber in sight which will permit it to operate locally for at least twenty years to come.

This brings us to Cedar Falls, the junction of the Everett Line with the main line, where passengers from the main line change cars.

"Some branch line," I think you will agree, and quite well worth a little space in our magazine. There are three freight crews and one passenger crew working between Everett and Cedar Falls, and there is always business enough to keep them all going throughout the year. H. H. Tavenner is general and local agent at Everett.

Obituary.

E. W. McKenna, formerly vice president of this company, died March 15th at White Sulphur Springs, Va., following a stroke of paralysis which he had suffered a short time previously. Mr. McKenna's first connection with this company was as a division superintendent, located pany was as a division superintendent. He then went to the Great Northern Railroad in a similar capacity. In 1905 he returned to the Milwaukee as assistant to President Earling, and during the construction of the Puget Sound Line he was vice president in charge of operation, with jurisdiction on lines east of Mobridge.

William Henry Orth, veteran conductor on the C. & M. Division, died at his home March at the age of 69 years. Mr. Orth had been continuously in the employ of this company since he was 21 years old and he enjoyed to an unusual degree the confidence and respect of his employers and the warm admiration and affection of all of his associates, by whom his passing is regretted as a serious personal loss. Mr. Orth was a member of the Veteran Employees' Association and other fraternal bodies. He is survived by his widow, one son and two daughters, to whom the sympathy of his railroad friends is extended.

Letter of Thanks.

To Our Friends: We cannot express our gratitude and appreciation for the many courtesies and acts of kindness shown at the time of our bitter sorrow and bereavement. We want to thank all for their attentions at that time—the pallbearers for carrying the remains of our loved one; for the flowers received during his illness and after his departure.

He loved his fellow-workers, respected his superior officers and he did love this little magazine; and so we want to thank every C. M. & St. P. R. R. employe through its columns, lest we might unintentionally overlook someone in sending personal thanks. "There is no power in this world like friendship." God bless and keep you all.

Mrs. W. H. Orth,
Mr. and Mrs. George Schwantes,
Mr. and Mrs. Harry E. Orth,
Mr. and Mrs. Charles Bernard.

Employees on the West End learned with regret of the death in Vladivostok on February 23d of Captain Arthur Grindell, director of purchases and supplies for the Red Cross Commission to Siberia. Captain Grindell was in charge of the advertising bureau of this company at Seattle in 1915-16-17, and was a great favorite among his fellow-workers of the passenger department in that city.

Captain Grindell had been in Red Cross service since the United States entered the war, and his term of service had nearly expired.

When You See THEM!



The freight in this car was improperly loaded and secured. The bulging door may rake employee off the side of another car.

Report Such Cars Immediately

National Safety Council



Steam Railroad Section

Additional Copies of This Bulletin May Be Secured as Case

Safety First

A. W. Smallen, General Chairman

What I Have Done to Promote Safety.

J. W. May, Committeeman, Columbia and Idaho Division.

Being elected to represent the shop crafts of Othello I attended my first meeting in January. From this meeting I realized the fact that the officials of this great move were in earnest and were asking the co-operation of every man who is a part of this great system, that we make safety first the goal.

When I returned home I met with the Federated Shop Crafts and related the happenings and instructions of this meeting to them to the best of my ability. I appointed a member of each craft to watch with me and to keep ever in the minds of the men that we must not have an accident before our next meeting. In all my talks to our men I have tried to show them that the very best insurance they could carry was safety first. I have tried to show our officials who are so earnestly working with us that their work is not in vain by having no accidents to report at our meetings. I have tried to act safety first in every way I know how, that I may be an example to the men I represent, and I hope, by close observation and study, to be of greater service to them in the future than I have been in the past.

What I Have Done to Promote Safety.

F. M. McPherson, Agent, Committeeman on Kansas City Terminal.

Referring to your instructions that each committeeman write a paper indicating what has been done to promote safety; since receipt of your letter I have been trying hard to make some additional move in this direction that has not already been thought of. But I have undertaken a task that would be like attempting to discover something that has already been on the market for a great many years.

Every one of the employees in and around both the warehouses and office at this station are deeply interested in the matter of preventing injuries. Not a day goes by but what I make inquiries as to what, if anything, has been accomplished in this direction or what, if any, suggestions they have to make that will promote safety. Those items that used to be of great importance, such as overhead obstructions, projecting nails, holes in platforms and car floors, defective tools, etc., seem to have completely disappeared since this great movement has been in effect. In fact such things as will prevent injury and can be remedied at the moment they are discovered are taken care of by the individual and seem to be done more as a matter of practice and a part of their daily life's duties.

I have many times asked the employees to give me a report on such things as they have accomplished that might look small to

them and still might have prevented possibly a loss of life or broken limbs, explaining to them that the safety division is mightily pleased to receive such reports, and although I am convinced that these good deeds are of daily occurrence, the reports we are able to obtain of them are but few, because, as I have above stated, they are looked upon as nothing unusual in the requirements of the general run of employees, especially those in the railroad business.

One thing that I have done that is working out quite successfully is to place a bulletin board at a convenient place in the warehouse reading, SAFETY FIRST—PREVENT INJURIES—WRITE IT HERE; and underneath this sign I have placed a block of paper and pencil so that it is handy at all times to employees for making reports of any conditions that might come to them during their time on duty.

What I Have Done to Promote Safety.

V. L. Cleveland, Committeeman, Columbia & I. Div.

The subject assigned for a paper to be read at this safety first meeting is somewhat difficult on account of the fact that it asks one to enumerate, and in a way ask for credit for those acts for the promotion of safety, which ordinarily should be a part of one's daily duty and for which no special commendation is asked or expected.

It seems to me in viewing this subject from an impartial viewpoint, that what I individually have done is not so much the occasional picking up of a protruding nail, the closing of an open trap on a moving passenger car, or bringing up different subjects at the regular safety first meetings, but instead the everlasting idea of getting the safety habit instilled into the minds of those employees with whom I come in contact.

If I attend to and remedy conditions that are dangerous as I find them, of course, I am performing my plain duty, but if I can so educate 100 men or more so that they will have the same view of this subject as I have, only then will I have accomplished a real safety first act.

I endeavor at all times to teach, instruct and advise all employees so that they will finally arrive at the desired point where the underlying motives of safety first are always uppermost in their minds and I feel by following the above line of action that I am doing my part toward promoting safety.

The following address was prepared by W. J. Howell, clerk in the freight office at Auburn, Washington, employee of the Northern Pacific:

In considering any subject, if one looks closely enough, he will find many false viewpoints, and I believe we are often guilty

in this respect when considering the safety movement.

If you could listen to the reports of at least eighty per cent of our accidents, you would hear expressed that the cause was this or that. Now, let us for a few moments analyze the difference between the cause and the occasion of an accident. A spark of fire falls upon powder and is the occasion of an explosion. The cause of the explosion is the relation of charcoal, niter and salt peter.

The occasion of the Civil War was the firing upon Fort Sumter. The cause was the collision between the ideals of the Union presented by Daniel Webster and the State Rights taught by John C. Calhoun.

If we are to prevent accidents we must begin at the beginning, and through all the processes of construction put our best efforts into work, everyone of us realizing that no matter how small his task, that work is essential and if we fail in the smallest detail it will ultimately mean disaster. (Listen, men, I did not say "May," but "Will.") For instance: A switchman running beside a string of cars moving beside a mill fell on a slippery grain door lying on the right of way and lost his limbs. That was only the occasion of the accident. The cause was away back when some careless employe, not caring about the obligation he owed to his fellowmen or realizing the enormity of his act, placed in jeopardy the lives of his fellow employes. **BE CAREFUL! FOR IT IS THE LITTLE THINGS YOU TAKE A CHANCE ON JUST THIS TIME THAT SPELL DEATH AND RUIN.**

I believe in the safety movement and so should you. We are living in an age of the survival of the fittest and the race goes to the strong. No man who is morally, mentally and physically unfit can maintain his possessions in the struggle of life. We need men, whole men, and any man who, through his own carelessness or the carelessness of his fellow is made lame or maimed, is sadly handicapped in his struggle to live. What are the chances of a man with one arm, one leg or one eye to succeed in this great struggle. Or should misfortune take two legs or both eyes, all that the future holds for him is a place beside the curbstone in the busy market, where, out of charity, people may buy his pencils, or because of pity they patronize him.

We must be careful and maintain our manhood if we wish to climb to the top of the ladder of success. We must also be careful because we owe it to our families. No man has a right to violate the sacred obligation which he owes to those at home. Those little ones, our little ones, mean a great responsibility.

They need a home and we owe to them respectability. They need clothes, friends, and education, and any man who argues that his life is his own and that he can do as he pleases with it and then by his careless act robs them of their opportunities and desecrates their fair name with the stigma of the word pauper, that man's sufferings

will be more bitter than death, for love will turn to hate and he will constantly realize what might have been if he had practised "Safety First."

Now, let us consider the millions of dollars spent by the railroads of the United States in this endeavor to prevent accidents. Corporations are organized and obligated to spend wisely the money invested in them by their stockholders, and it is because these corporations realize that this cause will pay a dividend that they are working it so hard. Every dollar invested in safety work must be returned with interest and how can it be done? It can be done when we wake up to the realization that if our lives are worth millions of dollars to the railroad company, that they must be worth at least that much to us. If it pays interest to a corporation to spend millions to make our working conditions safe, surely we can use our own time and energies to help ourselves.

A safe way of doing one's work pays a million per cent, for, always remember, prevention is better than a cure. You sow wheat but you cannot gather oats or acorns. So with this movement, we are getting just what we put into it, and although we cannot hope to run the railroads of the world totally free from accidents, we can prevent at least ninety per cent of them and that is sure worth while.

The following Safety First Committee meetings will be held during the month of April, 1920:

Date	Place	Division or Shop Com.
5.	Ottumwa, Ia.....	Kansas City Div.
6.	Des Moines, Ia.....	Des Moines Div.
6.	Tacoma, Wash.....	Coast Div.
6.	Austin, Minn.....	So. Minnesota Div.
7.	Kansas City, Mo....	Kansas City Ter.
7.	Tacoma, Wash.....	Shop Committee
8.	Spokane, Wash.....	Columbia & I. Div.
9.	Spirit Lake, Idaho..	Shop Committee
10.	Minneapolis, Minn..	Twin City Ter.
12.	Minneapolis, Minn..	River & I. & M. Div.
13.	Sioux City, Ia.....	Sioux City & D. Div.
13.	Green Bay, Wis....	Superior Div.
13.	Deer Lodge, Mont..	Shop Committee
13.	Deer Lodge, Mont..	Rocky Mt. & Miss. Div.
13.	Minneapolis, Minn..	Loco. Department
14.	Aberdeen, S. D....	Aberdeen Div.
15.	Tomah, Wis.....	Frog Shop Committee
15.	Tomah, Wis.....	B. & B. Dept.
15.	Lewiston, Mont....	No. Montana Div.
19.	Wells, Mich.....	E. & L. S. Ry. Co.
20.	Milwaukee, Wis....	C. & M. & Northern
20.	Mobridge, S. D....	Trans-Missouri Div.
20.	Perry, Ia.....	Iowa Div.
21.	Portage, Wis.....	La Crosse Div.
21.	Beloit, Wis.....	R. & S. W. Div.
21.	Mitchell, S. D....	Iowa & D. Div.
22.	Miles City, Mont..	Shop Committee
22.	Miles City, Mont..	Musselshell Div.
22.	Dubuque, Ia.....	Car Dept.
22.	Dubuque, Ia.....	Dubuque Div.
22.	Madison, Wis.....	Pr. du Chien & Min. Pt.
23.	Milwaukee, Wis....	Car Dept.
26.	Minneapolis, Minn..	Car Dept.
27.	Montivedeo, Minn..	Hastings & Dakota Div.
27.	Savanna, Ill.....	Illinois Div.
27.	Wausau, Wis.....	Wis. Valley Div.
28.	Milwaukee, Wis....	Loco. Dept.
28.	Milwaukee, Wis....	Milwaukee Terminal
28.	Dubuque, Ia.....	Loco. Dept.
9.	Chicago, Ill.....	Chicago Terminal

The following Safety First Committees had a meeting during the month of February, 1920:

Date	Place	Division or Shops Com.
2.	Ottumwa, Ia.....	Kansas City Div.
3.	Des Moines, Ia....	Des Moines Div.
3.	Tacoma, Wash.....	Coast Div.
3.	Madison, S. D.....	So. Minn. Div.
4.	Kansas City, Mo....	Kansas City Ter.

4. Tacoma, Wash....Shop Committee
5. Spokane, Wash....Columbia & Idaho Div.
6. Spirit Lake, Idaho..Shop Committee
9. Minneapolis, Minn..River & I. & M. Div.
10. Minneapolis, Minn..Loco. Dept. Committee
10. Deer Lodge, Mont..Shop Committee
10. Deer Lodge, Mont..Rocky Mt. & Missoula
10. Green Bay, Wis....Superior Div.
10. Green Bay, Wis....Shop Committee
10. Sioux City, Ia.....S. C. & Dakota Div.
12. Chicago, Ill.....Chicago Terminal
11. Aberdeen, S. D.....Aberdeen Div.
14. Minneapolis, Minn..Twin City Terminal
12. Lewiston, Mont....No. Montana Div.
16. Wells, Mich.....Escanaba & L. S. Com.
17. Perry, Ia.....Iowa Div.
17. Moberge, S. D.....Trans-Missouri Div.
17. Milwaukee, Wis....C. & M. & Northern Div.
18. Mitchell, S. D.....Iowa & Dakota Div.
18. Portage, Wis.....La Crosse Div.
18. Beloit, Mich.....R. & S. W. Div.
19. Tomah, Wis.....B. & B. Dept. Com.
19. Tomah, Wis.....Frog Shop Committee
19. Miles City, Mont...Shop Committee
19. Miles City, Mont...Musselshell Div.
23. Minneapolis, Minn..Car Dept. Committee
24. Montivedco, Minn..Hastings & Dakota Div.
24. Savanna, Ill.....Illinois Div.
24. Wausau, Wis.....Wis. Valley Div.
25. Dubuque, Ia.....Loco. Dept. Committee
25. Milwaukee, Wis....Milwaukee Terminal
25. Milwaukee, Wis....Loco. Dept. Committee
26. Dubuque, Ia.....Car Dept. Committee
26. Dubuque, Ia.....Dubuque Div.
26. Madison, Wis.....Pr. du Chien & Min. Pt.
27. Milwaukee, Wis....Car Dept. Committee

Put Your Money in a Home.

"Eating Your Cake" is the caption of a corking editorial in a recent number of the Saturday Evening Post. If you have not read it and can reach a file of those magazines, do by all means get it. It will give you a few moments of amusement behind which will be whole days full of thought. "You can't eat your cake and have it, too," runs the old saw, and by the same token you can't spend your money and have it at the end of the run. The Post editorial says that "rich and abundant food, raiment whose very material and texture proclaims its costliness, musical instruments that heighten good spirits and make time pass pleasantly" are luxuries that appeal to all humans, civilized and uncivilized and require no imagination. Some imagination, however, **does** enter into expenditures such as \$100.00 for a dozen silk shirts of the "banjo or minstrel variety" because the blithesome spender knows that as soon as he can get one of them on his back, the "advertisement of his prosperity will begin," whereas if he had put that hundred into a payment on a little plot of ground or had bought shares in a Building and Loan Association, **considerable** imagination would be necessary to look into the years ahead and visualize a home all paid for. But in the long run, the longer vision and greater imagination would doubtless produce the most satisfaction.

The instalment plan in general is not to be encouraged, but buying a home on the instalment plan as conducted by a Building and Loan association that is properly and honestly conducted is beneficial and much to be desired. Railroad men are earning good money, and their standards of living may, without sacrifice, be broadened and improved by the sustained effort of saving money to buy a home. All over the world housing facilities are daily growing scarcer and in most

localities houses for renting are not to be had at all. Rents are, moreover, prohibitive, and so there is no better time than right now for a man to put aside regularly a specified sum of money which shall ultimately go into "a little plot of ground" with a house on it, the deed of which shall be in his pocket and in his name.

At Miles City, Mont., is a savings association formed largely of employees of this company primarily for the purpose of loaning money as soon as their finances will permit, to railroad men to build homes.

Men who own a plot of ground with a house on it are better men; they are permanent men, interested in doing good work, in becoming good citizens; in having good schools for their children; in community center work and in the general prosperity of their town. Many of our railroad employees, living under these conditions have become mayors of their home cities, directors in local banks and are otherwise occupying positions of trust and responsibility. In every instance it is safe to say that such a man is a property owner. He owns his home. No one can dispossess a man of the home that is paid for and no one can put a hindrance in the way of his becoming a citizen of influence and understanding, if he so wills. In railroad terminals, especially where there are shops of any importance, the town, the shops, the people and the working conditions are better if a majority of the employees are interested in securing homes of their own.

The name of the Miles City organization is the Western Co-Operative Loan and Realty Company and its headquarters are at Miles City, Montana. Its incorporators are E. J. Walrath, O. A. Coltrin, J. J. Foley, C. D. Tarbox, Wm. E. Chambers, C. N. Lukes and S. D. McKinnon, all of whom excepting Messrs. Lukes and McKinnon, are Milwaukee employees. This association has, at present, about one hundred and fifty members. Preference is given to married men in admitting to membership, while the so-called "boomer" is discouraged. However, it is just such movements as this which eliminate the "boomer" by encouraging him to save his money, settle down and invest in a home. This brings him, automatically, into the class of desirable citizens and with certainty he soon begins to like himself better, because he feels that his associates like and respect him more.

Such objects as those in view by the Western Co-Operative and Realty Company deserve the attention of railroad employees in other terminal towns where houses are difficult to get and rents high, which are the prevailing conditions the length and breadth of this land.

Current Fables.

Once upon a time there was an employee who reached the office late and actually admitted over-sleeping and did not lay it to the street car or the "L."

Once upon a time there was a stenographer who wrote all letters exactly the way the dictator wanted them.

At Home

Hazel M. Merrill, Editor

"Hockable Assets."

I don't know that it avails much for me to be forever preaching the beauties of simplicity in dress and the desirability of economy, but to assure you girls that I have respectable company in my crusade, I am quoting a few words from the Saturday Evening Post. It says: "America will probably never have to face a famine, but unless all history lies, she will sooner or later have hard times. When that day comes, it is to be hoped that those who are today buying silks and furs and other pleasant perishables, will have more hockable assets than a wornout wardrobe." Miss Georgette here rises to put this poser: "Of course I do not save money. Why should I? In another year or two, I shall marry and I am almost certain to have a husband to take care of me, why should I worry about the future. In the meantime, am I to suppose that these pretty clothes which you have been scolding about, will drive away beaux and possible husbands?" We certainly hope not, Miss Georgette, but you should know that those who most admire your pretty furs are those who are most puzzled to decide how you could afford them, and whether or not you would expect your future husband to dress you as expensively as you dress yourself. Furthermore, if you dressed more simply, and it leaked out that you still own a liberty bond or a few shares in a building and loan association, you would attract men who admire thrift as much as good looks, and who seek for evidences of it in the girls they intend to marry." There, girls, is a good preachment, clinched with an argument that strikes the heart of you. Therefore, acquire a few "hockable assets."

What to Wear.

Despite the fact that the weather man still continues to give us touches of winter, spring will come eventually, and we must be prepared. In addition to many new and beautiful straw hats, satin, taffeta, moire, silk and Batavia Cloth, also sipper straw and hair-brands, with raffea for trimming are used. When Batavia cloth is used for a close-fitting turban, the crown is covered perfectly smooth, and the cloth laid in bias folds around the brim. Shiny patent leather hats, sailors, turbans and medium large hats are all very good.

Gowns for spring have ruffings, ruchings and drappings. Nothing adapts itself more satisfactorily than taffeta and not in years has it been in such high favor. Our pattern page shows Pattern No. 3169, which might be used as model for a taffeta gown. There are also many new foulards, radium silk (a soft, clinging material), satin messaline, white sport satin, etc.

Sleeves are disappearing, going in street and afternoon dresses, and already gone after six o'clock. This, of course, means long gloves, much to the delight of everyone. Skirts are shorter, now being worn eight or ten inches from the floor.

The eton, bolero, the tailor-made, and the long-coat models are the accepted modes in suits this spring. New trimmings, stitchings embroideries and bright colored sashes achieve for them an individuality very pleasing. One model, a coat dress, has eton jacket, with plaid silk trimming and girdle, and accordian pleated skirt.

Spring wraps are draped; some of the new colors are japonica, grotto, jade, filbert, chocolate, erica, rose, etc. Shawls are very fashionable for evening wear, and who knows but we may again be wearing paisley shawls, like our grandmothers, for general wear.

Blouses are of crepe de chine, tricolette, and georgette, embroidered, beaded and lace trimmed. A charming blouse of dark blue figured georgette with low neck and three-quarter length sleeves with deep, accordian pleated ruffles around neck and sleeves appear in one shop window.

Some low oxfords have a very broad manish toe, but the long vamp continues in favor. The short French vamp is rapidly disappearing. This is a day of fastidious hosiery. Silk hosiery with insertions of tulle, embroidered. Jet and crystal are also used for ornaments.

There are many new styles in duvetyn bags, also many new designs in "Canteen Bags," the delight of the young girls.

Household Helps.

Hamburg steak may be made much more appetizing by adding to it cream and bread crumbs.

Cheese may be kept from drying out or molding by wrapping in cheesecloth or muslin that has been dipped in vinegar and placed in covered dish.

There are many dried things to be used just now, when one is tired of canned goods, and before the fresh things come in from the garden, such as creamed split peas, dried lima beans, baked like Boston beans; prunes, apricots, peaches, etc.

In these days of organdy gowns, collars, cuffs, vests, etc., a word as to a successful way to wash it may not go amiss. Make hot suds with ivory soap, then cool by adding cold water, before putting in the articles to be washed. Wash thoroughly by sudsing up and down. Rinse in cold water to which may be added a little sugar. Then hang up to partially dry. Do not starch and do not wring. Iron dry. Organdy will be found to keep fresh and bright under this process.

Good Things to Eat.

Date Cake—One cup dates, 1 cup sugar, 1 cup boiling water, $1\frac{1}{2}$ cups flour, 1 egg, 1 tablespoon butter, 1 teaspoon vanilla, 1 pinch salt, 1 level teaspoon soda. Stone and chop dates; stir soda into boiling water, and pour over dates. When cold, stir in the other ingredients mixed together. Bake 25 minutes in buttered pan in good oven.

Date Bread—One and one-half cups white flour, $1\frac{1}{2}$ cups graham flour or wholewheat meal, 3 tea-



spoons baking powder, 1 tablespoon of sugar, 1 package of dates, cut fine; milk to moisten, about 1½ cups. Mix together the dry ingredients, add dates and then the milk. Bake about 45 minutes in slow oven. Raisins may be substituted.

Doughnuts—Two eggs beaten light, 1 cup sugar, 1 cup milk, 2 tablespoons melted butter, 3 cups flour, 3 teaspoons baking powder, 1 teaspoon cinnamon, 1 teaspoon salt. Have board well floured and take on it 1 large spoon of dough, kneading gently firm enough to roll out and cut. Mix the trimmings with fresh spoon of dough and roll again, repeating until all used. Cook in fat hot enough to make them rise instantly to the top.

Parker House Corn Cake—Mix 1 cup flour and 1 cup Indian meal, 1½ teaspoons of cream-of-tartar, 1 teaspoon soda, ¼ teaspoon salt. Then mix 1 egg, ½ cup sugar, piece of butter size of an egg, 1 cup warm milk. Pour into dry mixture. Beat well and bake in shallow, buttered pan.

Good Fudge.

The price of candy continues to soar, so that home-made candies are more in favor than ever. If we want a delicious, soft, chocolate fondant, and that is what fudge should be, we must observe the following: Too much chocolate has a drying effect. Too much sugar will make it sugar quickly. Starting to beat when boiling hot may do the same thing. Recipe—Use 1 square (1 ounce) of chocolate, ½ cup of cream, 2 cups sugar, ½ cup white corn syrup or glucose, 1 teaspoon butter, 1 teaspoon vanilla. Two squares may be used. Cook in handled aluminum saucepan, holding at least 5 cups. Cut chocolate into it, add ½ the cream and stir over fire until chocolate melts, lifting from fire as it thickens. Add rest of cream, cook and stir until smooth as cream, then add sugar and glucose. Stir until sugar is completely dissolved and mixture boils, and cook until it forms a soft ball when tested in cold water. Add butter, remove from fire, and when it stops boiling, add vanilla. Eight or ten minutes beating ought to be enough.

Spring Gardens.

The old-fashioned rock gardens are again becoming popular, not just huge piles of ugly stones, but carefully planned and cared for rock gardens. Pot gardens are also much in favor, composed of flowering plants arranged in pots, perhaps in circles, within a sheltering wall of clipped box edging. Much is to be learned from southern gardeners, with their beds and borders. Pots may stand on low partitioned walls, or border either side of rock path. Balconies of all kinds and garden rooms are the home of potted plants. Pots containing hanging plants add much to the beauty of the window-ledge or porch. Terra-cotta pots may be used, also glazed pots. The latter give much less evaporation and less watering is required.

Catalogue Notice.

Send 10 cents in silver or stamps for Spring and Summer, 1920, Catalogue, containing 550 designs of Ladies', Misses' and Children's patterns, a concise and comprehensive article on dressmaking and some needlework hints—all valuable for the home dressmaker.

For Patterns and Catalogue, address Hazel M. Merrill, Room 1215 Railway Exchange Building, Chicago.

3169. Ladies' Dress—Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A medium size will require 6½ yards of 40-inch material. Width of skirt at lower edge is 1½ yards. Price, 10 cents.

3186. Girl's Dress—Cut in 4 sizes: 8, 10, 12 and 14 years. A 12-year size will require 3¾ yards of 44-inch material. Price, 10 cents.

3170. Junior's Dress—Cut in 3 sizes: 12, 14 and 16 years. Size 16 will require 4¾ yards of 36-inch material. Price, 10 cents.

3157. Misses' Dress—Cut in 3 sizes: 16, 18 and 20 years. Size 18 will require 4¾ yards of 44-inch material. The width of skirt at its lower edge is about 1¾ yards. Price, 10 cents.

3173. Boy's Suit—Cut in 4 sizes: 4, 6, 8 and 10 years. A 10-year size will require 2¾ yards of 44-inch material. Price, 10 cents.

3162-3181. A Becoming Business Costume—Waist 3162 cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. Skirt 3181 cut in 7 sizes: 22, 24, 26, 28, 30, 32 and 34 inches waist measure. The width of the skirt at lower edge is 1¾ yards. It will require 3½ yards of 40-inch material. The waist will require 3 yards of 36-inch material. Two separate patterns, 10 cents for each pattern.

3184. Child's Dress—Cut in 4 sizes: 4, 6, 8 and 10 years. A 6-year size will require 3 yards of 36-inch material. Price, 10 cents.

3178. A Simple House Dress—Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size will require 6 yards of 36-inch material. Width of skirt at lower edge is 2 yards. Price, 10 cents.

3177-3164. A Stylish Costume—Waist 3177 cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. Skirt 3164 cut in 7 sizes: 24, 26, 28, 30, 32, 34 and 36 inches waist measure. To make the costume for a medium size will require 7¾ yards of 38-inch material. The width of skirt at its lower edge is 1¾ yards. Two separate patterns, 10 cents for each pattern.

3172. Girl's Dress—Cut in 4 sizes: 8, 10, 12 and 14 years. A 12-year size will require 4½ yards of 36-inch material. Price, 10 cents.

3168. An "Easy to Make" Apron—Cut in 4 sizes: Small, 32-34; medium, 36-38; large, 40-42, and extra large, 44-46 inches bust measure. For a medium size 5½ yards of 27-inch material will be required. Price, 10 cents.

3183. A Dainty "Lingerie" Garment—Cut in 4 sizes: Small, 32-34; medium, 36-38; large, 40-42, and extra large, 44-46 inches bust measure. A medium size will require 5¼ yards of 36-inch material. Price, 10 cents.

The Milwaukee Employes Band.

Fellow Workers—Greetings:

Still at it? Well, you bet we are, and more determined than ever. What? Why, the Milwaukee Division, C., M., & St. P. Employes' Band.

We wish to take this opportunity to let the workers know that we are very much alive and 100 per cent organized, all of our members belonging to the A. F. of M.

We hold a rehearsal every Tuesday evening, starting at 8 o'clock and quitting at 10 or 10:30 o'clock. To clear our hall rent, etc., we have established a nominal fee of 25 cents per member per month.

We are now working and rehearsing for the summer concert season, hoping to land a few jobs for the entire band. The last business meeting we had election of officers. The following members were elected: Director, G. Nichols; manager, Chas. Juneau; assistant manager, E. Karat; president, E. Reynolds; vice-president, G. Nichols; secretary, J. Toepfer; treasurer, F. Metzger; librarian, E. Karat; assistant librarian, F. Becker.

Hoping some day to entertain our fellow workers as we did in the past, we beg to remain the

C., M., & St. P. EMPLOYES' BAND,
Per J. TOEPFER, Secretary.

A "Hick" near the town of Bemidji

Invested his "roll" on a "oui ji";

He said: "That dern wood

Tells more'n it should,

How it does it, you'd never know, would ye?"

An engineer on an untold division

Was impressed by a "boozified" vision;

He fell asleep at the throttle

And dreamt of his "bottle";

He awoke: to avoid a collision.

There was a young man from St. Jose,

Who had such a very large nose,

That when he turned round

Someone's face he would pound,

And now he is traveling with shows.

—Tom Rooney.

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Ruptured? — Throw Away Your Truss!

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

Sent On Trial to Prove It

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

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

Cured in 6 Mo's after 18 Years

Hinton, Ky.

C. E. Brooks, Marshall, Mich.

Dear Sir:

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

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

Yours sincerely,

RUFUS FIELDS. R. R. No. 1.

Child Cured in Four Months

21 Jansen St., Dubuque, Ia.

Mr. C. E. Brooks,

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

Yours very truly,

ANDREW EGGENBERGER.

"Seems Impossible"

Holland, Ind.

U. E. Brooks, Marshall, Mich.

Dear Sir:

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

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

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

BARNES OSKINS.

R. F. D. No. 7



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

Pennsylvania Man Thankful

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

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

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

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

I am, Yours very sincerely,

JAMES A. BRITTON.

436 North Ave. D, Bethlehem, Pa.

Ten Reasons Why You Should Send for Brooks Rupture Appliance.

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

Remember

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

FREE INFORMATION COUPON

Brooks Appliance Co.,
115D State St., Marshall, Mich.

Please send me by mail in plain wrapper your illustrated book and full information about your Appliance for the cure of rupture.

Name

City

R. F. D. State

Claim Prevention Bureau

C. H. Dietrich, General Chairman

The General Committee on Claim Prevention wishes to advise that the loss and damage to freight for January, 1920, as compared to the same month in 1919, is as follows:

	1919	1920
Freight Revenue ..	\$8,045,272.00	\$8,794,030.00
Loss and Damage..	283,628.00	299,537.00
Ratio of L&D to Revenue0327	.0340

NEW CLAIMS RECEIVED IN THE MONTH OF FEBRUARY.

Connecting				
Line Claims.	2701	\$ 49,250.00	3831	\$ 73,460.00
Grain	1520	70,644.00	1019	63,627.00
Live Stock..	593	191,070.00	898	247,801.00
Loss & Damage, Misc.	10245	298,798.00	10606	211,860.00
	15061	\$609,762.00	16354	\$696,748.00

The figures shown above indicate a ratio of freight claim payments to revenue considerably in excess of our average for the year 1919 and the new claims received in February in connection with the record of new claims received during the previous three months, make it quite evident that our claim payments will necessarily be abnormally heavy for the first few months of this year.

From the standpoint of claim prevention, nothing can be gained by reviewing our mistakes and errors that have passed, except to take notice of them for the purpose of avoiding the same mistakes during the present year. There is every reason to believe, from the present outlook, that a notable improvement in operating conditions is just ahead of us and our claim prevention work should be given the attention it deserves, in order that an improvement in this respect will keep pace with improved conditions generally.

During January, 1920, we paid out account of loss of an entire package \$45,471.00, which is a reduction of about twenty thousand dollars as compared to the average month of 1919 for this one cause. In checking the efforts put forth toward reducing our claims for the loss of an entire package we have noted that at stations such as Sioux City, Sioux Falls, Aberdeen, Minneapolis and many others, some very creditable work has been done by the receiving clerks in turning back packages improperly marked or packed and in discovering shortages at the receiving door. That this work has an important bearing on the loss of entire packages is shown by the fact that at one of these stations during January approximately \$3,000 worth of merchandise was found short at the receiving door and had these shipping tickets been passed without careful check, this shortage would have developed at destination and more than likely claims paid on the most of it.

We find by examining our claims that agents are not putting definite notations on freight bills and signing their names in ink to such notations, all of which causes much extra work, not only in the freight claim office, but in the local offices as well, on account of this failure making it necessary to refer the claims back for further information. Every freight bill covering a damaged or bad order shipment should bear a notation signed by the agent giving a detailed description of the loss or damage.

Just at this time of the year a great many shipments of perishable freight are forwarded in box car equipment at shipper's request. Where this is done the release signed by the shipper on the bill of lading should be taken and in addition the way bill should bear the plain notation showing "box car service at shipper's request." This will stop any argument at destination in case shipment arrives damaged. In this connection we should see that all perishable shipments are billed on the regular pink perishable form of waybill.

The supervisor of refrigeration is anxious to have our perishable freight handled in good condition this summer and he especially requests that cars which have been used in heated service during

the winter months be carefully inspected before their first icing this spring in order that the drip pipes and ice bunkers may be thoroughly cleaned and in good working order, as a flooded refrigerator car always means a claim of many dollars.

In asking your support of our claim prevention campaign, just at this time, we feel justified in explaining that never in the history of this railroad has there been a greater need of preventing any needless waste of its resources and no amount in dollars and cents, no matter how small, can be overlooked, as it is largely a case of the smaller items put together that make the enormous total of our loss and damage account.

We are again operating our own railroad and the question of whether we are going to be successful and prosperous lies largely, if not altogether, in the hands of the individual employees and the Claim Prevention Bureau want to wind up the year 1920 by presenting our management with a saving of at least \$1,000,000 in our loss and damage account and we do not hesitate to say to you that there are plenty of places where this amount of money can be used to mighty good advantage in improving the facilities and equipment of this railroad.

NOTICE.

AGENTS WILL KINDLY SHOW ON FORM 234 THE EXACT DATE OF ARRIVAL AT THEIR STATIONS OF ANY SHIPMENT ON WHICH CLAIM IS MADE, IN ORDER THAT IT MAY BE PROPERLY CHARGED TO CORPORATE OR FEDERAL ACCOUNT.

Kansas City Division Notes.

F. M. Barnoske, formerly roadmaster on the East Division, has moved his office to Ottumwa Junction, and will take charge of the Middle Division. B. H. Cunningham will handle the Marion line and East Division. This will add one more clerk to the already stunning collection.

The thermometer registers 62 degrees on the Ottumwa Division today, which moves Fritz Guenther to burst forth in song:

"When spring comes tripping o'er the hills,
And music ripples in the rills,
And soft the breeze begins to blow,
I want to pack my grip and go.
Go where? O, anywhere—just go."

Chief Clerk John Sowder made a trip over the division fixing up mail contracts.

Trainmaster Horton has been ill for some time suffering from some sort of blood poisoning or bi-product of the flu. We hope he will soon be well and in our midst.

Clo Sowder's mother had the misfortune to break her hip but is slowly recovering.

Doc Emerson, assistant timekeeper, was one of those present at the local Clunch Palace, better known as Circle Hall. He states that the ruinous rhythm of that seven-piece (six white—one black) orchestra is enough to cause Brigham Young to leave home.

A sure sign of spring, Burnaugh (enginemen's time bungler), is out with his Ford coupe gasolining up and down the boulevards. Still thinks he is in the Motor Transport Corps the way he stampered the cobblestones.

Our own Lord Chesterfield, H. G. B., is sporting one of the latest trick hats and is trying it out in Kansas City this week.

"What is a muddle?" Inquired the new stenographer. "I can't quite fully explain it to you," said the boss, "but to give you a good idea as to what a muddle is, I want you to take a look at our payroll since some of our employees get paid by the minute, some for what they do, some for the time they put in, and some whose status remains unchanged, etc., etc."

Electrification Solution to Fuel Problem

"Approximately 122,500,000 tons of coal or more than two-thirds the coal now being burned by the 63,000 steam locomotives of the country, would have been saved during the year 1918 and can be saved today, were the railways of the United States completely electrified along lines fully tried out and proved successful at the present time," said A. H. Armstrong, chairman of the electrification committee of the General Electric Company before a meeting of the American Institute of Electrical Engineers.

"Approximately 10,000,000 K. W. would have been sufficient to run all the railroads for the year 1918. The estimated power station capacity of the country in 1918 was 20,000,000 K. W., or twice as much as would be necessary for complete electrification.

"A quarter of all the coal mined in the United States (678,211,000 tons) is consumed on our railways every year.

"Fully one-third the coal burned under our steam engines today is absolutely wasted in standby losses (banking fires in round house, cleaning fires for starting, coasting down grade and standing on track).

"On a prominent American railroad, 42 electric locomotives have replaced 112 steam engines and are hauling a greater tonnage with reserve capacity for still more. It is an open secret that the reduction in previous steam operating expenses on the Chicago, Milwaukee and St. Paul Railway is sufficient to show an attractive return upon the \$12,500,000 expended for the 440 miles of electrification without deducting the value of the 112 steam engines released for service elsewhere.

"Electric motive power for railways can be maintained for approximately one-third the cost of that of steam engines for the same train tonnage handled.

"For the same freight tonnage handled on the Rocky Mountain Division of the C. M. & St. Paul, electric operation has affected a reduction of 22½% in the number of trains,

24.5% in the average time per train and has improved operating conditions so that nearly 30% more tonnage can be handled by electric operation in 80% of the time it formerly took to handle the lesser tonnage by steam engines. The capacity of this single track line has been increased 50% 'and probably more.' On this particular road, electrification has affected economies which sufficiently justify the capital expenditure incurred and furthermore, has postponed for an indefinite period, any necessity for constructing a second track through this mountainous country."

The last point emphasized by Mr. Armstrong's address was that if all our railways were completely electrified, they could carry one-fifth more revenue producing freight tonnage with no change in present operating expenses or track congestion.

"I am not, however, proposing the immediate electrification of all the railways in the United States," he said, "but am offering these statistics simply as a measure of the magnitude of the problem confronting us in the future."

"During the year 1920, the people of this country will pay out for automobiles, not commercial trucks or farm tractors, but pleasure vehicles, a sum of money considerably greater than the estimated requirements of our steam railways for this year. The railways, however, may find it very difficult and perhaps impossible to secure the large sum needed without government aid, notwithstanding the fact that the continued operation and expansion of our roads is of vital necessity to the welfare and prosperity of the country and all its industries. The will of the American people has always been constructive and undoubtedly, in due time, its voice will be heard and properly interpreted by its representatives in Washington with the resulting enactment of such laws as will permit our railways again to offer an attractive field for the investment of private funds."

Special Commendation

Service.

A bit of fine work was done in Milwaukee on March 20th, in getting a special train ready for a quick run from Milwaukee to St. Louis. It was a race to the bedside of a stricken relative, undertaken by Colonel Gustave Pabst and his wife of Milwaukee. On the date mentioned, Colonel Pabst's secretary called the office of E. G. Hayden, general agent of the passenger department at 1:40 p. m., explaining the situation and the desire for special service. At 1:43 Mr. Hayden had Assistant General Passenger Agent Joseph Caldwell in Chicago on the phone and arrangements were made for furnishing the train. He then got in touch with General Superintendent W. J. Thiele at Union Passenger Station, Milwaukee. Mr. Thiele's orders were promptly dispatched and at 2:20 p. m. the train was standing on the track in the depot ready for its passengers.

The train consisted of engine 6308, a baggage car and sleeping car "Freeport." Conductor Dan Marlett was in charge of the train, with Brakemen H. G. Vandell and D. J. Sullivan. Engineer J. Gleisner and Fireman H. Stubbe were on the engine. General Agent Hayden accompanied the train to Chicago.

The special left Milwaukee depot at 2:39 p. m., arriving in Chicago at 4:38 p. m. It was immediately switched to the C. & A. R. R., and left over that road at 4:50, arriving in St. Louis at 12:40 a. m. Sunday, March 21st. E. F. Immler, city passenger agent, Milwaukee, traveled with the party clear through to St. Louis, rendering all service and attention possible to Colonel Pabst and his wife, and at the termination of the journey Colonel Pabst expressed to Mr. Immler his hearty appreciation of the kindness and the splendid service accorded him. Assistant Superintendent of Dining Cars Wm. F. Juhnke had a dainty tray luncheon placed on the car Freeport upon its arrival in Chicago, while Mr. Hayden arranged for dinner to be served in the car upon arrival of the train at Bloomington.

It was "snappy" and satisfactory service, and all concerned in expediting the arrangements and the movement of the train are entitled to commendation for their excellent work.

C. & M. Division Brakeman Lawrence Mueller has been highly commended for his action in firing engine 5586 on No. 166 February 12th, when Fireman Fitzgerald had his hand bruised between the shaker bar and the oil tray.

On C. & M. Division No. 132, February 17th, engine 513 had a very small tank and the engineer claimed that he had only about enough coal to take the train to Chicago, but it was far back in the tank and it was necessary to have the coal pulled down so the fireman could reach it. Passenger Brakeman Chas. E. Thompson offered to pull down the coal and worked all the way from Shermerville pulling and chopping coal, which was badly frozen, and the train arrived in the Chicago Union depot with just coal enough to take the train to coach yard, six minutes late. This was due to Brakeman Thompson's efforts, as if this had not been done, the train would have been greatly delayed. Mr. Thompson has been highly commended for his action.

On January 22, Car Foreman Jewett Chalsma, who was working at New Lisbon, having a few minutes times while No. 5 was at the station, took a run around that train, and it was lucky that he did, as he discovered a broken oil box on mail car P. R. R. No. 8585. Being the head car, and this particular box being surrounded most of the time with a cloud of steam, it would have not been noticed only by a close inspection. His discovery no doubt saved No. 5 an accident and special mention should be made of it in the magazine.

H. & D. Division Conductor Meuwissen, on No. 291, meeting extra No. 8001 east, at Prior Lake, noticed a steel brake beam dragging on the extra and notified the rear end and they stopped, removed the brake beam and proceeded. The eagle eye of Meuwissen avoided a possible accident.

Kansas City Division Notes.

F. S.

Our correspondent having been suddenly taken ill no lawsuits should be brought against her for any articles herein.

Clifford C. Carnes of Chillicothe is breaking in as train dispatcher at Ottumwa Junction.

Dispatcher J. G. Upp was off a week with a touch of the flu. The smiling face of Yardmaster Jordan, at west yard, was missing a few days for the same reason.

Brakeman Blaine Calvert was discharged from the Ottumwa Hospital all O. K. but minus one appendix (and 250 bucks). With his bride from France he has gone to Newton, Mo., to start into the farming game.

Edward Vasek and George Wellman, S. U. brothers, after a week's rest, have returned to work on the Ottumwa switch engine.

Yard Clerk George Parish is having poor health and is compelled to lose a great deal of time lately from the job at west yard. Leo Conroy has been appointed day yard clerk and a new clerk, William Dickerson, is on second trick temporarily.

Conductor William Carnahan has purchased the place just west of west yard, comprising a house, barns and 27 acres of ground. This will make it very handy for the three Carnahans who work for the company, and they will have plenty of garden space this year.

Conductor William C. Morton died at his home in Ottumwa on February 25th. Mr. Morton had been in poor health for several years and had not been strong enough to work on the road, but held a position in the yard office. He had suffered a great deal from his ailment in late years but always retained a cheerful disposition and was most accommodating. His many friends will miss him at the yard office. The funeral took place on February 28th, with services at St. Mary's Church.

The many friends of Dispatcher Jesse Wright were shocked to hear of his death from influenza, which occurred at his home in Ottumwa on February 27th. Several of the members of his family had been sick and he suffered a relapse after helping care for them. The funeral, which was attended by a large number of friends, was held from the residence, conducted by the Rev. Carpenter of the Christian Church and the Masonic lodge.

Another death in the Milwaukee family was that of Mrs. R. W. C. Harryman, wife of R. W. C. Harryman of the Junction clerical force, which occurred on February 29th, from influenza. The sympathy of all is extended Mr. Harryman in his bereavement.

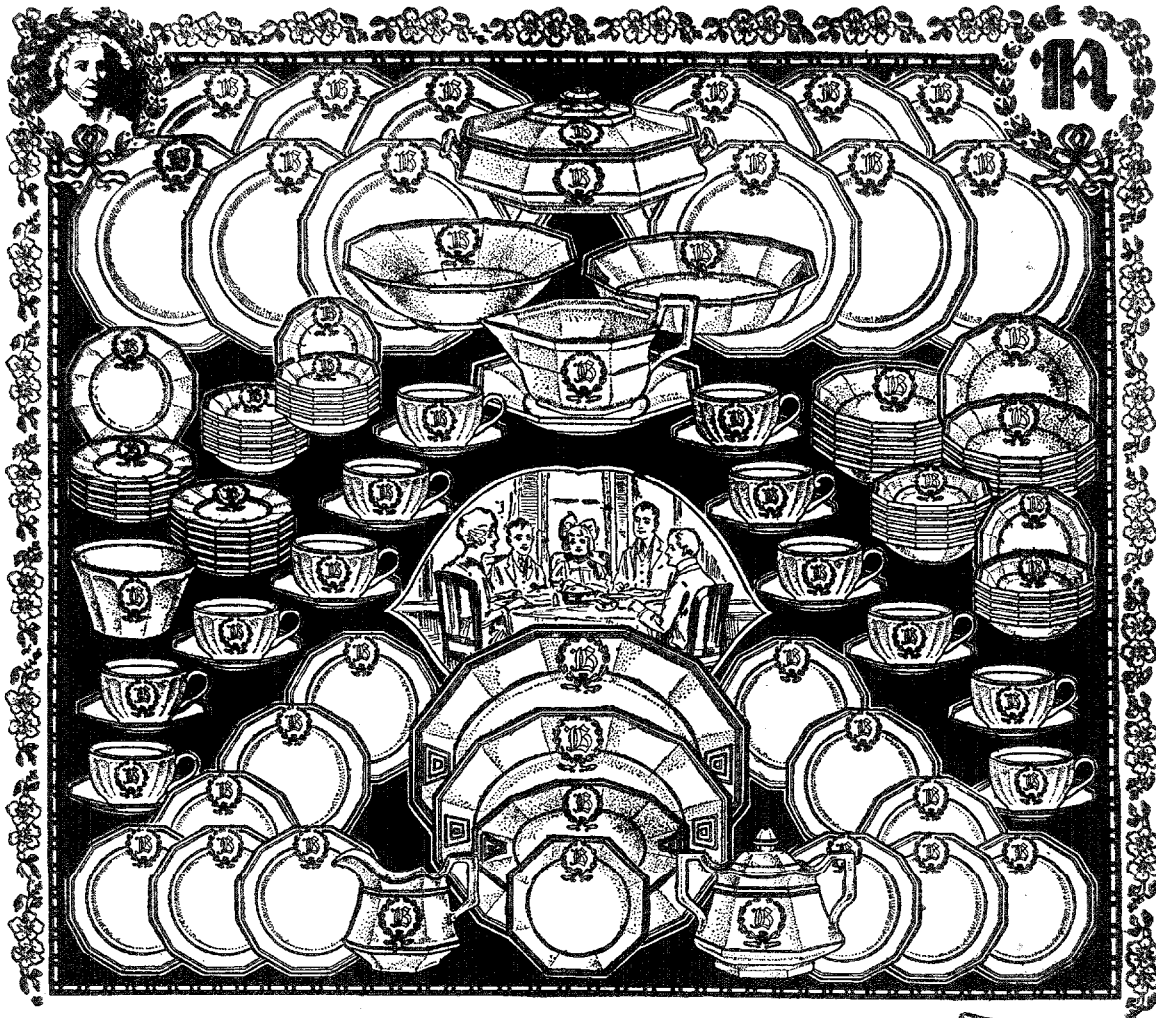
Night Yardmaster O. C. Kinney of Ottumwa was called to Bennington, Vt., by the serious illness of his brother's family.

Conductor S. C. McKinlay of Coburg now represents the Kansas City Division conductors on the safety committee. He attended the March meeting at Ottumwa and introduced himself with a forceful speech.

Brakeman Frank Burton of Ottumwa has returned to work after a severe attack of influenza.

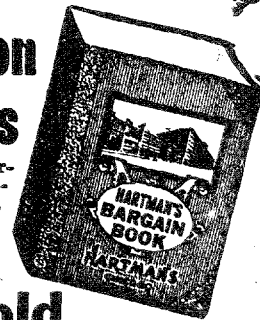
Night Yardmaster O. C. Kinney of Ottumwa, now of the Union Pacific at Cheyenne, is visiting in Ottumwa and paid a call at west yard.

Major Gregory, Inman, has left us for some unpronounceable point in Wisconsin. He is succeeded by Orville Elston, another of the famous 13th Engineers with the mud behind their ears.



\$1 Down—Golden Martha Washington Dinner Set—110 Wonderful Pieces

How can we hope to give you even a faint idea of the exquisite beauty of this wonderful Golden Martha Washington Dinner Set? A picture can't do it because no picture can show the gleam of heavy, lustrous gold comprising the heavy decoration, or the snowy whiteness of each piece where it glistens through the heavy bands of rich gold and the wreath with your initial monogram also in gold. You must see the distinctive shape—the many and varied artistic indentations—which make this pattern so different from all others. It is a reproduction of the most expensive dinner set made.



With Your Initial Monogram In Gold

Send only \$1.00 now. Compare with the most luxurious tableware you have ever seen. If not satisfied return the set in 30 days and we will return your \$1.00 and pay transportation both ways. If you keep them, pay balance in easy monthly payments as stated below. Each piece is fire glazed—guaranteed not to crack or craze. Order by No. 327BMA18. Price of complete set of 110 pieces, \$28.95. Send only \$1.00 with coupon, balance \$2.75 per month.

Complete Set Consists of

12 dinner plates, 9 in.; 12 breakfast plates, 7 in.; 12 soup plates, 7 1/4 in.; 12 cups; 12 saucers; 12 cereal dishes, 6 in.; 12 individual bread and butter plates, 6 1/4 in.; 12 sauce dishes; 1 platter, 13 1/4 in.; 1 platter, 11 1/2 in.; 1 celery dish, 8 1/2 in.; 1 sauce boat tray, 7 1/2 in.; 1 butter plate, 6 in.; 1 vegetable dish, 10 1/2 in., with lid (2 pieces); 1 deep bowl, 8 1/2 in.; 1 shallow bowl, 9 in.; 1 small deep bowl, 6 in.; 1 gravy boat, 7 1/4 in.; 1 creamer; 1 sugar bowl with cover (2 pieces). Shipped from Chicago warehouse. Shipping weight about 90 pounds.

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Be sure to get this great catalog. Thousands of bargains in furniture, carpets, rugs, stoves, phonographs, sewing machines, kitchenware, farm equipment, silverware, jewelry, etc.—all on Hartman's easy credit terms. Many pages in colors. Send postal today.



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Dept. 2564 Chicago

I enclose \$1.00. Send 110-piece Golden Martha Washington Dinner Set Number 327BMA18. I am to have 30 days' trial. If not satisfied will ship it back and you will refund my \$1.00 and pay transportation both ways. If I keep it I will pay \$2.75 per month until price, \$28.95, is paid.

Name.....

Address.....

Occupation.....

(Give Initial) Wanted—Any One Letter

HARTMAN FURNITURE & CARPET COMPANY
3845 Wentworth Ave., Dept. 2564 Chicago

On the Steel Trail

C. & M. Division News Items.

R. M. Carroll.

Conductor John Cahill is back on the job again after being off sick for a few days.

We have been advised that H. J. Beamish, formerly employed as operator at Corliss and at Elkhorn, and now ticket agent at Racine on the R. & S. W. Division, is the proud father of a fine baby boy. What's that you said about bald heads, Barney?

Well, our old friend F. E. Devlin has left us, sorry to hear. He is now trainmaster on the Superior Division. We all wish him good luck and hope he will make as many friends over there as he left behind him on the good old C. & M.

E. H. Bannon, formerly conductor on the Northern Division, is now trainmaster on the C. & M. Division. Congratulations E. H. B.

Who was it that took Roadmaster Dougherty's calendar after he having such a hard time getting one? Never mind, Mr. Dougherty, we are not all heartless. Better nail your chair to the floor or you will miss that some day.

Conductor W. H. Orth passed away at his home in Racine at 7:00 a. m., March 12th, after a short illness. He was one of our oldest conductors and has been running on the Elkhorn milk train for years. We extend our deepest sympathy to the family.

We are sorry to hear of the death of Operator Tom Ryan, who passed away at the home of his sister in Chicago on March 6th, after a long illness.

Operator Hamilton of Wadsworth, has been off sick for about a week. He was relieved by Operator Shields.

Operator Haight of Tower A-23, is also on the sick list. Operator Stoffel relieved him.

One of our new coaling devices at Rondout is a steam ditcher, beats coaling them by hand at that.

Yes, Ed Hawtrey was off duty for a day or so. Heard he spent the day at Omro? Did you have a good time, Ed?

Have you heard the name of that new Victrola record that Wood is advertising? Ask Wood about it. Nuff said!

Hughes has displaced Barr again. Can't you be nice, Tom?

"Well, guess I'll go over and buy my little boy a baby buggy now."

Items from the H. & D.

"Me."

It seems that the side table operator in the dispatcher's office at Montevideo and the auburn-haired trainmaster's clerk must have some wonderful attraction in Minneapolis, being that they spend every Sunday there.

Miss Edna Sandacker, comptometer operator in the superintendent's office, spent last week-end in Minneapolis as usual. Who is he, Edna?

We are glad to hear that Miss Brown is recovering from her attack of pneumonia, and we hope to see her with us soon.

Isabelle Fonder is employed as temporary time-keeper. She is taking the place of Miss Brown who has been sick for the past seven weeks.

Chief Dispatcher Buechler of Aberdeen spent Sunday last at Montevideo on business.

Genevieve Thompson, division master mechanic's stenographer, spent several days in Minneapolis visiting friends.

Brakemen Alf. Brandmo, Guy Miller, J. H. Murphy, R. C. Selle and O. M. Leen are taking their examination on standard rules for promotion to conductor.

Yardmaster J. G. Hammer, of Milbank, returned to work recently, having been on a short visit on the Pacific coast. Glad to see you back, Jake.

Lieutenant J. J. Brown, who has spent the past two years in Russia and Japan, has returned home and is again with us, working as relief dispatcher.

We are glad to see Switchman Frank Smith back on his feet again after being laid up for

several weeks on account of having his foot crushed in Montevideo yard in the latter part of December.

Dispatcher Nelson is now working at Aberdeen, and intends to locate there permanently, but we notice that he visits Montevideo at least once a week. I wonder why, Len? Or shall we ask Elva?

Ike, of the accounting department, is contemplating making a trip to Granite soon. About time, Ike.

I wonder why Brakeman Jimmy Murphy makes so many trips to Austin?

Ike Erickson spent a Sunday evening in Milbank recently for the reason that he thought Montevideo too dead. We later found out that the only company he had in Milbank was a lamp-post and a night-cop. Our sympathies, Oscar.

The new depot that is being erected at Ortonville caught fire on the evening of March 8, which was caused by a stove in the basement, but by the quick work of the night men around the depot and the able assistance of the local fire department, the flames were soon extinguished and very little damage was done.

Iowa Division.

Ruby Eckman.

Joe Bodenberger, who has been traveling engineer on the Des Moines and Iowa Division, has been promoted to the position of master mechanic with headquarters at Bensonville. He has already taken up his new work.

William Aarsmith, formerly an operator on the Iowa Division, and a son of D. A. Aarsmith of Persla station, has recently received the appointment to a position on General Pershing's staff. He was one of four to pass successfully in a competitive examination in a class of 460. Dr. Aarsmith has been a member of the Mayo brothers' staff for several years.

The master mechanic's office force, which was moved from Marion to Perry a number of months ago, will be moved back to Marion as soon as convenient quarters can be secured for them. It has been decided that the force is too far from the division accountant's office to successfully handle the work.

John Burns, who has been working as a boiler-maker on the Perry force for some time, has been made head boilermaker at North La Crosse and took up his work there a few weeks ago.

Charles Willis, of the car department force, was called to Tulare, S. D., the latter part of February by the serious illness of a relative.

Leonard Borg of Milwaukee spent a few weeks in February and March, visiting with his parents in Perry. Leonard was formerly a conductor on the Iowa Division.

Mrs. E. Hickey, mother of Conductor Ray Hickey, had the misfortune to fall and break her hip. Her condition at the present time is very serious.

William Davis, general chairman of the B. of L. E. of the coast lines, was in Perry the fore part of March on his way home from Washington. D. C. Bill is the same old Bill that he was when he worked on the Iowa Division and is always given a warm welcome among his Iowa Division friends.

Miss Kate Cummings, sister of the Cummings boys, who are switchmen in Perry yard, visited in Erie, Pa., the latter part of February.

Machinist Levi Swanson and wife were in Rochester, Minn., the latter part of February to consult the Mayo Brothers.

Elwin Baker of the roundhouse force was called to Maquoketa the latter part of February by the death of a brother.

De Vere Gary, machinist helper at the roundhouse, was in Dubuque the latter part of February visiting friends.

George Steve, Peter Pruesh and Thomas Vaney, Macedonians, who have been working in the track and roundhouse forces on the Iowa Divi-

Is Your Blood Starving For Want of Iron?

Modern Methods of Cooking and Living Have Made an Alarming Increase in Iron Deficiency in Blood of American Men and Women.

Why Nuxated Iron so Quickly Helps Build Up Weak, Nervous, Run-Down Folks—Over 3,000,000 People Annually Taking It to Increase Their Strength, Power, Energy and Endurance.

"Is your blood starving for want of iron? If you were to go without eating until you became weak, thin and emaciated, you could not do a more serious harm to yourself than when you let your blood literally starve for want of iron—iron that gives it strength and power to change food into living tissue," says Dr. James Francis Sullivan, formerly physician of Bellevue Hospital (Outdoor Dept.), New York, and the Westchester County Hospital.

"Modern methods of cooking and the rapid pace at which people of this country live has made such an alarming increase in iron deficiency in the blood of American men and women that I have often marveled at the large number of people who lack iron in the blood, and who never suspect the cause of their weak, nervous, run-down state. Lack of iron in the blood not only makes a man a physical and mental weakling, nervous, irritable, easily fatigued, but it utterly robs him of a virile force, that stamina and strength of will which are so necessary to success and power in every walk of life. It may also transform a beautiful, sweet-tempered woman into one who is cross, nervous and irritable.

"But in my opinion you can't make strong, keen, forceful men and healthy rosy-cheeked women by feeding them on metallic iron. The old forms of metallic iron must go through a digestive process to transform them into organic iron—Nuxated Iron—before they are ready to be taken up and assimilated by the human system. Notwithstanding all that has been said and written on this subject by well-known physicians, thousands of people still insist in dosing themselves with metallic iron simply, I suppose, because it costs a few cents less. I strongly advise readers in all cases to get a physician's prescription for organic iron—Nuxated Iron—or if you don't want to go to this trouble, then purchase only Nuxated Iron in its original packages and see that this particular name (Nuxated Iron) appears on the package. If you have taken preparations such as Nux and Iron and other similar iron products and failed to get results, remember that such products are an entirely different thing from Nuxated Iron."

In commenting upon the value of Nuxated Iron as a means for creating red blood, strength and endur-



ance, Dr. George F. Baker, formerly physician and surgeon, Monmouth Memorial Hospital, New Jersey, says:

"What women need to put roses in their cheeks and the spring-time of life into the step is not cosmetics or stimulating drugs, but plenty of rich pure red blood. Without it no woman can do credit to herself or to her work. Iron is one of the greatest of all strength and blood-builders and unless this iron is obtained from our food it must be supplied in some form that is easily assimilated if we want to possess power, energy and endurance. I have found nothing in my experience so effective for helping to make strong, healthy red-blooded men and women as Nuxated Iron. From a careful examination of the formula and my own tests of Nuxated Iron, I feel convinced that it is a preparation which any physician can take himself or prescribe for his patients with the utmost confidence of obtaining highly beneficial and satisfactory results. The fact that Nuxated Iron is today being used by over three million people annually as a tonic, strength and blood-builder is in itself an evidence of tremendous public confidence and I am convinced that if others would take Nuxated Iron when they feel weak, and run-down, it would help make a nation of stronger, healthier men and women."

Manufacturers' Note: Nuxated Iron 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 and does not injure the teeth, make them black nor upset the stomach. The manufacturers guarantee successful and entirely satisfactory results to every purchaser or they will refund your money. It is dispensed by all good druggists.

sion for several years, left the fore part of March on a trip to their old home in Macedonia. The men all came to this country about eight years ago and none of them have been home since. Peter Pruesh will bring back his wife and two children, one daughter having been taken a prisoner when the Germans first invaded their country and was never found. Tom Vaney will bring back a sweetheart who has waited for him all these years, and George Steve will visit with his parents. The men expect to get back in about six months.

James James, son of Conductor W. H. James, was up from Atlanta, Ga., to spend a few days with his father. James is in the insurance business since his return from France and is doing well in the work.

Car Foreman I. L. Kline's wife has been quite seriously sick for several weeks and was taken to her home in Dubuque the fore part of March to remain until she regains her strength.

The clerks from the car department and the roundhouse offices had a staff meeting at Perry March 11th to get acquainted with the proper handling of some new time distribution sheets.

Earl Adams, a Des Moines Division conductor, who has been living at Rockwell City for some time, has moved back to Perry and taken a way freight run out of here.

Division Accountant V. M. Rickerh of the Marion office force, and Clyde Kinney, who holds the same position on the Des Moines Division, were in Perry the fore part of March looking after some work in connection with the annual inventory. While in Perry, Clyde disclosed the fact that he had deserted the ranks of the bachelors in December and was married to a Miss Leudtke of Ableman, Wis. While the congratulations from his Iowa Division friends were late, they were sincere, nevertheless.

Conductor F. L. Tice has moved his family to Marion and has taken the way freight run between Atkins and Ferguson. The death of his wife a few weeks ago made the move necessary, as his children will make their home with their grandmother.

Mrs. C. E. Book, wife of one of the foremen in the B. and B. department, was called to Tulsa,

Okla., the fore part of March by the serious illness of her daughter.

A number of Iowa Division conductors attended the funeral of Ben Bowen in Milwaukee March 15th.

Brakeman L. C. Bohrer was called to Indiana the fore part of March by the serious illness of a brother.

Conductor Walter Widger was off duty the fore part of March on account of the death of Mrs. Widger's mother at Redfield, Ia.

Iowa Division friends of Miss Hazel Merrill are pleased to see that she is again a member of the magazine staff.

Conductor Thomas Costello and family attended a family reunion at Marion the fore part of March, at which about sixty relatives of his wife were present to help Mrs. Costello's father celebrate his 68th birthday.

Conductor W. E. Razz of the Des Moines Division resumed work on March 12 after a layoff since last October, due to a serious attack of pneumonia.

Signal Department "Wig-Wags" Lines West.

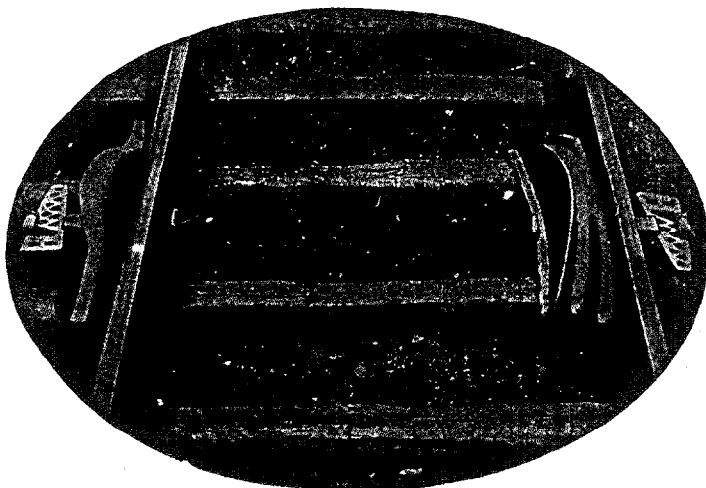
Slim.
This "wig-wag" business is sort of "tri-monthly." If business is not too heavy we try every month to have a little write-up. If you don't see any "wigs" you can know I was "wagging" along quite busy.

How does it feel to be working for the Milwaukee again?

General Inspector Tyler put in quite a bit of time around Mobridge checking up material during February. If there is enough material left and the company has the money we may put in signals on the Trans-Mississippi Division this summer.

Several changes were made in the department, effective February 15th. J. T. Mallanny went to Deer Lodge as supervisor; W. E. Dill to position of traveling maintainer; Avery to Tacoma; L. E. Weaver bumped A. Ayers as maintainer on Auburn section; Ayers went to Rockdale, so Fay rolled Applegate, who would have gone to Renton as helper but Curt. Milns was sick with the "flu," so Applegate is at Kittitas. Understand

READING CAR and ENGINE REPLACERS



For all heights rail and all weights of equipment

CHICAGO OFFICE
832 Transportation Building



Using Tobacco

Perhaps you've tried to stop using tobacco only to find that the habit has such a hold on you that you gave up trying.

You know, better than anyone else, that you ought to stop because, sooner or later, it is bound to undermine your health. Heart trouble, indigestion, dyspepsia, nervousness, insomnia, poor eye sight—these and many other disorders, can often be traced directly to the use of tobacco. Besides it is an expensive, utterly useless habit.

Habit Banished In 48 to 72 Hours

No matter how firm a grip tobacco has on you—no matter whether you've been smoking cigars, pipe or cigarettes or chewing plug or fine cut for a month or 50 years—Tobacco Redeemer will positively remove all craving for tobacco in any form in from 48 to 72 hours. It does its work so quickly that all tobacco "hunger" is gone almost before you know it. Your desire for a smoke, or a chew begins to decrease after the very first dose.

Tobacco Redeemer contains no habit-forming drugs of any kind—it is in no sense a tobacco substitute. It does not cause the slightest shock to the nervous system; on the contrary, it quiets the nerves and makes you feel better in every way.

SEND Coupon for Proof

Get our free booklet. Tells you all about the deadly effects of tobacco and how easy it is now to quit. We will also send you copies of letters from confirmed users telling how this simple, home-treatment freed them absolutely from the habit. Just mail coupon or a postal will do.



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Send, without obligation to me in any way, proof that Tobacco Redeemer will positively free me from the Tobacco Habit.

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

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

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

Name

St. and No.

P. O. State

he is to be there for a time, as the rumor to the effect that Curt. is soon to relieve the Kittitas school of its best teacher seems quite strong.

Supervisor Allen has been doing double shift on account of flu at home, but we are glad to report that all are now O. K. and Ed. is getting caught up in his sleep. There has been quite a bit of flu, but so far every one has come through O. K.

Herman Gulberg, helper at Corfu, was called to California on account of his mother's illness. Haven't any report as yet whether she recovered or not. W. W. McCormack is helping Jeffery in Gulberg's place.

Usual main office note: "We have a new stenographer, Miss Griffin."

C. S. Martin was appointed maintainer at Josephine, effective February 7th.

Mr. Smith held an efficiency meeting in Spokane February 9th with supervisory forces that lasted twelve hours and covered Bonding Rules, Improvement in Maintenance Methods and most everything but rates of pay.

Supervisor Westermarck and Roadmaster Manley held a meeting at Ellensburg with all signal men and section men from Cole Elum to Beverly on February 12th. N. J. W. was to be the principal orator but due to some unfinished business in Spokane, yours truly conducted the services. Incidentally I talked four hours and never had an offer of a drink, not even water.

February 28th the northwest regional meeting of the Signal Division A. R. A. was held in the Milwaukee assistant signal engineer's office, Mr. Smith being chairman of this section. Three subjects were taken up, oil and oil lamps, insulated joints, and track circuits with primary battery for operation. Each of these subjects was covered by a very interesting paper and much discussion followed. The N. P. had the largest number present, evidently because the insulated joint was the only subject of interest to Milwaukee men. Primary battery and oil lamps have a small look in with A. C. signals.

Just now most of us are interested in our WILL, will we have to go to Chicago or will we not, and if we do will we get all we thought to.

(Third rail and everything that goes with it). Will let you know next month who was lucky.

News from the Northern Division.

Hazel E. Whitty.

About the most important thing that happened on the Northern Division this month was Jake Babcock's leaving us and going down to Hartford to work. Wouldn't have believed it, Jake, but they do say that they make better time now on the west way freight.

Brakeman J. B. Cawley, better known as Spec., is still doing extra work at Lannon. I understand he intends to stick to ma's cooking until he gets his molars fixed up in shape to tackle the boxing gloves on the Northern Division.

Some time in February Conductor Jed Taylor celebrated his 15th wedding anniversary, and according to all reports there was some time at Jed's house. It has and always will be a constant source of regret to Sailor Stallman and Guy Alexander that they were not able to be at the party after planning on it all year. And, lest we forget the most important part, Jed presented Mrs. Taylor with a beautiful bouquet in honor of the occasion.

The Hartford switch engine was put on again. Conductor Rochford is in charge, assisted by Brakeman James Monogue and Chief Foley. It surely makes a difference around Hartford, as the yards look like a baseball park under the management of such an efficient crew.

Skinny Young has given up his run on No. 101 and is seen again on the old line. Welcome back, Walter.

John Muntner has charge of the North Milwaukee switch engine at present. No unfinished business while "Hurry Up John" is on the job.

Mrs. Joe Young passed away recently of influenza. She leaves her husband and two small children to mourn the loss of a loving wife and mother.

And oft-times I sit and ponder
As I gaze up at the sky,
How, oh how, could Jackie leave us
And not even say good-bue?

North Star Woolen Mill Co.

Manufacturers

HIGH GRADE BLANKETS



Minneapolis

Minnesota

The Northern Division has been advised that a division freight claim office has been opened at Portage to handle the claims and O's and D's. The same is in charge of F. W. Wagner, division freight claim agent, with ex-Conductor R. A. Young handling the O. S. & D's and Miss Edna Chandler, stenographer. The chief work of the office is claim prevention. Traveling Inspector W. Zimbleman covers the territory east of Horicon, and Traveling Inspector W. C. Scott covers the territory west and north of Horicon. They have accomplished some very good work along these lines. Each and every employee of the Northern Division should co-operate with this organization to the fullest extent and any irregularities or anything that is causing claims that cannot be corrected should be immediately reported to them so that the proper steps may be taken to correct the same.

Speaking of trainmasters, isn't it nice to have a trainmaster with a smile?

Since J. J. Sultz has become a bonafide conductor, his wife is complaining of his chest expansion. When he got his ticket punch he got so chesty that he burst all the buttons off his coat and ripped the coat at both sides. Nevertheless, he has made good and made several successful trips. Let us hope that he never has greater mishaps than to burst his coat. (This might not seem such a joke, Mrs. Sultz, if we had to mend it.)

May Meager is at present superintendent of terminals, general yardmaster and ticket agent at Waukan. So far she has kept above water bravely and reports are that the conditions there are in fine shape. The men will have to admit some day, May, that while women are not the engines that pull the trains, they are the steam that makes the engine go.

What was said about Ed. Monongue in the last number is all true and then some. He can't or won't explain how it all happened, and so all we can do is to wish them happiness.

Martin Williams tried his best to do a Brodie from the tank of engine No. 2143 recently and succeeded so far that he injured his wrist severely and marred his beauty in other respects also.

Weary Luker says: "Nowadays when a fellow goes in and orders a porterhouse steak the proprietor goes into the side room and calls up the bank to find out his financial standing."

Mr. Holt, agent at Horicon, recently purchased four new tires for his jit and also a speedometer. Maybe next month we will be able to tell you where she lives and all about it, but at the present time he has not been able to use it.

Would appreciate receiving some news items from the branches. What's the matter? Doesn't anything ever happen on a branch? Ought to now, in the spring.

The flu has flown, the snow has disappeared, the birds are coming, R. Whitty has discarded his overshoes and spring is here. Tra la.

The Railway Exchange News—Eastern Edition. W. A. Dietze.

Being as how one should be well posted, we're willing to help keeping youse posted, to-wit: EASTER SUNDAY IN THE YEAR 2000 WILL FALL ON APRIL 23RD.

LIVES of great folks all impress us,
With the fact that money talks;
Also that it helps to dress us
In swell clothes when we take walks.

LET us then be up and doing,
(We who must provide the kale),
For our wives are busy viewing
All the Easter hats on sale.

DOWN the street they'll be parading
Easter Sunday to the kirk;
Easter Monday, we evading
Bill collectors, go to work.

Strange as it may seem, whenever or wherever the welfare of the feminine sex on this line is concerned, the responsibility rests with none other than "Bashful" John Phelps of Elgin. No. 10 having been derailed at Washington street recently, it befell the duty of our friend from Elgin to insure a safe conduct of the ladies, etc.

WE ALL WORK, PLAY AND LIVE TOGETHER



"IDEAL HOME," Endicott, N. Y. A Free Library for our workers and their friends. It has all the comforts of the real home.

ENDICOTT - JOHNSON

ENDICOTT, N. Y.

Shoes for Workers and their Boys and Girls

JOHNSON CITY, N. Y.

The fates have dealt most unkindly with George Semulow, and all the ill fate of a Sunday was bestowed upon this gent while en route to visit a fair lady at Cary, Ill., a wreck having blocked the right of way, making it necessary for him to somewhat burden his dogs by completing the trip on foot.

V. L. Hirtzfeld was thrown out of the last meeting of the Sensible Men's Club (formerly the Batchelors' Club) bodily. This gent is trying to pull a Dr. Jekyll and Mr. Hyde by being a member of the club and at the same time wooing one of Dubuque's fairest. With the facts known, when V. L. waltzed in to attend the meeting . . . resume. Enter V. L.; exit V. L. extra pale Budweiser.

O. H. Timm of the traffic department made his exodus to locate with the Beloit Chamber of Commerce, and while we are glad to see him get on, still we don't like to lose a gent of Mr. Timm's type.

Inquiry as to the absence of W. P. Skelding from the accounting department discloses this gent located with an insurance company at a salary of \$10,000 a year, more or less.

And now we shall again see our T. P. A.'s and T. P. A.'s having their shoes resoled and re-heeled instead of having them patched in the back, and it will not be necessary to have the tops of the desks refinished so often.

If a knock is a boost, here's boosting the store department: Some day the inhabitants of the earth are going to communicate with the inhabitants of Mars, and likewise some day a requisition on the general storekeeper for office supplies is going to be complied with in full, and the supplies are going to be sent to the proper office without having to be wired for any number of times. THAT DAY will be one the supply clerk of that particular office may or may not survive. If the said supply clerk has any physical defects the shock might prove fatal. **READING BETWEEN THE LINES** has got to be a fad in the general store department, because they certainly can fill a stationery requisition with everything except the articles ordered. Thus we have the ensuing lines from Miss Sue Ply Klirque:

These beads of sweat upon my brow
Are resultant of a serious row,
Which, complex as it seems, somehow
I'm wont to give it up right now.

I've tried to get some station'ry,
For which the guys rely on me,
I sent for a variety
Of things—of a necessity.

And as the weeks and months flew by
I traced and wired for reply
To no avail, so, with a sigh,
I leave this job to s'm'other guy.

"BIG BOB" McCord has been married for only a few weeks, but proof conclusive exists that he needs something more sustaining than love to continue life. No faith should be placed in his tale that he bought the big tea-kettle for a shaving mug.

Northern Montana Division.

A. B. G.

Jack Gavin is now operator at Lewistown yard. He was formerly at Hanover, Mont. He relieved Frank Curtis temporarily, who is now acting as operator at Falls yard.

Mrs. Mary Irwin resigned her position as clerk in the car department and is now keeping house for a living.

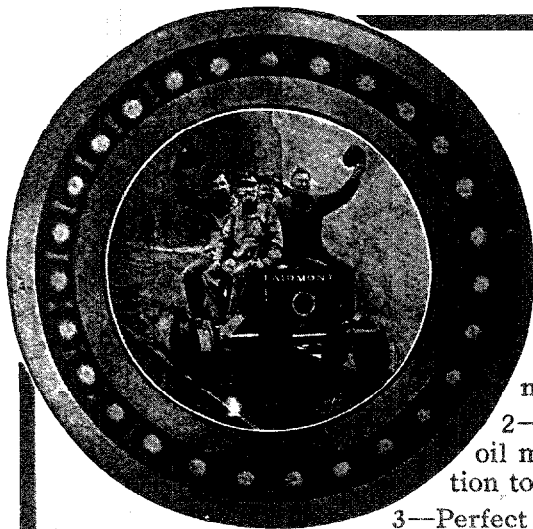
Miss Opal Lane, better known as "Betty," who was formerly stenographer at Lewistown freight office, was transferred to H. R. Wahoske's office, D. F. & P. A., at Great Falls.

Frank Wright, checker in freight house, spent a few days visiting friends on the farm near Roundup, Mont.

Conductor R. M. Pirie has returned from an extended visit in Iowa.

Miss Esther Garry has accepted a position as stenographer in the Lewistown freight office, taking Miss Lane's place.

From the many and varied sounds ensuing from the division freight and passenger agent's office within the last few days one would think Barnum and Bailey's circus had come to town, when in



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reality it is only Fred crating and moving a few of his precious way-bills.

B. W. Goggins, who has been on the sick list for a few days, is back again. Glad it wasn't the flu, B. W.

Engineer Burgoyne is laying off for a few weeks to go to the coast on account of the illness of his wife. We hope she is well along the road to recovery by this time.

Baggage man Ralph L. Dupay is the proud father of a little daughter, Katherin Delight, born January 19, 1920. Although Katherin has not resided on our planet for very many moons, she has already come into social prominence, having won a prize at the Merchant's Convention, awarded to the eighth baby born in Montana during the month of January. The prize was a beautiful gold neck chain and locket, given by Sutter Brothers' Jewelry Company, who stand sponsor for her. Katherin has a particular aversion for photographers, otherwise her picture would be in this issue. Never mind, Katherin Delight, we'll get one of you, when you are a few months older.

Miss Pauline Godsil of the roadmaster's office enjoyed a short visit in Minneapolis.

Mr. and Mrs. Craig Sayre, superintendent's office, have taken a cozy apartment and are keeping house now. Craig says he is assigned to K. P. duty every day. We'll wager you make a fine mess sergeant, Craig, but we'll not accept that invitation to dinner till we have time to see if you thrive on your own cooking; "the scale will tell the tale." (No, that wasn't supposed to be poetry. We're just glad to know you aren't losing weight, that's all.)

The girls of the passenger depot had a kitchen shower for Mr. and Mrs. Sayre, the event being to celebrate their removal to an apartment with a real honest-to-goodness kitchen 'n ever' thing. Good luck to you.

Engineer E. K. Crawford and Fireman Henry Hanson, recently reinstated, are now running on this division.

Alt. Lambert and F. G. Richards, firemen, are laying off to take a trip to the coast.

Fireman K. E. Rutledge has left for Great Falls to take the Choteau run there.

Fireman Henry Peters, who was bumped from the Choteau run, is now in Lewistown.

Lou Searles and Mrs. Georgia Appleby of Great Falls were married in January, and are now keeping house. Those cigars were fine, Lou.

The office of division freight and passenger agent, which has been located at Lewistown the past two years, on account of unification at Great Falls, has again been opened up at Great Falls freight station.

The Lewistown Democrat-News of February 20th contained the following item in regard to the segregation of the Great Northern and Milwaukee at this point:

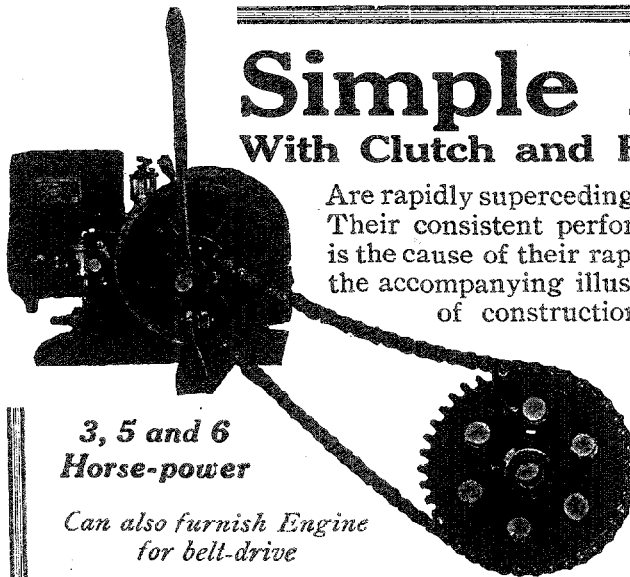
"The unification of terminal facilities at the local Milwaukee station ends tonight. Trains arriving here tonight will go to Milwaukee and leave from that station Monday morning to the Great Northern yards, and take on passengers at the Great Northern depot for the first time in two years.

"The transferring of the freight business was accomplished yesterday afternoon in Lewistown and throughout the country, where consolidations have been in force and all freight except its own handled by the Milwaukee has now been turned back to the Great Northern to be handled from their freight station commencing at 8 o'clock Monday morning. A force of Great Northern accounting men made the transfer, which was accomplished at 6 p. m. yesterday."

River Division Nothings.

"Belle."

April usually develops the spring poem crop, but I'm one of the ginks that's always just one jump ahead of the undertaker, the rent collector and the gas man, so I had to work off my poetical spell in March. By the looks, sounds and feel of the weather, spring is still a long way off. A little spring in a poem is all right, but it's not up to a little spring in a milkman's back yard. A little spring in a bed is better than too much spring or none at all. The spring poet who springs spring poems on the spring-poem editor usually goes down the steps instead of waiting for the elevator. The 1st of April is



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strength, lightness and dependability. SIMPLE engines start without cranking, are reversible, use any kind of fuel. Have no carburetor or mixing valve, take no fuel in the crank case.

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

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All Fools' Day. The question arises, who is the bigger fool—the one who fools, or the one who is fooled? Oil up your lawn mower this month—your neighbor will want to borrow it next month. April is a good month to do your spring painting. You should always placard newly painted surfaces thus: "FRESH PAINT!" If women would do this fewer men would get pink paint on their whiskers. A woman hasn't the cheek to do it. Now is the time to spade up the garden and plant spring vegetables. The seeds will cost about \$11.75. Your labor will be worth about \$25—total \$36.75 for a crop you can buy from any vegetable dealer for \$3.78. But think of the fun you have!

Miss Helen Partridge made a trip to Winnipeg February 21st to 24th. What she got out of her trip was a very enjoyable time, a mortgage on a new fur coat, and a dead-tired feeling. Thought I was going to say she got some of the joy-creating liquid, didn't you? But she didn't—honest—she has great respect for the federal inspectors. Besides she thinks she got enough for her money. What you think?

Say, if you want to make some easy money, just bet with A. F. Alexander, signal supervisor, next time you see him on a train, as to which direction the train is traveling. But don't tell him that I told you to. And don't tell him that I told you not to tell him that I told you. You won't, will you?

Superintendent W. J. Thiele acquired the honored title of "General Superintendent of the Middle District" March 1st, and will make his headquarters at Milwaukee. Although we dislike seeing our "little dynamo superintendent" leave, still we are pleased to see him go up, and his many friends here and along the line shower congratulations and good wishes upon him.

D. E. Rossiter, formerly superintendent of the La Crosse Division, occupies the position vacated by Mr. Thiele. Being a stranger to the job, the employees and the territory, it's up to us to make him feel at home, give him a rousing welcome, and the same support we gave his predecessor. I know we're going to like him. How do I know? Well, just ask me.

Smart Alicks! You will try to beat a good Milwaukee train with a tin Lizzie, will you? Sam Potter, John Heinen and a couple of other Milwaukeeites are the unpatriotic beings who got stuck at Rosemount when making the trip from Farmington to Minneapolis. Well, next time they'll know better perhaps, and they won't boast quite so loud beforehand.

Everybody is talking about the Farmington Get Together Club. New officers were elected recently, Art Hastings being chairman; and the way they are going after things it will only be a short time before LaCrosse will be sending a committee up to see how we do it. One advantage Farmington has over any other place on the Milwaukee is the fact that they have a railroad club with modern facilities, a dancing floor second to none in the state, reading and billiard rooms, and a room big enough to assemble and hold meetings such as the Get Together Club hold. A good deal of the spare energy at Farmington the past year was spent in getting these clubrooms fixed up. Now they are going after a few records just to demonstrate that what they don't know about good railroad-

ing, and how to put it into effect, is not much of an item.

"At last I have broken the bonds that enslaved me to the 'Devil Nicotine,'" says Brakeman Harry P. Tackaberry. "I'm getting along fine without chewing tobacco and smoking cigarettes. Sure, an' I've gained ten pounds in one month since I'm freed from those bad habits, and I'm no longer the victim of that frightful lethargy that had me in it's clutches." Now that's the kind of talk we like to hear, boys. It shows that somebody has a masterful will and instead of succumbing to the effects of his bad habits, has overcome the habits and thereby the bad effects. And look at the improvement in Harry. The look of lassitude has disappeared. The dark, sunken eyes and hollow cheeks have changed. He now looks the picture of health with his bright eyes and plump cheeks. Keep it up, Harry, old top! You'll have that wife of yours in love with you yet.

If you ever take a trip to Winona, remember "Ka-choo" or "Hoo-ish-she" are the magic passwords that will open the gates and welcome you among the railroad employees there. And there's always something exciting in the air there. Just now there's the romance of Daisy and Carl on the screen. Daisy is the expense clerk and Carl the cashier, and the audience finds it hard to tell which is the crazier about the other. However, one Hulda says she smells a box of candy coming her way. Speaking about candy, it's always welcome and we don't care what part of the year people pick on for Christmas, do we, Hulda? And it's erysipelas to us whether readers take this for a hint or a threat, but we admit we like 'em to appreciate small favors.

The most embarrassing but happy moment of Willie Paulson's life (so far) was, no doubt, when Frances, the blonde waitress at the Park Hotel, Winona, threw her arms about his neck and kissed him when she was about to board No. 18 the other night. Willie didn't know whether he was coming or going, but he did know that he was unable to shake her off. Who is Willie? Well, he's the mail boy at Winona, and he's alright, but he do love "pretty women." At that, Frances isn't so bad, is she, Willie?

Moral to the foregoing: "Go to Winona if romance has passed you by."

B. & B. Areograms—Coast Division. Fellow Workman

Bert Osborne and wife spent several days in Tacoma visiting old acquaintances. Bert was formerly bridge foreman of the Coast Division, but is now located east of the Cascades. Come over again, Bert, when the weather gets warmer, and I will take you for a spin in my "naphtha chariot." No, it is not a Henry or Sears Saw-buck.

Bill Kennedy has returned to work, having been laid up with the flu for several weeks.

The leading question of the day is: "Where does Frank Parks get those hats?" Now, if you will listen a moment, gentle reader, I will tip you off. You see, Frank being the "trouble shooter" for the B. & B. makes many trips on a gas car, and most of his troubles are up the Tacoma and Eastern. And as the passenger trains wend their way through the tall timber

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the curious passenger who has never before visited this locality, on seeing such large trees, must raise the car window and get a better vision of them. There is always a strong current of air blowing in this vicinity and the result is said passenger is minus his lid; and then along comes Frank Parks on his speeder and captures said lid.

Mrs. N. C. Arendt, wife of Chris Arendt, has returned home after a two months' visit at St. Maries, Idaho, where one of her sisters resides.

Has anybody seen my loving Arthur, anybody seen him flying by? "Oh, you ace." Yes, and this one in particular is "ace high," with G. E. A.

Andy Vogland, who had the misfortune to break one of his legs, has returned to work after an absence of three months.

One good turn deserves another, "Here's to the Bell(e) of the River Division." Sorry I couldn't send my photograph; have one of the wife or kiddies I can send. What's the difference, it's all in the family?

We have searched the records of the "Sporting Gazette" and can find no record of any prize-fighter by the name of G. Hall. Will somebody who is well posted kindly inform us where he got it?

Tom Wilson was confined to his home several days the past month on account of sickness.

Where did you get those shoes, Ollie? No, I do not want to buy a pair like them, but I would like to see the color of the man's hair that sold them to you; \$22, just think of it, folks. Do they come in boys' sizes?

Chief Carpenter Welch and Bridgmaster Lanning are inspecting bridges on the Tacoma and Eastern and the Willapa Harbor line this month, and will later go over the Bellingham and Northern.

Oscar Pitts, who was on the sick list several days, has returned to work.

Frank Parks is busy inspecting scales.

We note of late that Pump Repairer Anderson has been taking his meals up town. What's the idea? Has the wife gone to the country?

Alfred Personius is a new addition to Chief Carpenter Welch's office force.

Water Service Foreman Bublitz, who has been on the sick list, is again back on the water wagon.

Miss Gertrude Augustine, chief clerk of the B. & N., spent several days in the vicinity of Lake Washington, and reports having the time of her life.

John Shanes has returned to work after an absence of several days on the sick list.

One of the largest movements of cargo to sail from the Port of Tacoma under the flag of one company is 60,000 tons, to be sent from the docks of the Milwaukee-Osaka Shosen Kaisha Company during the months of April and May. The Osaka Shosen Kaisha, with its head steamship offices for the United States in Tacoma, has been doing a tremendous business out of this port since making Tacoma its terminal point and connections with the Chicago, Milwaukee & St. Paul Railway. For several months the export and import trade has been light, though nearly all vessels have gone out with full cargoes. The lack of freight was brought

about by conditions due to the ending of the war and turning trade routes. On account of the coal strike and car shortage during the winter Oriental tonnage through Tacoma was held up to a large extent, which forced the steamship company to alter schedules in an effort to meet conditions. This resulted in some instances in a decreased service and considerable tonnage being put here by the railroads, which was unexpected.

Now the Osaka Shosen Kaisha is shifting back to pre-war conditions and old schedules, with the result that the ships are coming for freight. In the list of vessels to arrive in April are the Africa Maru, Mexico Maru and Chicago Maru, while in May there will be the Indo Maru, Arabia Maru, Hawaii Maru, Manila Maru, and perhaps the Java Maru. These vessels carry all the way from 6,000 to 10,000 tons of cargo.

M. C. B. Jottings.

"Izetta."

Miss Geraldine Nelson, formerly of District General Car Foreman LaCourt's office, is working in the M. C. B. department turning out the reports.

L. K. Silcox, master car builder, and Secretary Walter Foesch, were out on the line a few days, stopping at Kansas City, Sioux City, Council Bluffs, etc.

A number of the employees took week-end trips over Washington's Birthday, some of them being: Al Horn to LaCrosse to see June, Miss G. Nelson spent the time with her parents at Loyal, Wis., several going to Chicago, Al Lenhart was at Oshkosh, and, that's all that I can think of.

R. L. Whitney, Statistician H. R. Warnock's office, Chicago, was taking up matters here. Always glad to see you, Mr. Whitney.

Louise Koester, formerly C. R. Gilman's stenographer, was transferred to the time keeping department, but the last report we have is that she has quit the employ of the railroad and is now working on upper Third street.

Catherine Butler has been quite sick, having a siege of tonsillitis and quinsy. She was away from the office for over two weeks, and O, the surprise when she got back. It seems that Cupid has been working fast around our office, and Miss Catherine came back to work with the most wonderful diamond on her left hand. The happy man is Jack McCarty, who is working for F. S. Brand. The congratulations of the entire office are extended to both.

Jack Hauenstein, formerly our file clerk, has been transferred to D. C. C. F., LaCourt's office. We wish him success in his new work.

Josephine Sweeney was calling on friends in Janesville the latter part of February.

Bob Shand, from C. G. Juneau's office, is handling the filing work, assisted by Al Kahlo.

It seems funny, we have never before had an engagement to announce, and this month we have three of them. Albena Wittak, stenographer in the M. C. B. office, came down to work the other day with a new diamond. She is engaged to a young lawyer, Arthur Snapper, who is practising in Milwaukee. Then, after we got over that surprise, we heard of the engagement of Floyd Streeter, of the M. C. B. billing department, to Mae Backes, a Milwaukee girl. We

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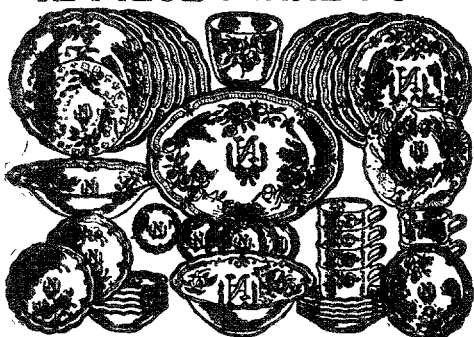
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E. D. LIFE, Dept. 3785 CHICAGO

want to congratulate all of these newly engaged people, and trust that the happiest day of their lives will be the saddest they will ever have.

C. R. Gilman, car lighting engineer, has been on the line, stopping at Dubuque, Savanna, Chicago, etc.

We will be glad when all the snow has melted and the slush is gone. The yards around the shops are surely terrible, and sometimes we think a boat will be necessary. However, isn't it a grand and glorious feeling to think that spring will be here soon?

William Enright, who is assisting in taking care of the historical records, was away from the office for quite some time, he being on the sick list. However, at this writing, we are pleased to state that he is again back at his desk.

Wooden Shoe Doings.

Mitch.

D. W. Kelly, who has been trainmaster for the past five years of the old "Wooden Shoe," has been appointed superintendent of the La Crosse Division. Dan, as he was known to all who knew him, has the best wishes of all the Superior Division in his new duties.

F. E. Devlin has been appointed trainmaster of the Superior Division to succeed D. W. Kelly.

Miss Myrtle Bersie, chief clerk to Trainmaster F. E. Devlin, is confined to her bed with a severe attack of la grippe.

Conductor Dick Eckhart has been displaced on the Hilbert branch run by Conductor Charlie Keiffer.

We do not know whether Chief Clerk Ballard of the superintendent's office is "peeved" at the west side or not, but we do know that he has moved to East Green Bay.

"Joc" Hyde has moved upstairs, having been promoted from interchange clerk to assistant material clerk.

Freighthouse Foreman Tom McClean is laid up with a touch of the flu.

R. D. Ellis, third trick operator at Green Bay shops, has been promoted to the agent's office at Fredonia.

Train No. 10 on the West Division was snow-bound for six hours March 1.

Brakeman Fred Monahan has moved to Menominee, Mich., and will work runs 402, 403, 404 and 405, which were put on March 1.

Tim O'Conner has been appointed assistant storekeeper to Desire Maes at Green Bay.

Miss Gladys Graves of Roundhouse Foreman Woodruff's office is back at her desk after a two weeks' vacation.

Charles Brisk died January 24, after undergoing a serious operation. Charlie was employed for over thirty years as a blacksmith by the road, and his untimely death was a shock to all. Through this column we wish to extend the sympathy of the Superior Division to all who mourn his death.

Brakeman "Andy" Scannell is able to be back on his run again after being confined at home with quinsy sore throat.

We noticed Elmer Hansen firing engine No. 6101 on second No. 10 March 1.

Engineer Gene Holland is back on his old east passenger run after putting the winter in on a switch engine at Green Bay.

Someone told us that James Lehan was organizing the "Camels" at Green Bay. How about it, James?

Ralph Graves, who has been traveling engineer of the Chicago terminals for the past year, is back with us again and is at present running an engine in the east ring.

Fireman Robert King has been off several trips of late, due to sickness.

Fireman George Warick says the carbuncle he has on his neck is a beauty mark. Well, you can have it, old top.

Machinist Atland Olsen has resigned the night roundhouse foreman job and is now working on first shift in the roundhouse.

The biggest surprise we received this year was on the morning of February 17, when the mailman brought us a card with these words: Mr. and Mrs. Carl Fogle announce the arrival of Berdeen Marion, February 14, 1920, weight ten pounds. We all say that was some valentine.

Some time ago Allen Woodruff was invited to his sister-in-law's for a big Sunday dinner. Now

Allen had his ears open around the office, heard much whispering about a big chicken dinner with (\$2.75) and everything, that a "select few" were going to have at a certain south side cafe. Al worked himself in with the "few" and also received a bid to attend, so cancelled the first dinner. Al is known to always be on time, and so he was at the dinner. Upon his arrival, he noticed that none of the "select few" were there and inquired of the head waitress if Walter H. had been in. She informed him she didn't know Walter from 700 dollars, and then it dawned on Allen that the bunch had framed this little joke on him. We understand he almost took the door off its hinges on his way out.

Some eight or nine years ago Engineer John Fowles invested 49c in a rummage sale for a grip and is still carrying it, but we hope another sale shows up pretty soon or all John will have left is a memory of that old grip.

Fireman Ben Hazelbauer was taken sick on his run the other day and is still off at this writing, and we have not heard what the trouble is.

Motoring on the Milwaukee—Up and Down on the Rocky Mountain Division.

Nora B. Sill

"She busted her beads,

Accidentally no doubt,

And they rolled down her back,
But she shimmed them out."

This is not an original poem, thank heaven, but stolen from somewhere or other. I suppose folks will be wondering now what class of Diamond Dick books I have been reading, but when I was thinking about the grand ball given by the B. of L. F. & E. and the Ladies' Auxillary, Local 744, evening of February 23d, it reminded me of some couples I saw there, and hence the brain-storm as above. But to resume, as'twere, all the folks who could get there from other places did, and they stayed also, which seems enough said for the hard work of the committee who decorated the hall and stirred the punch and hired the music, which was some music. Everyone said it was the best ever, including the grand march, and I want to say to that Slim person on the West End that this may be a small town instead of a CITY, but he can't bring forth any proof that after living in any sort of a town for two years that any committee invited him to dress all up and lead a G. M. for any excuse whatever. Guess that will hold him for a short while now.

We are sorry to write this month of the sad death of Forrest, the small son of Fireman Wilcox, who died the afternoon of February 29th. He was seven years of age and leaves a twin brother and a small sister, who have also been quite sick, but are improving now.

Fireman Frank Hamilton also lost his little three-year-old son the same week from pneumonia. They feared for the life of the youngest child for some time, but she is out of danger now. The Rocky Mountain Division extend both families their sympathy in their grief.

Mrs. Hyrup has been quite sick in the Three Forks hospital, but is home again. Engineer Hyrup has recently returned from a visit east, where he spent some weeks with home folks.

Miss Mary Hoyle, who has been sick in the local hospital, is a sister of Agent R. D. Crowder of Two Dot. She was operated on the first of the month and is so much better now she expects to return home soon.

George McGregor, brakeman, who has been visiting friends and relatives in the Dakotas, has returned to work again.

Ralph Everett made a trip on the Butte yard switch engine and came right back home again.

Mr. and Mrs. A. E. Fairhurst have adopted a baby boy, a few months of age. They returned home from a visit to the coast and brought the baby with them from a home in Seattle.

Mrs. R. D. Crowder, wife of agent at Two Dot, has made several trips to Three Forks recently, visiting her sister, who has been sick in the hospital here.

Telegraph offices have been opened at Finlen with Mr. Robinson on first, Mrs. Chambers and Mr. Collins on second and third; at Loweth, with Mr. Nelson from Harlowton on first, C. F. Huppe second and Mrs. Kelsey third; at Martinsdale, with H. L. Mertens second and Francis

THE NEW SERVANT IN THE HOME

Everyone, just now, is much interested naturally in the operation of the newly electrified district between the Puget Sound terminals and Othello, which brings to mind the wonderful advances made by the use of electricity in the home. Not only are our houses lighted by this most useful servant of man, but it is beginning to help solve the much dreaded servant problem in the home. The old adage, "Necessity is the Mother of Invention," has again proved to be true by the increasing use of the electric range. The servant problem has forced women to investigate, and then buy with delight the electric range, especially since the introduction of the type that automatically turns on the heat, and then automatically turns it off.

Many a woman leaves her home at two in the afternoon, and returns about six—opens the doors of the oven of her electric range and finds her dinner well cooked and ready to serve.

The electric range is solving many problems for women. In the last few years the sphere of woman's activity has greatly increased, and in the same proportion her ability to obtain domestic help has decreased. This has kept her at home, but now the electric range allows her more time for these interesting and broadening outside affairs, and yet she is permitted to prepare, with her own hands, the quality of food that she wishes for her family.

One of the very important features of the electric range is that you can always duplicate past performances. If you bake a good cake due to correct heating conditions, which is about fifty per cent of the success of good baking, you can, with electric heat, always have that same exact temperature every time you wish and know beforehand that your cake will be right.

The electric age of the home is fast approaching, just as the electric age in railroading and industry, and the electric range is just one step in this direction.

(Editor's Note—If you are interested in electric ranges write us for literature.)



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Murphy third. Two tricks in place of one at Cardinal, with Mrs. George second and R. M. Moore third, and three at Josephine, with Mr. Edison from Butte Yard first, E. G. Gillott second and E. R. Baily third.

Mrs. Hayden, who has been working third at Three Forks for some time, is on a lay-off, and the job has been bulletined, but no one assigned to it so far. She will try housekeeping again, and they have a nice apartment in Deer Lodge.

The wet weather and regular March brand of everything upset the R. M. Division first week it started out, and we had most of the rolling stock rolling off the right-of-way in one day. No. 18 lost four or five of its nice yellow cars near the N. P. bridge at Piedmont, and Jim Toy, not to be outdone, spilled his train along the tracks at Josephine. The Harlowton and Deer Lodge wreckers and also the N. P. wrecker were called into action, and the main line soon cleared, but they are still picking up some of the contents of some of Jim's freight cars. This it was that brought forth the remark of the four-year-old son of our Maudlow agent upon seeing the guard rails along the track in the tunnel near Maudlow: "Well, if those rails are put there to keep the trains on the track, why don't they put them along the whole railroad, so mother can stay at home and put us to bed instead of being a telegraph operator when the trains get in the ditch?"

Tom Healy of the trouble shooter has just returned from a trip to Massachusetts or Connecticut, or some of those way-back east states, and from the write-up in his home town paper, I guess they think he is wild and woolly sure.

Train Dispatcher Weatherly and his sister, Mrs. Shaffer, have returned home from Missouri, where they were called by the illness of their mother, who is better now.

Operator Evans is working third trick at Three Forks during the absence of Mrs. Hayden, coming here from the West End.

I wish the train dispatchers would kindly explain to all the newcomers that I am no relation to them whatever, just because they call me by my first name. A brother operator from down the line says to me, says he—well, I don't just remember what it was he said, because Neil Grogan says: "Nora, get on the job once in awhile and see how it seems." That's what comes of being a home-guard among all these boomers.

Before I stop I almost overlooked this, and it's very important, goodness knows: We are organized and up-to-date and paid our dues an' everything, and now have three call boys and a union and eight hours to work, no more and no less, and I can walk to work each afternoon with that angelic looking young person with dimples in his cheeks, who started to take me for a car ride one time and ran out of gas. I wish he would get a nice car and then I wouldn't have to walk—maybe.

Twin City Terminal Division.

"Molly O."

Frank E. Quirk, chief clerk in Superintendent Van Dyke's office, was taken to St. Joseph's hospital, St. Paul, March 16th, suffering from an acute attack of appendicitis. Latest reports are that he is somewhat better, although his condition is considered very serious. We all wish him a speedy recovery.

F. L. Brackett is acting chief clerk, room 17, second floor, during Mr. Quirk's absence, and also looking after the accounting office on the third floor. A mere detail like being in two places at once doesn't bother F. L. B. any.

Miss Marion Cohen, cashier's clerk in the local freight office, has resigned her position to enter the matrimonial state. Best wishes for her happiness from us all.

The signal department will miss the many pleasant "good mornings" from the living pictures, but our Mr. Cook decided that too much time was being spent and had the glass replaced.

Miss Hildur Hedstrom has accepted a position as stenographer in the office of A. F. Alexander, signal supervisor. Arthur Venie, former stenographer, resigned to take up electrical work at the Dunwoody school.

The signal department acknowledges a call from J. M. Pattee, member of the national committee of the B. R. S. of A.

We are glad to learn that Owen Dunn of the signal department is back on the job again. Mr. Dunn has been confined to his home for the past few weeks, having undergone an operation.

Bolsterous Doings at St. Paul.
"Birdie"

Several in the office have already mapped out their vacations. Some favor Lick Springs, Ind., while others seem to favor Canada, for some reason or other.

Four people from the commercial office attended the auto show, namely, Mr. Lutz, Miss Koppe, Mr. Maurer and Mr. Geduldig, and all came back envying the nice automobiles on display there. Miss Koppe is figuring on buying one, and Mr. Lutz is indisposed as to buying one.

"Safety Pin" Sprague is the liveliest little Safety First man that this generation has produced. He is nothing short of a marvel in his line. He carries a pocket full of sand to use on the ice in the coach so that he won't slip and fall down when he is cutting coaches.

Looks like love at first sight; guilty parties, the young lady in the car department and M. Martin King. Stick to it, M. Martin, but as honest-to-the-Lord friends of yours, we would advise you to keep a close watch on "Little Eve Davison," the Cloquett heart-breaker. This gent is liable to throw a switch under you.

Mae wore her shoes out at the S. O. R. dance the other night, and Clem suggested that she get a pair with thicker soles.

Lydia Hultman is all smiles these days, for all is hurry and scurry in the garage; the old boat will soon be speeding forth on Case street.

Harry Lutz, from the commercial office, has invested in a pair of new shoes.

Yardman Carroll (Kewpie) done got hooked up. Congratulations to both the parties concerned. "My kingdom for a wedding cigar!" Cigars, Kewpie, cigars! When will they be forthcoming?

Pat Vaughan of the warehouse has been very ill for some time. We hope he will soon be able to be with us again.

Agent Graven was recently called to St. Louis on account of the illness of his son. We are glad to report that he is much better.

Tom Carney will soon be following the plow at Hazel Park. Cutts will oversee same after the seeds begin to appear above the rich loam.

Too bad some people insist on using their ears when they shouldn't, isn't it, Johnny? Next time you better shut the door and see that Clem isn't around.

Why does Fred always keep his hat posed on his desk? If he insists upon keeping it there, won't someone soon suggest a change in scenery and remove the old landmark. Fred, don't forget Easter, the day of bonnets.

Marjie Bonn and Millie Nyberg seem to take a liking to the oriental models. How about it, girls?

What is the attraction at Faribault every Sunday, Millie? Can't be your brother every time, you know.

Frank W. Lighthart, demurrage clerk, died at his home on February 9th, after an illness of a few days. Mr. Lighthart has been with us for nine years. Our heartfelt sympathy is extended to Mrs. Lighthart in her bereavement.

Alex McCool has his own reasons for walking to and from the Bluff each day, rain or shine. Better luck next time, Alex.

Ben Hultman is taking a six months' leave of absence. We will miss his happy smile and cheery words around the office and will be looking forward to his return.

Did you see the vehicle that Florence calls a Ford? She's some driver; almost bumped into a bus on University avenue the other night. Be careful, Florence, or we will be minus a collector.

Jimmie Ryan was seen standing on the bank of the Mississippi river the other evening. What's the matter, Jimmie, is the job getting on your nerves?

Harry Goers has accepted the position of car recorder and Harold Voss has taken his place as assistant bill clerk.

The boys are responding very well to the call for news. Let's hear a little from the girls.

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Saint Paulograms

No. 5

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Mark H. Jackson, No. 761F Gurney Bldg., Syracuse, N. Y.

Mr. Jackson is responsible. Above statement true.

Prairie du Chien Division Notes.

C. A. Mio.

All our expectations of the second annual ball given by the Brotherhood of Railway Clerks, Madison Lodge No. 564, at the Studio, Tuesday evening, February 17, were fully realized, as the dance certainly was a big success. Through the co-operation of Superintendent J. A. McDonald and Trainmaster H. A. Hargraves, a special train was run from Janesville to Madison, bringing about 150 people, and made a return trip at 1 a. m. We wish to express our gratitude for the fine services rendered by Trainmaster H. A. Hargraves as engineer, James Gregory as fireman and George Barry as conductor on the "special," and for the good showing made by the young people of Janesville. We hope we can at some future time reciprocate. No one would ever suspect from the attitude of the officials around the office that they could trip the light fantastic, but they certainly showed the younger set a few fancy steps.

Upon going through Madison yard, our superintendent, J. A. McDonald, noticed a very ambitious looking fellow on a step-ladder dextrously cleaning the outside windows of caboose No. 0689. He at first thought that he was a new man on the car cleaning force, but upon taking a second glance, he noticed that it was no one else than Conductor J. H. Cavaney. Conductor Cavaney is noted for having one of the cleanest and neatest looking cabooses on the division. Girls! he is a young unmarried man and looks quite "nifty" when he's all dolled up, and don't forget—it's Leap Year.

E. M. Dousman, train dispatcher, received word from A. S. Merz, formerly an engineer on Prairie du Chien Division, that he is superintendent of Trans Baikal Lines East in Siberia with rank of major. He says he has a beautiful private car and everything that goes with it. Expects to be back next Christmas.

C. H. Agner, our esteemed train dispatcher on Mineral Point Division, spent the first part of this week at Baraboo, Wis. He said he doesn't blame the wild animals for wintering there with Ringling Brothers' circus.

Claire A. Parkin, train dispatcher, thinks a Ford Sedan is just about right for the country drives around Madison, as you can be comfortable in winter and summer. We all expect a little outing.

Myrtle C. Trochell resigned as trainmen time-keeper, and is taking a much needed rest at her home in Shawano, Wis. Hazel Linstead has been promoted to fill the vacancy.

Thomas Taylor, warehouseman at Madison, had the misfortune to sprain his ankle recently, but we notice he is back at his work again.

Miss Colette LaTronch, daughter of Roadmaster LaTronch, is spending the week-end in Madison. Miss LaTronch is a stenographer in the I. C. office at Dubuque, Ia.

Miss Opal Lawrence, clerk in Chief Carpenter's office, spent a week-end at Darlington, Wis., and from all reports she had an enjoyable time on the train.

A little bird told us that Robert J. Coleman, second trick operator at Milton Junction, took unto himself a wife during the latter part of February.

We can all laugh at Gladys Swenson now for having to move to Janesville, as she could laugh at us when we had to move. Guess she felt quite blue about it.

Mrs. W. H. Blethen, stenographer in Madison freight office, took a speedy trip to Sioux City. She looked pretty much all in, but it's hard to beat her for "pep."

Mrs. J. J. Burks, formerly Miss Esther Zimmerman, was ill with pneumonia for about a week.

There was a large attendance at the business meeting of the clerks, held Friday evening, March 12, but we are in hopes there will be a larger attendance next time, as, of course, there will be, as it is a social meeting and a big time is planned.

Who is the most popular when it comes to rushing "Rainbow Girl," "Crickets," etc., J. A. C., Mrs. "B." or the Irish comedian? I heard some one of these had the skin scraped off from their nose or chin sliding upstairs. It must be great to be clumsy.

Harry Shaw, milk conductor, is undergoing an operation for appendicitis.

Ernest Mix spent a day at Beloit.

Percy Roberts, at North Prairie, has been visiting friends at Milwaukee.

C. L. Davy has been appointed third trick operator at Eagle.

B. P. O'Neil, formerly agent at Eagle, has been appointed agent at Sauk City. Well, B. P. O., we are sorry you can't supervise the fishing at Eagle this season.

Conductor D. H. Cummings has taken Conductor Innus' place.

Conductor Chrystal, formerly on Waukesha patrol, is now running on 166 and 165.

Ed. Sloan, second trick operator at Waukesha, who has been sick with the flu, is again at work.

Pebbles from the Musselshell.

F. L. Thomas.

Harry N. Harper, for the past seven years agent at Westmore, died on February 17, after a short illness with pneumonia. He was 28 years of age. Besides his wife, he leaves his parents, who reside in the western end of the state. His death is regretted by his numerous fellow workers and friends with whom he had been acquainted over his many years of service on this division.

Engineer Norman had his leg crushed when his engine was derailed about six miles west of Marmarth, which necessitated amputation. He is getting along very nicely.

J. P. Rothman, trainmaster, was called to Chilton, Wis., by the death of his father.

Alva Baer left recently for a vacation at his old home in Charlotte, Mich. This is Mr. Baers' first visit to his old home in ten years.

Bob Grant, brakeman, has returned from a trip through the middle west.

A. W. Harris, manager of the Continental, at Miles City, is able to be up and around after a few days' illness with the flu.

Wallace Lebickier, formerly employed in the superintendent's office at Miles City, is visiting home folks.

M. T. Altpeter, warehouseman at Miles, has accepted a position with a lumber company in Idaho.

Brakeman J. B. Wyman has resumed work after a month's absence, due to illness.

Conductor F. F. Brooks has recovered from his injuries sustained in a wreck on the Trans.-Mo. division and returned to work.

John A. Osborn, stationary engineer at the pumping plant west of Miles City, in some unknown way was burned to death by a lantern exploding while he was at work. His body was not found until several hours after the accident.

Roadmaster A. H. Olson is expecting a 30-day leave of absence, which he expects to use in visiting home folks in Minnesota.

E. M. Grobel, assistant trainmaster, entertained the flu recently.

Mrs. J. H. Hickman, wife of the section foreman at Montline, was brought to Miles City to undergo an operation at the local hospital.

Miss Ora Jenkins of the shops is very ill with pneumonia at the local hospital.

Charles Foughtland, the popular conductor, and Miss Maud Sawtell were recently married. Congratulations.

Train Dispatcher T. J. Kelley returned from Iowa recently with his family. He expects to make their future home in Miles City.

H. E. Bevins, file clerk in the superintendent's office, has resigned his position and has left for Spokane, where we understand he has accepted a similar position with the O.-W.

Roundup station is getting to be a pretty busy place on account of the oil boom there.

J. B. Walsh of the engineering department is visiting relatives in Cedar Rapids, Ia.

Antone Holly, of the shops, had his hand quite badly crushed while working recently. However, his injuries did not prove serious and he has returned to work.

Miss Nora Burkett, clerk in the superintendent's office, was also one of those who entertained the flu.

So did M. E. Randall.

So did T. J. Chappel.

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General Offices—Accident and Health Department
Saginaw, Michigan

So did W. L. Faus. General Car Foreman E. F. Palmer has been transferred to Minneapolis. He is succeeded here by E. J. Rippberger of Milwaukee.

W. H. Wallace, agent at Meistone, was a recent Miles City visitor.

Miss Elizabeth Coleman of the superintendent's office, was a recent Billings visitor.

Clark Runyon, boilermaker at the shops, was confined to his home with an attack of influenza.

H. L. Geelhart, roadmaster at Roundup, was a recent Miles City visitor.

R. & S. W. Division.

M. J. Cavey.

The headquarters of General Superintendent W. M. Weidenheimer and District Engineer F. E. King will be at Savanna, Ill., after March 1st.

Conductor Charles Dobbert is laying off nursing a slight attack of rheumatism.

Sorry to announce the death of Mrs. Artlip, which was caused by the flu. Mrs. Artlip was the wife of Passenger Brakeman Homer Artlip, and all extend heartfelt sympathies.

The gentlemanly agent, C. H. Bush, and son were pleasant callers at Delavan the first part of the month.

R. & S. W. Engineer William Smith, who was at Milwaukee on one of his annual furloughs, gave all the "Home Guard Spur Boys" a new name. One man was named 1920. Bill did not have time to annex a name to himself as he was called to double-head No. 65 with Edward O'Brien.

Fireman Wadmond was an over-Sunday visitor with his parents at Delavan March 7th.

Business is booming at Racine yard, five switch engines are working, two of them on a nine-hour assignment, and plenty of work for another job.

Yard Conductors Nelson and Christiansen were off a few days the first of the month, each suffering with an attack of brain fever, said to have been caused by the perplexities they encountered in Racine terminal. Don't let them kid you, boys—you can handle the jobs as well as the next man.

Information is requested regarding the whereabouts of Engineer Bill Smith, last seen around Racine about Christmas time. Some of Bill's juniors are figuring that they are one man older on the seniority list.

Engineer Charles Burkett has returned from a very pleasant trip to Tampa, Fla., where he spent about six weeks in solid leisure. Charlie says, "Any man is a d--n fool who has to work in the winter time up here." Well, there are a lot of fools around here, according to that.

Engineer William Gregg is holding down the Beloit lay-over of the way-freight.

Engineer D. Callahan visited with relatives at Elkborn the first of the month.

Conductor Abe Horton greeted the passengers on 9 and 30 with, "Tickets, please," a few trips during the absence of Conductor Nick Hermes.

Dubuque Shop Notes.

C. A. Wright.

"Early to bed and early to rise, you will never be rated with the regular guys."

Fred Reavell, machinist at Dubuque shops, has heeded the "back to the farm" slogan and has rented a fine 250-acre farm on the Wisconsin side, located about six miles from Dubuque. If Fred succeeds in holding up the record of the farm, he will be able to return to Dubuque in about five years, not as a machinist, but as a retired farmer.

It appears from the way the L. 3 engines are lining up at Dubuque shops that we are going to have a run on these engines for repairs. I don't wish the fellow who invented the L. 3 any bad luck, but I wish he had one of them up in his back yard crosswise, so he couldn't get out of his back gate.

We have had very severe weather ever since March set in, in fact it has been below zero every day so far. We are all tired of winter this year. It reminds one of a conversation I heard among a few girls. One of them said, "Mabel, wouldn't you love to be able to pack a basket and stroll through the woods on a nice warm sunshiny day and spread your lunch on the ground and take a nice grasslunch?" Mabel looked

at her quite surprised and said: "What do you think I am: a cow?" "No, no," the other girl replied excitedly. "I did not mean that, but don't you enjoy picnics, Mabel?" "Yes, I do," said Mabel, "but I don't know about the grass lunch." Both girls then realized their mistake, and the whole bunch joined in a gigglefest.

Wisconsin Valley Division Notes. *Lilly Ann.*

F. W. Nieholm, who has been firing on the La Crosse Division, is back at his old position as night wiper at Minocqua roundhouse.

G. W. Caylor, car foreman, counted the ties between Goodnow and Minocqua, a distance of eighteen miles, owing to the non-arrival of a certain train at that station some time ago. ???

Mrs. John Went of Minocqua, visited at Merrill for a few days.

The snow is reported as three feet deep on the level on the logging roads north of Minocqua.

Station Agent F. E. Williams has resumed work at Boulder Junction after a winter's vacation. Relief Agent Marshall has returned to his ginseng farm at Dancy.

A patrol run has been put on running out of Tomahawk, Conductor J. Flannigan and Engineer L. E. Schultz in charge.

Conductor Carman and Brakemen Nobles and Loomis laid off a few days the first half of March.

Percy T. Lord of San Diego, Calif., passed away at his home and the remains were brought to Wausau. The funeral took place at the home of his parents, Mr. and Mrs. William Lord. Mr. Lord was formerly car foreman at Boone, Ia., and had many friends among the Wisconsin Valley Division employees.

On March 2nd, while Katherine McCarthy, Dorothy Tisch and Edith Billington were passing on the freight house platform on their way to high school they discovered smoke issuing from St. Paul refrigerator car No. 29176. Upon investigation they discovered that the car was on fire, and immediately notified the freight house men. Their discovery undoubtedly resulted in saving the car and contents. We wish to commend these girls for the interest taken. This is appreciated by the officials of the road.

Mrs. J. Horn is visiting in Chicago.

Tell us about it, Nell, we are interested.

Hazel Redlich, who has been seriously ill for the past month, is improving slowly.

Albert Olson, one of the oldest Milwaukee employees, passed away February 26th at Tomahawk. A number of the railroad men attended the funeral. We are sorry for those who survive him.

L. D. Cummins, operator, is spending a few days in Chicago.

Phyllis Edwinna, born to Mr. and Mrs. Alcide Lemay, February 2nd.

We were grieved to receive word from Miami, Fla., that Conductor Thomas Moran passed away on February 27th. Mr. Moran, with his daughter, Majorie, were spending the winter in Florida, where it was hoped he would regain his health. Mr. Moran was loved and admired by all who knew him and the surviving daughters and sons have our deepest sympathy.

J. A. Ball has been transferred from New Lisbon to Tomahawk as car foreman. J. Peterson is now car foreman at New Lisbon.

Roundhouse Notes.

Charles Betka, wiper, and family, have been sick with the flu. Charles is again back at work.

Charles Conklin, Jr., and family have been courting "dame flu" also but are now well.

A number of the enginemen's families have been ill with the flu, but am glad to say that no deaths resulted from the epidemic in the enginemen's homes thus far.

Jesse James, Jay Campbell and Tom Burek have been taking turns at the dispatching job at Wausau. Charles Harbaugh has been holding the first shift dispatching job at Wausau for some time.

Moo, moo, Tom Burek had the flu. Glad to see you back on the job again, Tom.

Jimmy O'Brien has been buying a lot of furniture. When is the big day coming, Jim? Let us all in on it.

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Baldwin Service means to a railroad, everything that has to do with better motive power conditions.

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locomotives for service in all parts of the world is always at the command of our customers.

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Are YOU selling our
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Tickets?**

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**The Travelers
Insurance Company**

Ticket Department
Hartford, Connecticut

Notes from the Accounting Department,
Minneapolis, Minn.
Charles C. Laird.

Most every one must make their "debut," so, therefore, we of the accounting department must live up to the rules and regulations of society.

Since the establishment of this important department, in January, 1919, at the joint, we have been quartered jointly with the forces of the store department. The office has been very crowded, due to this fact, and it took some fancy steps to maneuver through our midst.

We have labored jointly with our fellow workers of the store department since January, 1919, and their congenial attitude and co-operation has been noteworthy, and we are sorry to depart from such pleasant and agreeable surroundings.

Through the endeavors of our able shop accountant, Mr. Mickey, better known as Pa. (P. A. spells Pa, doesn't it?) we have at least reached the top of the ladder and our dreams have come to realities. Heretofore when anyone mentioned "new office" to us they were all looked upon with pity and we all knew they were full of hallucinations and delusions.

Say, we have some place, and we all know it; traveling accountants, auditor and presidents are cautioned not to be backward about visiting us just because we are in a swell place.

The electricians, John Hopkins and Wickland, entertained us Saturday by performing stunts that would make any aviator wonder.

Miss Olson says that she likes it up here; that's right, Dorothy, yer closer to heaven now than we think you ever will be—now don't sneeze, Dorothy, yer likely to blow over Powers' desk.

Elmer Peterson is no pen pusher; that fellow is a born worker and walker—he's walking all the time. "That's rights, Al."

Violette, she used to spell it Violet, like a flower; but then you know how "sealskins" change things. "That's right, Jatta," all the "Canucks" say so.

Emil says that he's go'na get married, cause, oh, ask Allen, he knows. Listen girls! he's got lots of "Jack," a Ford, good looking and—nir said.

Henry Gilbert is the proud possessor of a "jumping, yelling, kicking, and sometimes sleeping—thank the goodness—ten (10) pound baby BOY." Congratulations, Henry.

Irene Thorn, Mrs., our speedy "comtom." operator, says: "I'm sure of these figures, but not positive."

Mike Powers is an expert on engines. He'll tell 'em all so, won't you, Mike.

Elmer, he's an inventor, but I'll tell 'em he's got nothing on Allen Templeton. Just read one of his notes.

Miss Conroy ordered a larger chair before coming over to the NEW OFFICE. I wonder why?

I wish some one would show me a fellow who can make Mr. Nickey mad.

This is a brief explanation of the abilities of the gang, but of course you can easily ascertain and be cognizant, what ever that means, of this fact by a visit to this swell "NEW OFFICE" of ours. The office is adorned with all the latest improvements and we have a wonderful collection of desks, chairs and girls; in fact, it is just like the Pekin, Raddison, car department, store department, and all those swell and historic landmarks.

Store Department News.

At the present time this department is engaged in the important work of "TAKING" inventory and all one hears around this place is inventory—from Harold to Mr. Kelly.

Now the store department is a fine place for a single man—better get busy, George S. Don't like to mention names, as there are a lot more.

Bill Hughes, our efficient price clerk, has a record of being on time six months without a miss. I would suggest that we give 'em something. A bonus or more work.

Misses Gleason and Bradley, two of the most popular "stenos" in this part of the woods, enjoyed a few days in looking over the interesting sights of Kansas City last week. Let's see, now, Kansas dry—so Missouri. Oh! well.

Misses Murphy and Newirth are no "pikers" when it comes to traveling, only Margarette, she can't seem to be able for the life of her, to stay in one of those berths. I'll bet "Biddy" kicks. Miss Alman says it's easy to stay in one of 'em if only a person knew how, and Emma Zimms, goodness, you can't get her out of one of 'em once she gets in.

Marvel wishes to inform his many friends that he was MARRIED last month. 'Tis well. 'Tis well.

Minneapolis Shop Happenings.

James Nellins.

Good morning. Is everything running smooth and lovely down your way since the revolution?

With the advent of this nice spring weather such as is with us today, we will soon be overcome with wanderlust and begin to figure on what we will do with our week's vacation during the coming summer.

F. T. Lee has reached here from Portage, Wis., and has taken hold of his new duties as traveling engineer in the Minneapolis and St. Paul terminals, taking the place of A. Z. Cowles, who is assigned to other duties. Mr. Lee seems to enjoy a good, hard Minnesota blizzard, which is required of a man filling the position he has just been appointed to.

Thomas Ward, in charge of the fire protection apparatus at those shops, recently had a hurry-up call at 2 o'clock in the morning or account of some water difficulty, and Mr. Ward, being considerable of a Baptist and not averse to water, soon has the difficulty harnessed and plenty of water on the plant.

Chief Motive Power Department Clerk George O. Dayton was here February 13th performing some business in his line.

Great sympathy is expressed for Machinest P. J. Kennedy on account of the death of his wife, the sad event occurring on February 17th, and what makes the matter sadder still is that Mr. Kennedy himself is on the sick list, but latest reports are that he is improving and it is hoped he will soon resume his place on that big tire lathe as it seems lonesome without his familiar figure there.

Sylvester O'Gar and T. R. Morris were here February 24th and 25th checking over material in the storeroom, and both being old employees and apparently well acquainted here, they were kept busy shaking hands and greeting old acquaintances.

We have read the valedictory of Chief Clerk Dayton, motive power department, and note that he makes a change of base, and no doubt he will find his new field one of green pastures.

Well, so long, and take good keer of yerself.

We have also read in the Railway Mechanical Engineer, and noted a photo and brief autobiography, concerning Abe Lucas kicking off and taking up new duties in Chicago. We forget the name of the firm but it seems to be a place where they weld oxen.

P. G. Winter and H. G. Miller have been putting in some time here recently checking up affairs for the valuation department.

A sad accident happened in our blacksmith shop on February 20th, resulting in severe injuries to blacksmith helper, Michael Hamby, caused by exploding oil severely burning him about the arms and head, and although his injuries must have been painful he stood it like a soldier.

Springmaker Edward Holem and Apprentice M. Frederickson were also injured in same accident, but not so severely as was Mr. Ramby.

Messrs. Holem and Frederickson have resumed work and it will seem good to see Mr. Ramby back again.

Miss Hazel Flynn, who has been a clerk in the timekeeping and payroll department for a number of years, has resigned her position and accepted employment in St. Paul.

A queer lot you crowd in the payroll department to let that maid get away to another town.

It seems good to again see the Miller sisters, Miss Wava and Miss Nestly, back on the job again, after the severe illness of Miss Nestly. Miss Wava accompanied her sister to their former home in Indiana. They report all the boys and girls well in Posey county.

Kidney Troubles Relieved By AGMEL, Sap of Mexican Plant

Recent importations of quantities of Agmel, the sap of the Mexican maguey plant, are eagerly sought after by sufferers from Bright's disease in this country; for heretofore, only those who could afford a trip to Mexico enjoyed its benefits.

In its fresh state this sap loses its medicinal value within a few hours after being drawn, consequently its use as a remedy heretofore has been confined to those living near the growing plants. However, its importation is now made possible, after nearly a hundred years of effort, by a recent discovery of method of concentration which definitely insures the retention of its medicinal virtue.

This remarkable sap which is extracted from the Maguey Manso Fino de Mexico from the table-lands of Apam, (the only place in the world where it grows in perfection) is referred to in a leading medical journal as perhaps the only substance known up to the present time having the power to radically and permanently overcome Bright's disease. Convincing proof is offered in the fact that among the Mexicans who drink freely of this sap sufferers from Bright's disease are practically unknown.

It is now believed that within five years' time the dread of Bright's disease in the United States as an unconquerable malady will have largely disappeared. The Agmel Sales Co., 3-A Union Square, New York City, will forward to interested persons free descriptive booklet upon request, or one large 12-ounce bottle will be sent prepaid upon receipt of \$3.00, and 12 cents war tax, total \$3.12.

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In making mention of the changes in the car department due to the advancement of Tal. Hughes and William A. Tuttle, we forgot to mention Tom Holloran being advanced to assistant chief clerk in place of William Tuttle, advanced to chief clerk. Tom smiled a little, but that is nothing new for him, for it is smile rain or shine and it refuses to come off.

It seems lonesome in this office on account of the enforced absence of Miss Agnes Robertson, who has gone to a hospital with a view of undergoing an operation, and it is hoped that she will soon be back at her accustomed desk and bring her cheery smile with her.

We have lost Miss Lucy Callahan from the mechanical department to the accounting department, and while it shows the vacancy here, yet the other crowd is to be congratulated, for although this young lady is rather small of stature, yet she can handle a rather big job.

The men in the blacksmith shop are carrying their heads high in the air, the reason being one of their members, Theodore Norlin, being presented with a medal by his lodge. Mr. Norlin saw much service during the world war and gave a good account of himself, and his friends here knew of such. The medal is a dandy piece of jewelry and workmanship, but none too good to adorn the manly bosom of such a fine young fellow, and our smithy shop lads know how to do a thing properly and know a good fellow when they see him.

It seems nice to read the president's circular welcoming all the employees back to the fold, occasioned by the railroads being turned back to private ownership and from the government control, and with such a welcome it should behoove all of us to pitch in and show that we know a good thing when we see it and appreciate such.

Now, altogether, and your shoulder at the wheel.

Signal Department Bubbles—Lines East.

"Suds."

George Pfannerstill, formerly with this department, but now doing special work in the accounting department, paid us a visit recently. George has grown to be some boy and has a grip like a vice. Come again, George.

Every once in a while Joe Pattee drops in to see us. He's usually a pretty busy man when he comes to Milwaukee, but somehow he found time to give us quite a chat.

Frank Mills, draftsman from the west end, was in to see us recently. We all were indeed sorry to learn that Frank's sister had passed away, that being the reason for his coming east. The department joins in extending their sympathies and may the wound be healed by the thoughts of a final reunion.

We also learned recently that Steve Warren's mother passed away. It is something we must all face, but when we lose mother we lose a priceless jewel. Our heartfelt sympathies we extend to the bereaved family.

A. T. Breecher of Savanna and A. F. Alexander of Minneapolis were in shaking hands with the boys.

The signal valuation department has moved back to the depot from the Majestic building. They are now located in room 19, vacated by the administration office.

Frank Leahy has been promoted to chief clerk, filling the position vacated by his brother Ed. Eugene Forster is assistant to Frank. Phil Linderoth is bill clerk. Margaret has been promoted to personal stenographer and file clerk and Cyril Verfurth moves up to stenographer.

August Koenig, formerly foreman of a road crew, has been put in charge of signal material at the shops, succeeding J. J. Casey. We wish you all success, August.

Bob Poland, formerly foreman of a repair crew, has resigned to accept a position with an electric company in the city. Bob didn't like to be away from friend wife so much.

H. B. Crantford, with the Electric Storage Battery Company, was in to see us recently. H. B. seems to be meeting with a bit of success in his new venture.

We haven't seen Slim of the west end lately. What's the matter, Slim? Are you saving it for the big meet at the Railway Signal Show?

The team standing of the C. M. & St. P. league is as follows:

	Won.	Lost	Pct.
Rates	31	14	.689
Claims	30	15	.667
Cashiers	26	19	.578
Milwaukee Terminals	23	22	.511
Chestnut Street	19	26	.422
Wig-Wags	19	26	.422
Derails	18	27	.400
Accountants	14	31	.311

Car Accountant News.
"Sis Hopkins."

B. S. Keller has resumed his duties after a long illness.

Another Eggsample.—And other ginks who help to give old March its reputation of wind, are those who chance to live at some suburban station. They tell about the new eggs the hens each day present them, tales of Sunday stews and legs and wings, as if they really meant them. (Forest Glenn paper take notice.).

Dan Cupid has again crossed our path, this time killing two birds with one stone, was evidenced by the announcement of the engagement of Miss Florence Johnston of the foreign car record to Roniva Brown, our popular time movie hero.

Must ask your advice as to what sentence should be imposed on a certain young gentleman, answering to the name of Frank, who so kindly offered to pay the street car fare of one of our fair damsels, and then after paying same and securing the transfers forgot her in his mad rush for the second car, taking the transfers with him, leaving said fair damsel to either walk the remaining mile or pay her own fare, and all this happened on the way to work.

Misses Jessie Brown and Marie Wagner are wearing new diamonds.

A few months ago I mentioned vacation days, a song, a man and a ukelele—the song and ukelele have long been forgotten.

Some good signs of spring, housecleaning? And new Easter finery, Helen has her finery but I don't think for Easter. George expects to arrive soon from Pennsylvania.

Items of the S. C. & D. Division.

"L. C."

"Stop, Look and Listen"—News from the S. C. & D. again.

Happy Jack Lawler was out and had more pancakes. He also made some purchases at Davidson's store to take home. Good hubby, Mr. Lawler.

We had some exciting time at the Trainmen's and Firemen's dance, especially the "Firemen's," eh? Ask the dispatchers. Poor little Cupie. Let the rest of the world go by.

General Manager J. T. Gillick and Assistant G. M., C. O. Bradshaw recently made a business trip over the division. Mr. Buford, superintendent, and Mr. Emerson, district master mechanic, met them at Manila and accompanied them from Manila to Mitchell, S. D.

Mr. Steffan and Mrs. Bowen were called to Milwaukee on account of the serious illness of Ben Bowen. Mr. Bowen is the general chairman of the Brotherhood of Railway Trainmen.

O. A. Olson, who for the past four years has held the position as cashier in the Sioux Falls freight office, has resigned and gone to Pierre, S. D., where he will go into business for himself. We regret losing you, Albert, but here's good luck and success.

Since the new east yard has been completed in Sioux Falls the congested condition of the yards has been greatly relieved, yet business seems to hold good at all times and we could use another yard with as much trackage to good advantage.

A recent fire which temporarily closed the Wilson Packing Company's plant at Sioux Falls necessitated shipping live hogs to other plants. Our line handled these hogs out of here in apple order with practically not a moment's delay. Stock business at Sioux Falls is increasing each year to such an extent that it is necessary to put on a "tramp" switch crew at times.

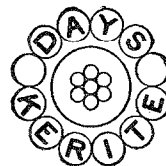
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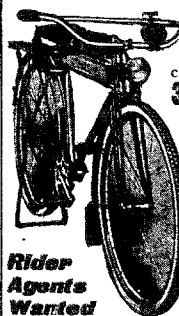
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Miss Irish, our bill and voucher clerk, and myself, spent Sunday in Chicago. Had a nice trip.

Speaking of energetic employees. Ask Mr. Stone about the five-mile walk he had on that blizzardy morning, when the street cars weren't running on account of a strike.

Engineer Barels, who is located in Los Angeles for his health, reports he is doing nicely. We are pleased to hear of his improvement.

Ex-Engineer Ogan is now living at Portland, Ore., running a donkey engine in a logging camp.

Timekeeper Glen Glimps spent the week-end recently at his home in Terre Haute, Ind.

Section Foreman John Miller is serving on the jury at Onawa.

Kansas City Terminal.

C. V. Wood.

Clarence Layton, formerly Mr. Adsit's chief clerk, left us March 1st to accept a traveling position with the Cotton Belt. He is succeeded by Gordon L. Seger, who was previously in the office of R. R. Mitchell of the recruiting committee. Our good wishes go with Mr. Layton in his new work. We certainly wish him everything good.

James Talbot, one of our good local office clerks, went to the hospital March 4th for an operation for appendicitis. We hope to have him back with us soon again.

E. G. Woodward is the new city passenger agent, being located at 723 Walnut street—with the balance of us until such time as he desires to "put us out." Mr. Adsit's department expects to locate shortly on the seventh floor of the Railway Exchange building, while the superintendent's office may be able to locate either in a box car at Coburg or share Agent McPherson's office with him. This, however, has not been definitely decided upon.

Mr. and Mrs. A. E. Ira wish to express their appreciation of the kindness of their C. M. & St. P. friends in the K. C. terminals, also the members of the A. E. O. U. W. lodge. They say the lamp is perfectly beautiful and brightens up their little apartment greatly. The three red heads are certainly experts in selecting wedding gifts. The china received from the A. E. O. U. W. lodge was very dainty and pretty, and if there was anything needed worse than dishes it was just a few more dishes. The Reed family certainly made the reception a great success and their kindness is much appreciated.

Our old pal, Meier Leberman, has established a flower shop in the new Kresge building, Twelfth and Main streets, and would no doubt appreciate your patronage.

Vice-President Greer and party honored the Kansas City terminal with a visit on March 7th.

Letter from Frances Smith states she is eating, sleeping and attending two picture shows per week at Joliet. Gee, some folks do have it easy.

Leverman Robert Sowder has asked for a four months' leave of absence and expects to do a little farming this summer. Here's hoping he has a very successful season.

Leverman Carson is at present working as general clerk in the local office, regaining his strength before he tackles his real honest to goodness job again. Frank Yarbough is very anxious for him to recover so he can take his long-delayed trip to California.

D. Yarbough, our good Coburg section foreman, returned from California early in March, "where he had gone to have the flu." We were glad to see him coming back. Too bad, Mr. Yarbough, you couldn't see more of Long Beach.

Switch Foreman William H. Brown returned to work early in March after having been off several weeks on account of a sprained ankle.

S. M. East.

O. J. B.

Just because we cannot walk right up to the gentleman and say the words that die on our lips before they are uttered, is no sign that we don't mean it, but safe in our sanctum we want to say that every one of us extend to Superintendent and Mrs. Meyer our sincere wishes for a

happy and prosperous journey through their married life. Mr. Meyer certainly looked it when he passed around the cigars and the dainty chocolates, on the day after. May they live happy all the days of their lives and three days after.

And now we must chronicle the departure of another fellow worker who has seen the opportunity for bettering himself in employment on the outside of railroading. Go to it, Roy, we shall keep our weather eye scraped and pointed in your direction and watch over your destinies like an old hen watching her chicks. Don't forget to write.

We copy the following from the Rushford Star-Republican: "The railroads are now turned back to their owners. Why shouldn't the government be turned back to the people and the good old constitution be put back into force once more."

Aye, the railroads have gone back to their owners and we, the employees, have the chance again to show all and sundry, that there is only one railroad that we owe allegiance to, only one road worth boosting for,—the one we are working for. If that thrives, we thrive, if it goes bump, we have to look for another job. The public wants the road that gives the service, and my dear public, we are the ones that will give that service.

We visited at Wells last week. Glad to say that every one from the agent to the car monkey was pow'ful glad to see us. Did we mention that Mitchell Mikkelson has gone to work for the Wells Flour Milling Company? Well, he has, and they do say that he is going strong with them and is doing credit to his Alma Mater, the C., M. & St. P. Vick sends his best regards to all. Mace Roberts, the baggage master, who, with the family, was away on a little trip, reports having a good time and feels so good he could dance a jig.

Milwaukee Shop Items. H. W. Griggs.

Geo. Dayton was in Minneapolis, Feb. 13 to 17. Alex Young called Feb. 16.

All the timekeepers from the SMP office were transferred over to the accounting department car shop floor at the close of the month. They know when they see a good bunch.

The blacksmiths from the burnt shop are working nights in the other shop. The work of re-roofing the burnt shop is well under way, nearly half of the trusses are up in place.

A. J. Harner, of the Galena Oil company was a caller Feb. 17. Mr. Harner had a smart article in the Feb. magazine on super-heaters, and will follow it up with another.

Freight Agent Davis, with office in the Union Depot, met with a slight fall Feb. 16; slipped on the upper steps.

Locomotive 8518 with the flat stack and double dog house on each side, makes quite a picturesque appearance through the country.

A. N. Lucas was heard from at Vicksburg, Miss., Feb. 18. He was at the shops at noon Feb. 28, looking simply fine, robust and jolly. Gee whiz, it won't do for Abe to look much better.

The car transfer table, north transfer, broke an axle flange the 19th on account of heaving track. Track and axles are repaired; may need some hard rubber shims between flanges.

Chief Chemist George Prentiss was at Bansenville February 20-25 and March 11.

Henry Krueger was laid up with the grippe over a week, from February 13.

L. K. Silcox, master car builder, has a fine continued article in the Railway Mechanical Engineer for January on "Inspection of Freight Car Equipment."

James McCormack called an hour in the afternoon of February 28 and started in George Dayton's place March 1 as chief clerk to the superintendent of motive power.

George Dayton went to the Buick people at Flint, Mich., March 1. Mr. Dayton had been with the Milwaukee road for over twenty years, and the way in which he was appreciated can perhaps be best told by the present of a fine gold watch when he left us.

W. H. Gardiner, inspector, who has been in California the last two months, returned March 1. He found some solid winter weather when he

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got back. Mitchell, S. D., had two feet of snow March 3.

Richie "Pincky" Mitchell, who is winning so many laurels in the fistic ring, is a son of Engineer A. B. Mitchell.

George Walder called the other day, and if George doesn't stop he, too, will simply swell up and explode with health.

An old-time engineer told us the other day that he had never seen a copy of the Employee's Magazine, and living in Milwaukee, too.

Miss Jane Kimmisch is one of the new additions to the force, having come up from Western avenue, Chicago, with the assistant S. M. P. outfit.

Orman Bosuet, from the avenue office, is handling things from the Milwaukee end.

Master Mechanic G. W. Taylor's handwriting is almost identical with that of H. R. Warnock's.

Another piece of regrettable news was that when we heard that John C. Fox, of Janesville, and fallen and broken his hip some time ago. We called on his at his home the 9th inst. and found him resting as well as can be expected, which, for a veteran nearly 93 years old, may keep him in bed for some time. Mrs. Fox, the faithful wife, is sick in the next room, and both are under the care of their daughter Mary. We all hope that the family will be in better health as the weather warms up. Mr. Fox is the oldest employe of the Milwaukee road, if not the oldest railroad employe in the United States and possibly in the world, he having started in 1851 as an engineer, and hauled S. S. Merrill, when he was conductor of a gravel train. A whole bunch of reminiscences could be written on what Mr. Fox knows of the Milwaukee road and its history, and we hope at an early day to put such in shape for our readers.

Veteran Engineer John Brady was a welcome caller the 10th inst. John looks about as young as he did a dozen years ago. The Richland Center branch seems to agree with him. Mr. Brady is in his 51st year with the Milwaukee road. His father was a close friend of Alexander Mitchell and S. S. Merrill. Mr. Brady says the farmers around Richland Center took good advantage of the fine sleighing this winter and hauled their hardwood logs to town for shipment to Wausau, over 175 cars being shipped.

General Boilermaker Foreman H. J. Wandberg quit March 1 and took up the stationary boiler work recently handled by the late Charles Fourness. William Lietz, from Dubuque, has Wandberg's former job.

While Superintendent M. P. Brennan is out over the lines his office is getting a rousing renovation.

Mr. Bradshaw was at the shops March 11. Mr. Warnock and Mr. Martin took a stroll over the plant the 12th.

The Shaw-geared locomotive is doing yard switching under the number of "25."

The March magazines arrived the 12th. Nora B. Sill is a sure spice for the columns.

It looks good to see the Minneapolis items again from our friend James Nellins.

The value of photographs as news mediums is well shown in the official portraits in the March issue.

Mr. Orman, chief clerk, and Miss Jane Kimmisch, stenographer, were the only two of A. Young's office force that moved to the shops with the office.

Mr. Bossuet was in Duluth over Sunday, March 14.

Another of the old-timers gone from among us, Patrick Killian, carpenter in the car department, died February 25, at the age of 77 years, at his home, 16 Thirty-sixth street, Milwaukee. Mr. Killian worked at the old Watertown shops, then for the old Mississippi shops, and started in again in 1880, after employment with another road. He was a member of the Veteran's Association. A son is a machinist in the locomotive department of the shops.

Freight Auditor's Notes.

O. W. Reinert

You don't happen to know of an orchestra that needs a few real artists? We have the artists of the day, ready for the highest bidders—

L. W. King—Saxophone.

F. J. Weichbrod—Violin, cornet and drum.

E. N. Wayrowski—Piano, cornet, violin.
Were they all blessed with half a dozen hands, we would have some band.

No, Joe Fine is still here, just trying his hand at supervising over in the power house. Good luck, Joe, you should make some supervisor.

Can't quite understand Min. Dehn's smiling countenance. Must have something under her hat. Speak up, Min.

O. P. Barry, our ticket auditor, came rushing into our bureau the other day with a couple of tickets that had been returned to him by travelers who were forced to change their plans because the pontoon at Prairie du Chien was open and trains could not cross the river. He wanted an explanation of the old bridge's attitude toward the traveling public. All we know is that it was invented and constructed to open at the approach of a schooner, and even with the country dry we suppose it was force of habit that the draw opened when everything near it was on ice.

Cora Berchled says she is afraid to open her mouth to say anything these days for fear of seeing her little speeches in the Magazine every month. She might try talking on her fingers for a change. Edith Marquiss entertains the same fear and always says she will give us an item of interest next time. Her sister Mary recently expressed her preference for bow-ties and we are expecting to see our up-to-date young men following this style during the coming season.

Our little lady of Seattle, Ann Holtzman, is wearing a bead necklace made by a soldier boy at Fort Sheridan. The brave hero did the bead-stringing and we think that Ann did a little stringing along, too, to get it.

We understand that Joe Wager is getting to be quite a dancer and we think he might give a demonstration some day during recess.

Mr. Miller is planning to head our bowling team to victory in the coming match with the revising bureau team. We know nothing of the skill of this crowd from "the other side," but we admire their courage to accept our challenge.

We have had quite a number on our sick list this month. Barney Roggonbuck had the flu and Charlie Schulze had a severe cold—no, he had two or three colds, come to think about it,—bad ones, too.

W. Ganzer was away on company business during the month.

Miss Mary Lawler spent a few days at Prairie du Chien, Wis. The trip was enjoyed immensely although it was 30 degrees below zero and a robin was seen in the bare trees. We feel sorry for the robin.

Iowa (Eastern) Division—Calmar Line. T. Raymond.

Conductor Charles R. Cornelius has resumed work after a long leave of absence.

Operator R. L. Taylor of Marion was in Chicago several days on business, Mrs. Taylor accompanying him.

The office of Division Master Mechanic McCarthy is being moved from Perry to Marion.

Marion baggageman, George B. Woodcox, and wife, have gone to California for an extended stay with relatives.

Chief Dispatcher and Mrs. H. C. Van Wormer had as their guest recently Mr and Mrs. Frank Ray and baby of Campbell, Minn. Frank has been a successful Minnesota farmer for several years and has now leased his farm and is taking things easy.

Mr. and Mrs. Jack Pinch were called to mourn the loss of their little baby, which passed away February 1. Mr. Pinch is acting baggageman at Marion passenger. We extend sympathy to the bereaved family.

Agent W. E. Owen is visiting in California, C. R. Davis relieving.

Agent F. N. Rathbun of Elk River Junction, went to Davenport March 11, taking the Mystic Shrine, G. E. Madsen acting as relief agent.

George H. Vandercook of Marion was called to Deer Lodge, Mont., on account of the illness of her son Harry and wife. They have now recovered.

Conductor J. J. Green was off duty on account of having his foot injured while switching at Greeley. It was not serious.

F. C. Freeman, who has been working in the car shops at Atkins, is now employed in the special agent's department, with headquarters at Ottumwa.

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Many Marlon friends will be glad to hear that Mr. and Mrs. C. J. Hagerty of Davenport recently celebrated their golden wedding anniversary at their home. Mr. Hagerty was formerly a conductor and baggageman running out of Marlon. They have two sons, Clifford of Davenport, and Edward, a conductor on the K. C. Division, residing at Ottumwa.

Foreman Patrick Ryan and wife of Marlon were called to Cincinnati early in March owing to the illness of their daughter, Mrs. William Cashen, with bronchial pneumonia. She was ill only a week and passed away March 10. The surviving members of the family have the deepest sympathy of a large circle of friends among the employees on this division.

Norman Crouse is now employed as roadmaster's clerk at Marlon.

La Crosse Division Facts.

Guy E. Sampson.

The windy month of March is here and finds our employees greatly improved as far as the "flu" is concerned. A great many of our working force were laid up for from a week to three weeks, but we are pleased to report that there has been no deaths since our last write-up.

Conductor Oscar Sagen is fast improving, but as yet not able to resume work.

One of our former call boys at Portage, Will J. Maloney, is now switching in that yard. Oh, yes, and since February 17, when he and Miss Vera Watson were quietly married, Billy has had to take orders from his papa-in-law, Foreman Jack Watson, who carries the list for the crew Billy works on.

Mrs. Eliza Snow, widow of Engineer Wash Snow, who lost his life in a wreck near Portage a number of years ago, died at Chippewa Falls, and the remains were brought to Portage for burial. The deceased was a sister to Engineer Emil Schneider of Portage. The sympathy of all employees is extended to the bereaved relatives.

Mrs. A. D. Finnegan, wife of Agent Finnegan of Kilbourn, was hurried to the Portage Hospital February 15, and within a few minutes after her arrival had a serious operation performed which, according to the doctor's opinion, was done in the nick of time to save her life. All are more than pleased to know that she is rapidly recovering and if no complications set in will be in her home by the time our readers get this issue of the magazine.

Miss Ryan, stenographer in the trainmaster's office, was ill in Milwaukee for a few days last month.

Our much respected superintendent, D. E. Rossiter, has been transferred to the River Division, and D. W. Kelly has been sent to our division as superintendent. While we were all inclined to feel that Mr. Rossiter was a needed fixture on our division to help us keep up our former percentage of efficiency, and were sorry to see him leave us, we all now realize that he is still with us as long as his services are with the good old MILWAUKEE Railway. La Crosse Division employees stand ready to give Mr. Rossiter's successor the same co-operation that they gave him and to help to keep our percentage of efficiency where it now is. All join in wishing Mr. Rossiter the best of success and also in welcoming Mr. Kelly as our superintendent.

Miss Edith Gates, stenographer in our La Crosse agent's office, left March 4 for New York City to accept a similar position with our commercial office at that place. Owing to the fact that the position was both offered and accepted by wire, and Miss Gates left the day following her acceptance of the position there was no farewell dinner which could have been given Miss Gates by the Get Together Club had they known of it in time. Miss Gates' new position was offered her through the kindly efforts of Agent C. L. V. Craft, who felt that there was more rapid promotion elsewhere for his faithful stenographer and gladly referred the matter to the New York office. May success crown her efforts and the best position with our company in any city be her reward.

Born, to Operator and Mrs. Seibold, of Kilbourn, February 18, a son. Mother and son are doing nicely, but father says the \$200 allowed by the income tax collector will scarcely buy the little fellow's shoes.

Conductors Lesley, Clasen and Steinmetz recently visited New Lisbon and had their measures taken for their new passenger uniforms. Apparently New Lisbon tailors are giving the boys the advantage of former bargains which they were able to get before the last seven or eight increases in prices.

Agent S. Freemore of Oakdale was called by death last month. Mr. Freemore entered the service of this company in the year 1881 and began work at Oakdale in the year 1882. Until the last few months of illness he had scarcely missed a day, being at his office daily. The sympathy of all employees is extended to the bereaved family.

One evening last month while N. L. Morehouse was running Nos. 10 and 23 in place of McQueeney, N. L. no doubt was instrumental in catching a rogue. A passenger who got on No. 23 at Hartland informed N. L. that the Hartland depot had that day been robbed. A young lad got on the train at Nashota, the next stop after Hartland, and paid a cash fare to Portage. This struck Mr. Morehouse as singular, not buying a ticket when going that distance. He watched the party and the more he watched him the more he felt that the party was not "on the square." Finally he wired Portage to notify the railway police, who were on hand and arrested the party on suspicion, and after close questioning he confessed to the robbery. Mr. Morehouse deserves credit for his good guessing. Brakemen on the train informed us that they understand there was a small reward given for the capture, but that they did not know whether N. L. came in for that or not. The reward was given by a western penitentiary, from which the party was a fugitive.

One day last month when No. 5 was pulling out of Kilbourn, Baggageman A. L. Lunby saw a brake beam loose and not being able to stop the train there, wired Lyndon and No. 5 was stopped there and the beam found to be dragging. Careful watching of all trains by station help often results in saving accidents, and if all station employees would cultivate this habit and all flagmen would learn to keep watch of station employees as the rear of their train passed the depot more accidents would be averted. We feel that Mr. Lunby should receive credit for his watchfulness.

Two more freight conductors have been promoted to passenger service and are now waiting for a chance to show what they can do along the line of collecting transportation. They are George Douglas and W. J. Walthers.

Word from the Railroad Men's Home at Highland Park, Ill., says that William Jenkins, now living at "the home," who formerly was a La Crosse Division conductor, is getting along nicely. Mr. Jenkins suffered a stroke a couple of years ago, soon after losing his life's companion. Not desiring to live with his children he decided to go to the home, and his sons visit him there quite often and say that he has the best of care and seems to enjoy life, although unable to wait upon himself.

M. J. Galvin has been appointed first trick operator at Mauston, which was made vacant by the death of Mr. Seymore, who has been ill for the last two years, but who still held the position until his death last month.

The La Crosse Get Together Club held its first meeting under the new officials the fourth Tuesday in February, and a good attendance showed that all are going to start the new year with the same old zeal that they showed last year. The club at Portage meets the fourth Thursday evening of each month and at the last meeting at that place more interest was shown than at any previous meeting of that club. All those interested in co-operation are glad to see the meetings well attended as it surely means, if the ideas set forth receive the proper consideration, increased efficiency and a better operated division. And who of us does not want our particular division to be at the top of the list in everything pertaining to service? We will cut our items short this month, for no doubt some of the "spring poets" will want some of the valuable space in the magazine.

Notes from the Aberdeen Division.

W. H. Murphy.

Miss Helen Artz has accepted a position as clerk to the chief carpenter, C. J. McCarthy, at Aberdeen. Miss Artz was formerly employed at Aberdeen by the division storekeeper in the capacity of stenographer.

Mrs. F. T. Beuchter, wife of the chief dispatcher at Aberdeen, has accepted a position as

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stenographer to the division storekeeper, the position formerly held by Miss Artz.

Miss Matilda Cully, stenographer in the offices of the general car foreman at Aberdeen, is expected to resume her duties in the near future, after undergoing an operation for appendicitis.

Louis Faeth, rate clerk at the local freight house, has again resumed his duties after spending his vacation in the vicinity of Seattle, Wash. Lou was unfortunate enough to get the "flu" while out west but otherwise enjoyed the trip very much.

April 1 the timekeeping formerly handled in the master mechanic's office at Aberdeen, writing payrolls for both the locomotive and car departments, will be handled by the superintendent's office, moving the timekeeper from the master mechanic's office to the superintendent's.

T. M. Fisher, formerly traveling accountant, has accepted a position at Deer Lodge, Mont., and left for that point on train No. 15 March 15. It is with regret indeed that we see "Tully" go, as he has proved "A FRIEND INDEED" on many instances while stopping at Aberdeen.

Word is received from Mr. Ostoff, formerly assistant division accountant at Aberdeen, now holding down the position of division accountant at Sioux City, that the work at that point has not let up any and he is a busy man.

Gus Rueland, clerk to the division freight and passenger agent at Aberdeen, had us all excited a few days ago over his being offered a position in the Minneapolis offices, and then did not accept after all. Gus has a regular girl here, anyway, and who would leave under circumstances like that?

Superintendent O. N. Harstad has departed on a short vacation and his duties are being handled by Trainmaster H. F. Gibson.

Arthur Maschke, chief clerk to the division storekeeper at Aberdeen, has resigned his position to accept a position as foreman of the gang at the storehouse at Aberdeen. His successor has not yet been named.

Miss Zinn's sunny disposition is missed in and around Aberdeen passenger station, also her old pal, Miss Georgia Ryan.

At the present writing we are having a regular South Dakota blizzard. After making a grand dash from corner to corner on our way up Main street to the passenger station, trying to keep our equilibrium, oh, boy, ain't it a grand and glorious feeling, when a fellow (or girl) reaches the opposite corner and can obtain shelter from the Aberdeen skyscrapers.

Now that the Aberdeen American has adopted the publishing of the "penny ante" sketches a fellow has to be good to think up a new excuse. "Ain't right to print such things. The 'sick friend' excuse is positively ruined now and ye married men beware in calling same to your aid as it won't do.

K. E. Morrison and wife recently returned after a vacation of one week visiting relatives at Beloit, Wis., and Minneapolis.

We understand that W. L. Kelley is looking for housekeeping rooms. 'Nuff said.

Erig Kinder, employed as boilermaker at Aberdeen for many years, has resigned to accept a like position at Wabasha, Minn.

Fred Jasmer recently returned to work at Aberdeen, after spending several weeks at Milwaukee shops, being instructed in the art of electric welding.

Aberdeen roundhouse has now been wired for electric welding, but the electric unit has not yet shown up.

Mike Kirchgasler, division accountant at Aberdeen, says he was busy when he was assistant D. A., but now he is BUSY.

Local Freight Office, Tacoma, Wash.

Mrs. F. C. Clover.

Tacoma is enjoying some real spring weather now. The lawns are all looking fine and lots of flowers in bloom. The writer enjoyed a sixty-mile automobile trip Sunday and wished that some of her friends in the blizzard country could have been along.

All the office force are back on the job again after numerous cases of sickness.

A. Goldsboro, revising clerk, returned after an absence of four months.

Miss Conway is spending a few weeks in New Orleans and southern cities. Miss Freda Marty is taking Miss Conway's place.

Mrs. Carrotte and daughter Catherine visited friends in Everett on February 22.

R. V. Bement, his wife and two children, were all sick at the same time, but have recovered nicely.

Mrs. J. McKay was initiated in the White Shrine lodge at their last meeting. There were about 150 in the class.

Tom Dolle now has a bachelor apartment and tells us he has some fine cats, and always at the office on time.

Dock No. 1 Notes.

We are still all here—but one of us had to take upon herself a new name—it happened February 10. Alice, whom we have known for three years as Miss Emms, took a two weeks' vacation and came back Mrs. Neilson. Of course, we gave her a hearty welcome on her return—white streamers on her desk and everything—and we were much relieved to see that she was still the brunette she was when she took that vacation. The newspaper item described our Alice as an attractive blonde.

It keeps a person busy keeping track of the various romances around the dock, and my reporters have done splendid work this month along that line—some items have been censored, though. One report is that the fence around the Bolander residence has been replaced by a hedge, as the gate has been found completely shattered on various occasions and papa's patience is at an end.

A. E. Folsom of the T. C. F. bureau moved his desk from the local freight house to dock No. 1 recently, and we are glad to have him with us. His desk is an antique piece of furniture, dating back to the time of prairie schooners and wild injuns. But with all its quaintness it quite fits in with the rest of the fixtures.

Dock No. 2 Notes.

March arrived with a bang here, not only in weather conditions but the railroads returning to private ownership caused about as much commotion from the inside as the wild March winds on the outside.

Mr. and Mrs. George Mason have moved to Everett, where Mr. Mason will be acting as agent for the C. M. & St. P. Mr. Collins has been appointed chief clerk in his place at dock No. 2.

Miss Frost and Miss Rohrs enjoyed a very pleasant visit in Spokane recently. On reaching Tacoma both were inclined to be a bit pious, probably due to sitting opposite four ministers on the train.

Black Hills Division News.

J. R. Quass

B. O. Searles, formerly trainmaster on this division, has gone to Cincinnati, Ohio, as general agent of this company at that point. We were sorry to have Mr. Searles leave us, but we join in wishing him success in his new position.

G. A. Gbons, trainmaster, who has been located at Murdo, has been transferred to Mitchell and handles the Sanborn to Rapid City district.

Former Lineman E. M. Young is back with us. Better stay this time,—we all like your company.

Sam Williams has gone to Aberdeen as lineman, since being relieved by Mr. Young.

Night Roundhouse Foreman John Guthrie is on the sick list.

Brakemen Harry Wilder and Jesse Johnson have been transferred from the road to Mitchell Yard.

Engineer Jess Rodgers is on 103-104, west, while Engineer Ed Smith is on the sick list.

Section Foreman Fallback has gone to Murdo, from Okaton, and taken the position of stationary fireman. Harry Keastor is foreman at Okaton, now.

Agent B. E. Jennings, who has been at Murdo, has bid in Plankinton, and moved there. Operator Fred Burke is relief agent at Murdo.

Agent R. C. Mytinger of Rapid City has been taking several weeks vacation, which he spent in the south.

The writer also took a few weeks to go east and see Conductor T. A. Biggs, who now runs on the S., C. & D. Division, Sioux City to Mitchell, and Conductor Billie Fosha. Billie is now running out of Mason City.

We had our March blizzard on the third, fourth and fifth, but the rotary plow, with a full crew of snow fighters, such as this division is noted for, had trains moving in twenty-four hours.

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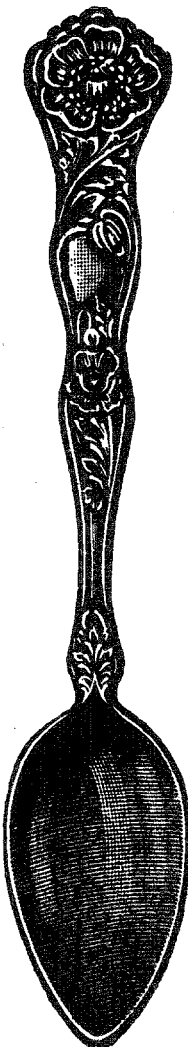
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