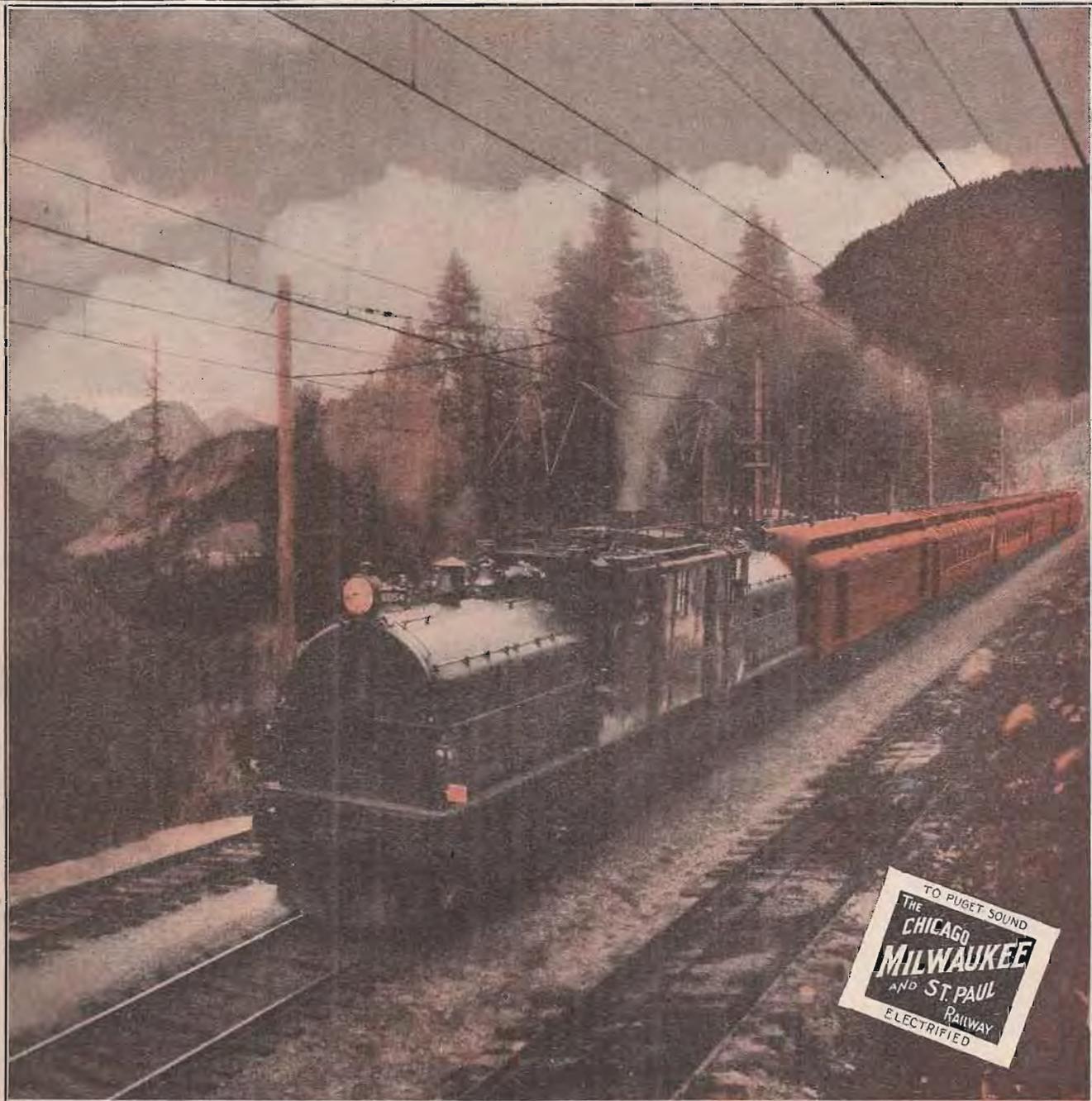
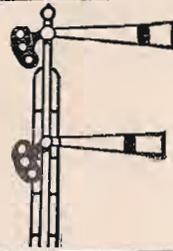
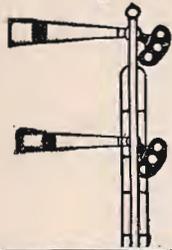


# THE MILWAUKEE MAGAZINE



*The Olympian in the Heart of the Cascade Mountains*

**MAY, 1924**



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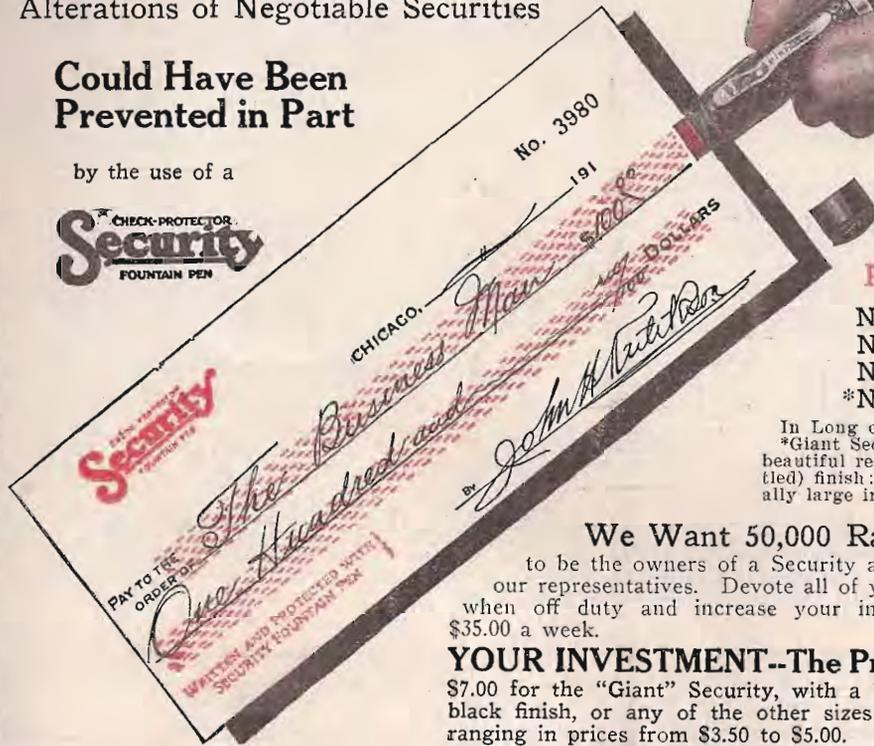
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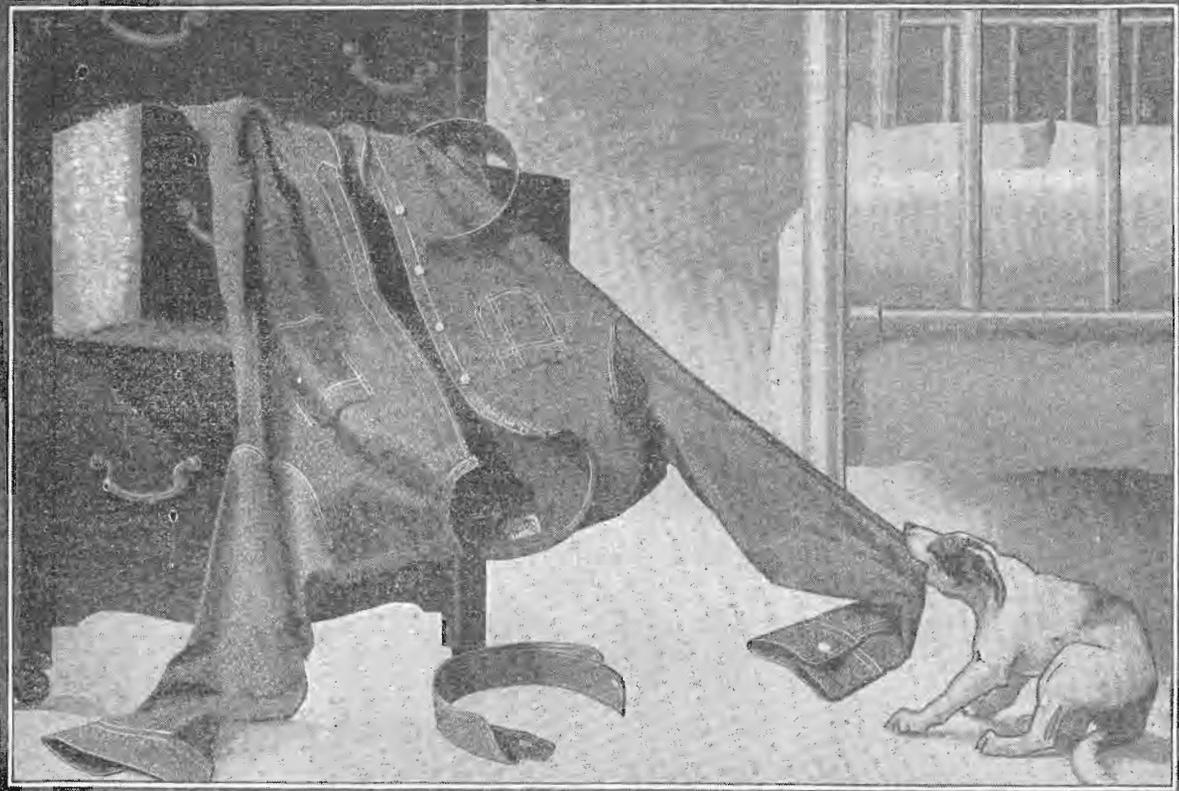
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## Electrification of the Virginian Railway

H. G. Wells points out the fact that the United States does not owe its existence to democracy, to naval prowess, nor to its location, but to the fact that the railroads were invented and developed at the critical period in the growth of our government. It was this fact and this fact alone that enabled the United States to grow into one united, organized country instead of into a group of nations such as Europe has. Thanks to the railroads, our country has grown beyond the "horse-drawn-size" country, and has developed into a full grown, "train-drawn-size" nation.

Now that the country has developed to its present size and strength, now that we, as a nation, are giving thought to prosperity within our borders rather than to conquest and expansion beyond our prescribed boundaries, and now that present indications predict rapid advances in future prosperity and continued development, all railroads are facing the important problem of increasing their capacity to take care of the increased traffic that they will surely be called on to handle.

There are two methods of increasing the capacity of any railroad; one, by increasing the equipment on the road, the other by increasing the efficiency of the present equipment. The Virginian Railway Company recently foreseeing the call for additional capacity has decided on the latter method of increasing their capacity.

This railway, like the C. M. & St. P. R. R., hauls a large amount of freight over the mountains. Last year they hauled 7,000,000 tons of coal over the Allegheny Mountains down to the seashore. With prospects of increasing this capacity to 12,000,000 tons annually and with limited track space and mountain grades between Roanoke, Va. and Mullens, W. Va., they faced a serious problem of how to manage such a tremendous increase.

After a thorough study of the condi-

tions, the engineers decided to electrify the 135 route miles lying between these two points, using the alternating current system with a single phase overhead trolley and split phase A. C. motive power units. About mid-way of the electrified section on the New River will be the large central station power house, containing three 12,500 Kw. single phase, 25 cycle, Westinghouse turbine generator units which will generate the power for transmission at 88,000 volts to the 13 outdoor transformer stations, most of which will contain 2 transformers of 3,000 Kv-a. each to step the voltage down to 11,000 volts A. C. 25 cycle single phase for the trolley.

The electric motive power units will be similar to those now used on the Norfolk & Western Railroad. Trains of 6,000 tons up a 2% grade at a speed of 14 M. P. H. will require 12,000 H. P. at the wheels.

These electric motive power units will replace the articulated mallet type steam locomotives now used on this section, which are among the most powerful steam locomotives built, having 20 driving wheels and 4 cylinders. But even with three of these powerful steam locomotives on a train (combined H. P. 7,000 H. P.) the railroad can haul trains of only 5,500 tons at a speed of only 7 M. P. H.

Electrification, permitting more than the present tonnage per train to be hauled at twice their present speed, will, therefore, enable the Virginian Railway to handle over twice their present load over the mountains.

By means of regenerative braking the speed of the down grade trains can be regulated without wear on the brake shoes and the company will be able to save 15,000,000 Kw. Hr. of electricity a year.

The contract for furnishing the complete equipment covering the motive power units, the power house, transformer stations and trolley line has been let to the Westinghouse Electric & Manufacturing Company of East Pittsburgh, Pennsylvania.



## The Railroads Contribution

Among the current criticisms of the railroads is frequently heard the assertion that the roads are now prosperous and should in turn assist other forms of industry,—particularly agriculture—to become prosperous.

Reports of the Interstate Commerce Commission make it clear—first, that the railroads as a whole and in the northwest in particular are not prosperous, and—second, that in spite of this fact they have done much toward the return of prosperity to other industries.

While their record of constantly increasing efficiency since their return to private operation surely entitles them to share in this prosperity it is a regrettable fact that many carriers are still performing their great tasks without profit.

Some critics refer to the increased volume of service rendered by the roads in 1923 as an evidence of profitable operations. That sort of argument will not mislead anyone who is aware of the high cost of everything the railroads must use to produce the only thing they sell.

The great increases in taxes, in the price of materials and supplies, and in the payroll, over pre-war levels, have brought the cost of manufacturing transportation up to about 100% above 1913.

As freight rates were not established at a level high enough to make up for this increased cost the suggestion that the railroads should be expected to share the burdens of other lines of business is hardly justified.

However, although net revenues have been disappointing it is a fact that rates have been reduced extensively in the last two years. On the Milwaukee Road, for example, the average charge for hauling a ton of freight one mile last year was less than 1-1/10 cents—only 35% higher than in 1913.

This is incontrovertible evidence that the roads are absorbing the larger portion of their increased expenses and thereby are helping out producers and shippers and the public generally.

This means, of course, that those who have invested in securities of many railroads are footing the bill and going without the return to which they are entitled.

The Milwaukee Road has over 22,500 stockholders—90% of whom hold from 1 to 100 shares each. None of these bona fide investors has received any dividends since the war—yet freight rates have been materially reduced.

The low transportation charge—only a fraction over a cent for hauling a ton one mile—and the fact that investors in many roads have been receiving no dividends and have suffered by shrinkage in the market value of their securities—show clearly that the railroads have borne and are still bearing their full share of the general financial burdens growing out of the war.

President.

# Reminiscences of An Old Time Engineer

F. W. KIMBALL

*In The May 1923 number of The Magazine, Mr. F. W. Kimball contributed some interesting reminiscences of early days in Minnesota and The Dakotas railroad history. In that letter he made some reference to certain reconnaissances which he made toward the Black Hills—one in 1879, across the Indian Reservation to the Cheyenne River; and again in 1880, he made a survey of portions of the route to the Black Hills. At that time there was some question as to the Indians being hostile toward the railroad, and Mr. Kimball was furnished with an Indian Guard. At the time Mr. Kimball wrote the article alluded to, he promised "some time" to tell the story of his reconnaissance and survey in greater detail. Under the title above, he has written the story. The story of the 1879 trip is given in this issue, and will be followed next month by the story of the 1880 survey.*

Some time ago I promised to write the story of our meeting with some Indians while on reconnaissance to the Black Hills in 1879. On this trip the Indians were friendly enough to all appearances, but they had been on a Sun Dance and no one can tell what a Sun Dance will do the hot blood of the redskin. But to go on with my story: As I wrote in my previous letter, 1879 I was in charge of locating and building the line from Hull west toward the Missouri River. On one of his visits to the front, General Manager S. S. Merrill spoke frequently of wanting someone to make a reconnaissance to the Black Hills, a distance from the Missouri River of about 215 miles, 170 of which were across the Big Sioux Reservation, and without road, trail or Indian villages in all of the distance.

"The Hills" at that time were practically one big gold camp, although the individual camps were many, and the prospect of going out through that wild country into what might and probably would prove to be a wilder region at the end, did not look very alluring to me. But I saw that Mr. Merrill was determined, and those who knew "the old man" will recall that when he was determined, those who worked for him might as well "fall in", so I agreed to make the exploration. Arrangements were made to give me a Government escort from Fort Hale on the Missouri River. We started from Hale one summer morning with a four-mule team and nine soldiers under command of Lieutenant Armstrong, and we also had an interpreter named Alex Rencontre. I had my team. Our first day was a long march, not stopping until night, and soon after we made camp a party of friendly Indians came up and camped nearby. They told Alex they had been to a Sun Dance near Rosebud, Spotted Tail's camp. The dance had broken up and the Indians were dispersing, this party being on its way to Standing Rock Camp. They further said that there had been some bad Indians at the Dance, and we would better be on the lookout for them. This was three years after the Custer Massacre and Sitting Bull was still at large somewhere in South Dakota or across the Canadian Line and small parties would occasionally come down to the Standing Rock and

Rosebud Agencies, mingle for a short time with the other Indians, draw rations and return. I asked Lieut. Armstrong if he thought we were safe with our small guard. He admitted he was doubtful, but on my asking him if he would send back to the Post for reinforcements he replied that he would prefer not to; that he was a soldier, he had been sent out with his small detail and his duty was to go forward and say nothing. I, therefore asked him if there were any objections to my sending word back, to which he said there could be none, so I wrote a note to the commandant, stating the word Alex had from the Indians we had seen, that he could question Alex who took the note back, and do as he thought best about sending a larger force. Alex started back and walked the entire distance, taking him more than a day to make the journey. Just at night the second day Alex returned with six additional men. It was a one company post, and with a number of men on detail or furlough, but few could be spared.

The Sun Dance, as I have said is an especially vicious and demoralizing ceremony, and had long since been forbidden by Government authority. The Indians used to hold these picnics, for such they were after their savage custom, lasting several days,—sometimes weeks. They were held in a secluded place, where a tepee was built of poles and brush large enough to hold one hundred or perhaps two hundred Indians, covered with their tarpaulin tents and hides. From the center pole to support the roof hung several raw-hide thongs. Several days would be devoted to listening to the tales of the old warriors who bragged of the battles they had fought and the scalps they had taken. At the near breakup of the camp volunteers would be called for to take the test of bravery. Slits were cut in their backs to get to the sinew, and thongs were attached. Then the dance begun and they would dance until they broke the sinews and freed themselves or until they fainted. If the former, they were proclaimed

brave warriors; if the latter, they were dubbed squaws. Such had been the pow-wow just breaking up. Probably many a lonely settler on the frontier has lost his life through the lust for blood developed in the young warriors at these meets. However, our party did not encounter any blood-thirsty braves and we got through without mishap.

After spending a few days in Rapid City and Deadwood, I left the outfit to return in a more leisurely manner, and finding a good trusty man who wanted to come East, we drove back by way of the Fort Pierre freighters trail, he sitting with a rifle across his knees. But we had no occasion to use it, and we made the drive in four days. There were several large freighting outfits on the road, and we would ascertain about where they were likely to camp and we tried to drive accordingly. The outfits were made up of "trails" that is,—three wagons with short poles hitched close together and drawn by ten yoke of oxen, or bulls, as they were called. A herder slept in one of the wagons during the day, and herded the cattle by night; and I would hire him to herd my team for the night too. I remember at various times of camping with outfits which had eighteen trails, turning out at night, 180 yoke or 360 head of cattle.

We got along on our return without accident, although it was a long trip back to the end of the track, which was at that time more than 200 miles east of Fort Pierre.

## Eggs' Ephemeral Epics

By H. M. Eggs'

I love to watch the sunbeams gay at play  
on the spring-time tide.  
They seem to greet me and to say:  
"Awake, Behold the Lord provide  
For every living thing on Earth."  
I love to sit 'neath skies serene, where  
the river swiftly glides  
Between the banks of velvet green, and  
think how the Lord provides  
For every living thing on Earth."  
I love to glimpse the far off land from  
off a great ships' side.  
Secure in faith of His strong Hand. The  
Hand that doth provide  
For every living thing on Earth.  
The sun goes down at close of day; far  
across the ocean wide.  
It smiles. To me it seems to say: "Rest  
and the Lord will provide  
For every living thing on Earth."



One Corner Of The General Freight Office In Mitchell Building, Milwaukee, In 1890. The Late D. W. Keyes, Assistant General Freight Agent Standing At Door Of His Private Office.

# Railway Fuel Conservation

MAURICE WHEELER, *Engineer C. V. Division*

Of the many natural resources that enter into our private and national lives those that are essential to the production of mechanical power are, perhaps, the most valuable. Our country was liberally supplied with both exhaustible and inexhaustible resources available for producing power, but we have been using and exploiting the exhaustible ones in a wasteful, reckless manner and the time has now arrived when our sufficiency requires that we think seriously of this matter and realize that we, as individual employees of the railroads think in the same way as to the amount of fuel we use. Thrift is common sense and we need to develop a common sense and apply it in wasting railway fuel.

Undoubtedly electrification will be the big means of conserving fuel, but, however, it will be some time to come before the greater majority of the railroads will operate electrically. As it is the engine where the coal is consumed, I will discuss this phase of the conservation plan first.

I believe that every engineer as far as he is concerned should be scientific and intelligent enough to be able to operate the engine which he has charge of with the minimum amount of coal. Everyone on the railroads is trying to have one lump of coal deliver as nearly as possible one hundred per cent of the heat contained in it. However, not alone can the engine and train crew solve this problem. Circumstances often shape themselves so that less than one hundred per cent of heat is obtained from one lump of coal. Let us then see how coal can be conserved.

One of the crimes against a locomotive is the lack of care and attention that is given it. In one instance I know where an engine was so badly out of order in regard to the setting of its valves that a few hours of repair work brought an immediate saving of twenty-five per cent of its fuel consumption. This is pennywise and pound-foolish. Locomotives should be clean, bright, freshly painted, not rusty, dirty or leaky. They must show up-keep and continuous up-keep as well as have the proper care. Worn tires that cause engines to slip with heavy trains waste coal by having to expend wasted energy on account of engine not in proper shape. The injectors should be in good working condition and should be on each side of the engine in a handy place so that the fireman can use it when the occasion demands. Thus, I can safely say to have an engine in first class shape when it leaves the roundhouse materially helps to save coal. The steaming apparatus should be in good condition. Poor steaming engines cause an excessive waste in coal. The grates, front end and all fire appurtenances should be given the proper attention before an engine starts out on a run. Flues should be blown out and not leaky. Then with a nice, clean, bright fire this engine should perform one horse power of work for every six pounds of coal consumed.

The care of grates is most essential in conservation of fuel. Grates should be left in a flat position. This means

that no part of them should protrude into the fire bed, except when shaking. To sift the ashes through the grates use a short, quick stroke of the shaker. If the grates become stuck in this operation do not use force to free them. In such cases it is likely they have become clogged with a stone or clinker. It is most important to keep the ash pan clean. Ashes beneath the grates cut off the air supply. Grates should not be shaken until live coals fall through nor should they be shaken when an engine is working especially when ascending a grade. Only small quantities of coal should be fired at one time and fired often. Red hot coals should not be smothered with fresh coal. This would cause the gases to be given off so rapidly that they would not be properly burned. A level even fire should be kept at all times and holes should not be allowed to form in the fuel bed. The fire should not be raked or stirred excessively and the poker should be used only when it is necessary to break or crack clinkers or any coke that may have formed. A clinkered fire shuts off the draft through the grates and causes flues to leak and engine to drum.

The arch brick in the firebox has a very marked tendency to insure complete combustion of the fuel before the heat reaches the fluetubes of the boiler and hence achieves a great economy in coal consumption.

A large number of engineers have become firm believers in the merits of water treatment and have actively encouraged the railroads to engage extensively in this practice. There are some who are skeptical about this plan, for some reason or other, but this attitude is wrong. Soda ash, Dearborn compound and various other chemical compositions have proven very beneficial. Water treatment has a very definite effect on economies in fuel consumption as well as reduces engine failures, enables railroads to operate engines over longer runs and reduces the cost of locomotive repairs. Boilers should be washed frequently and with sufficient frequency. All engines should be equipped with straight air valves as this helps leakage power.

Engines should be operated with water low enough to keep engines from popping, it being well to have one-half glass of water in superheater engines and nearly a full glass of water in other types of engines. Experiment has proven that there are not so many calories of heat required and therefore saves coal. Engines should NEVER be allowed to pop. This shows a lack of care to engines on part of the engine crew and unquestionably wastes coal, besides giving a very poor impression to our patronizing public. Generators should not be allowed to run unnecessarily. This is another great waste in fuel. When a supply of coal is being taken care should be exercised not to overload the tenders. A vast amount of coal is being wasted over all the railroads in this way. Let economy be our watchword. Sometimes when I see and think of the coal that is wasted by overloading tenders I think that we of America do not know even

yet the real meaning of the word "Economy". Besides the coal that is spilled and lost, the coal that remains in an overloaded tender after the run has been completed does not make a good fire and thus wastes fuel.

Using the proper amount of valve oil is another help to save coal. The engineer will also effect consumption of coal by properly working the engine of which he has charge. And right here I might say the proper assignment of engines is a vital question in regard to saving coal. Another important feature is the handling of engines at terminals. For instance, conditions may be such that engines are not promptly taken from trains to roundhouse and while standing consume considerable fuel. Engines should be brought to roundhouse with only sufficient fire to handle and should not have a fresh fire which is a waste of coal as the green coal will be knocked into the pit. I have read where in some foreign countries they inscribe the name of the engineer and fireman on the engine where they have made a noteworthy record. The time may come when this practice may be put into effect in this country when an engineer or fireman have made a record in the consumption of fuel.

There are other ways in which fuel may be saved but as you will note I am an engineer I take into consideration the engine the prime cause of fuel conservation. The train order method affects the consumption of coal. The train order method when it thus retards the movement of trains causes loss of time to cars, engine and men. Furthermore it unnecessarily obstructs the particular sections of track occupied by the delayed trains and it requires the consumption of additional fuel to regain the normal speed. The speed of trains unquestionably has a direct bearing on the costs but the speeds of trains under actual operating conditions are fixed by the requirement of the traffic and service and by their relation to the cost of transportation so consequently the engineer has no control in fuel conservation along this line. But when the time cards are being made out great care should be exercised so that the time is evenly distributed over the road taking into consideration the grade, curvature, etc. Too much time should not be allowed for trains to lay over at places and then the time shortened at other places on the road. This causes a waste in fuel. The track should also be in good condition, signals in proper working order.

Cars that move over the road unnecessarily due to some oversight cause a waste in fuel consumption and this is one big feature in the consumption of coal. It requires a vast amount of coal to generate power for moving traffic and to move traffic unnecessarily should be avoided. Along this line I might mention unnecessary switching. This is not only annoying but causes a considerable waste in coal and I believe unnecessary switching is prevalent everywhere on the railroad. Drastic action should be taken against unnecessary switching. Incorrect billing of cars, especially of company material causes a waste in fuel. Often times the coal of a gondola type of car or hopper bottom car is not thoroughly cleaned out. The car is filled with other material such as sand for instance and thus the coal is wasted.

The axle bearing of the average railroad car in this country,—particularly the freight rolling stock—has neither been improved nor changed in more than half a century. It virtually is the same as it was in 1860,—a swabbing of cotton, waste and grease set in a box upon the axle end, a device forever becoming hot and blazing forth into flame, causing cars to be set out and thereby causing extra fuel consumption. Henry Ford, with not only the skill and experience of his own marvelously ingenious mechanical mind, but the expert staff that he has always at his elbow, can only succeed in putting better bearings under our railroad cars his name should be accounted as blessed in our railroad tradition.

Coal is not only the foundation of America's industrial life, it also is the base on which civilization is built. No nation can hope to be supreme among the countries of the world in war or peace if it lacks a bountiful supply of coal. Coal is the ancestor of more useful products than any other element of nature available to man. From the time we rise until the day is done we maintain an intimate association either with coal itself or one of its by-products. As loyal citizens, it behooves each one of us concerned to conserve coal—not only to conserve for the company for which we work but also to reserve the natural resources in which our country so plentifully abounds. It is stated that more than twenty-five percent of the total amount of coal which we are digging from the earth is burned to operate our railroads. Through our efforts by conserving coal for the railroads, from which we receive our earnings, let us reduce and decrease this amount. Increase in the efficiency and economy of railway operation does not benefit the directors and stockholders so much as it benefits the public for the rates can be reduced when railroads are operating economically. So it is the conscientious employee who does all possible to aid effectively in the consumption of coal.

#### On the Old I. & D.

(By H. D. Brown.)

Away back in eighteen seventy-nine,  
I was a boy not yet twenty-one,  
I dropped into Sanborn, Iowa, before  
the big snow storms begun.  
It was sometime along in November,  
I don't just remember the date,  
I went to work in the depot, helping  
to check up the freight.  
The storms of the winter that year  
are remembered by some to this day,  
It began snowing along in October and  
scarcely let up until May,  
Fred Harmon was running the depot  
and Andy Divine worked the key,  
Ole Olson, I think, was yard master  
then at Sanborn on the I. & D.,  
'Twas an awful winter to railroad, the  
snow lay thick on the ground,  
The yards were filled full of snow banks,  
'twas a hard job getting around,  
Out on the main line the cuts were all  
full, the men threw the snow way up  
high,  
When you stood on the track and gazed  
at the top it seemed to reach up to the  
sky.  
All kinds of snow plows were brought  
into use but they failed to keep the  
snow back,  
A sixty-mile gale would come out of

the north and soon have it back on  
the track.

John Hughes, John Byrnes and John  
Clancy were handling the engines you  
see,

They plowed up the snow east of San-  
born, you know, from the track of  
the old I. & D.

I'll never forget Frosty Olson, as he  
and I used to watch coal,

Some of the boys will remember him  
yet, he was a jolly good soul.

We used to hang out in the old caboose  
while the wind just hammered the  
door

As it shrieked and rattled the windows  
and drifted the snow more and more.  
"No coal for sale," the company said,  
"for no matter how hard we strive  
We can't get enough for the stoves  
hereabout but must keep the engine  
alive."

The people just begged us for fuel and  
some got as mad as could be,

'Twas no easy task to keep them away  
from the coal of the I. & D.

A third of a century has passed and  
gone, how I love to think of those  
days,

Tommy Comfort was firing out on the  
West end and so was my old friend  
Bill Hayes.

Geo. Bryan was braking, Mike Byrnes  
had a train, and so did Scott Derrick,  
too,

Tom Maxwell, Chas. Mathews and Ben  
Oleson, these boys were each handling  
a crew,

Ed. Morand, Dell Chase and Lew Far-  
num, Clancy Coleman and I think,  
Tommy Lane

Tom Joyce, Gene Brainard and Frank  
Langhan were also each handling a  
train.

That same year, I believe, the life was  
snuffed out of my good friend, Jim  
Fee,

It happened out there in the Sanborn  
yard on the track of the old I. & D.  
Frosty Olson was sent out with a train,  
he worked with all his might,

He looked o'er the way bills and checked  
up the freight to see that all was done  
right

His train was made up and ready to go,  
I remember him humming a tune,

How little we thought, as his train  
pulled out, that he'd be back in soon.

They pulled out of Sanborn about ten  
P. M., now it may have been just a  
bit past,

The boys on behind heard the whistle  
for brakes and noticed they were run-  
ning quite fast,

Frosty climbed out on top and started  
ahead to see what the trouble could be,

His body was picked up all mangled and  
bruised on the track of the old I. & D.

Tom Manchester, Kid Mowder and  
Dave Blackwood are a few of the boys  
I recall.

Yes, I almost forgot old Tom Frazier,  
he was the grandpa of all.

Bill Woodman was handling the throttle,  
Hank George has the best job by far,  
Mr. Sanborn was Superintendent and  
rode in his private car.

Ed. Pennington was the Road Master.  
I remember him very well, too,

I sang for him "Down Among the  
Daisies" before he was head of the  
Soo.

Now boys please don't feel offended if  
I've failed to make mention of thee,  
But remember that thirty-two years have  
gone since I left the old I. & D.

#### A Trip Through the Hidden Cities On the Milwaukee Railway—See How Many You Can Locate.

H.E.S.

In company with Avery McGregor, a  
carpenter from Scotland; Bernard Wil-  
liams, a butler from Virginia; Fred-  
erick Slinger, a barber from Vienna and  
Austin Greeley, a baker from Man-  
chester, we started at dawn at the signal  
of two dot, proceeding cross plains until  
we encountered a deep river and canyon,  
wherein was a majestic castle rock. In  
the distant spring green we discerned  
a brown deer grazing at the edge of an  
elm grove and a few miles beyond saw  
a high bridge spanning a black river.

Unfortunately one cylinder of our  
Packard began to pound and progress  
was not all joy. The cause was found  
and remedied and we sped through  
brush, small brooks and rockland and  
were unexpectedly given a surprise as  
we ran into an arena where there was  
a parade of buffalo, moose, tiger and  
beaver. Beyond was a blooming prairie  
of arbutus, azalia, carnation, lavender,  
lotus and primrose close to a cedar point  
by the waters of a rose creek. In the  
interior of a maple valley we found a  
solitary lily growing close to a rocklake.

At noon we had lunch, good rio and  
Java coffee, lima beans with plenty of  
good old ham sandwiches, topping off  
with an ice cream cone. We rested be-  
side a very clear lake and drank from  
an Indian spring where the melody of  
a cardinal gave us a welcome. There  
was a regular bird island nearby what  
seemed a gold creek, reached by a  
landing and then through a shady lane  
with a fairview of a fine golf course and  
polo grounds.

At sunset we rested and read from  
Dickens, Ruskin and Whittier. During  
a discussion we found our party were  
college graduates, one from Harvard,  
one from Yale, Princeton and Columbia.

After a breakfast the following morn-



The "Freight House" Bunch, Cedar Rapids, Iowa.

ing of Armour bacon, rye bread and an orange we took up our journey and during the day we found mineral deposits such as emery, ruby and gypsum which will spell money some day to a rover or empire builder. One large deposit we named Iron Mountain. Growing wild we saw various fruits, such as cherry, bartlett, gage and lemon. Entering a garden city which seemed to be a new town, we examined a new house, and a lake stocked with sturgeon, an old hull stranded on a high rock, and beyond a regular strawberry point close beside a grand meadow, regular farmersburg with plenty of grass range. We had a bath in a crystal falls and pitched camp on a green island where there were birds of the redwing, blackhawk, eagle and falcon species. At deer lodge we had a visit from a tribe of the Ute and Sioux, also Flandreau and Winnebago Indians, part of the lost nation of pioneer times, who have met the fate of Ramona. They presented us with a very fine specimen of a tomahawk and an arrow head as well as other articles made from pipestone, offering their services for our sixteen mile ride to trail city. The last day of our trip bidwell to be a double day of pleasure as we passed through many forests of alder, arbor vitae, balsam, linden, oakwood, red elm and rosewood, ending in a shady grove where our Elgin and Waltham watches showed the omega of our journey had been reached.

#### Announcements

Effective April 1st

Mr. T. W. Proctor received the appointment of Assistant Freight Traffic Manager, with headquarters at Chicago.

Mr. F. N. Hicks received the appointment of Assistant Traffic Manager with headquarters at Seattle, vice Mr. J. R. Veitch, deceased.

Effective April 15th

Mr. E. A. Lalk has received the appointment of General Agent Milwaukee, vice F. N. Hicks, promoted.

#### Employe Solicitation

With this issue of The Magazine, employes will find in their copies, a postal card which each one is asked to make use of in reporting actual or prospective business that he may be able to influence for our line; or of which he may have some advance information. This applies to freight and passenger traffic, and employes, men and women alike are asked to give it their attention; to become business solicitors for the benefit of the company by which they are employed. The year 1923 showed a very good business, with the result that we earned our interest charges, as was indicated by President Byram in his monthly bulletin in the March number. This year is "campaign year", a period that is generally thought to be one of rather dull business, and so it behooves each and everyone of us to get behind and boost the revenues, so that our showing may be as good or better at the close of the current year than it was at the close of 1923.

#### "Safety First"

"Cohen, Pvc. lost my pocket-book."

"Haf you looked in all your pockets?"

"Sure, all but der left-hand hip pocket."

"Vel, vy don't you look in it?"

"Because if it ain't dere I'll drop dead."

*Union Pacific Magazine.*

## Shop Facilities, Equipment and Practices That Will Reduce the Out-Of-Service Period of Modern Cars

*By H. W. Williams, Spec. Rep. to G. S. M. P., Chicago, Ill.*

The utilization of cars is the product of their loading and their movement; therefore, the responsibility for the utilization of freight cars may be placed upon three parties: the shipper, the transportation department and the mechanical department.

Inasmuch as the shipper is in the position of a "customer", he must be treated with courtesy and respect, so we will merely say to him that we will greatly appreciate his endeavor to load and unload our cars promptly; to load them as nearly as possible to capacity and to see that his crane and dumping operators handle the cars without undue roughness.

Within our own organization the responsibility for the utilization of equipment is divided between the transportation and mechanical departments. It is the duty of the transportation department to move the cars and of the mechanical department to keep them in serviceable condition. The problem of securing mileage of cars is that of keeping them moving. In the main, this is a terminal problem, for once the car is in the train it ordinarily proceeds to the next terminal with reasonable promptness. The terminal is built primarily as a means of classifying cars for forwarding, yet it frequently gives the impression that it is used more for storage purposes. Considerable thought and study has been given this problem during the last two or three years with the result that a number of roads have instituted the practice of classifying cars for main track movements over long distances. The adoption of this policy has proven profitable in most cases. The terminal is the crux of the transportation problem for there is a great deal more to be gained here toward increased car mileage than in any other particular place by eliminating congestion and delays.

This phase of the problem is not within the provincial limits of the mechanical department and we can do but little more than to mention it as a matter for consideration and recommend it for serious thought and study. We can, however, make it our duty to see that we offer no resistance to the expeditious handling of cars by being prompt with our inspections and light repairs, and by assisting in every way possible to keep revenue cars serviceable and ready for schedule movements.

Generally speaking, freight train car repairs are divided into two classes: lights and heavies. These are rather indefinite terms, yet they are so familiar as to be readily understood by all.

To a certain extent, the problem of handling light repairs is readily dealt with; that is, given reasonably adequate supplies of tools, material and standard parts, and a certain force of men, that part of the maintenance problem will take care of itself and cars will be switched in and off of the rip track daily without much fluctuation. This does not infer, however, that a large amount of money is not involved in this work, but the point is, there is very little

that can be done to improve on the methods and practices now prevalent in performing this class of work. Light repairs consist of work done to offset current wear, breakages and loss of parts accruing from ordinary handling and movements of cars day by day. No distinction is made between foreign and home cars or between classes or series of cars. All cars are run in together, necessary repairs made, and the cars are pulled out and put into service again as quickly as possible. Each car is handled individually. No two cars have the same defects nor require the same kind of repairs and for this reason there is very little that can be done to anticipate the necessary repairs except to have a reasonable supply of material and parts on hand to expedite the work.

The situation with respect to heavy car repairs is entirely different. Heavy repairs accrue, generally speaking, from three different sources: wrecks, ordinary wear and tear as accumulated over a period of years and obsolescence. Repairs to cars accumulated from the first two sources are usually accomplished by replacements in kind but more extensive work is required to overcome obsolescence as in this case it becomes necessary to strengthen and remodel the cars to overcome inherent weakness in design and construction. It is in the disposal of heavy repairs accumulating from long periods of service and obsolescence that the greatest opportunities exist for the mechanical department to produce economies and reduce the time that the cars are held out of service.

In general, a freight car requires heavy repairs or rebuilding about once in every eight years. In addition to the deterioration of important parts, it is necessary in these general overhauls not only to replace these parts, but also to overcome obsolescence in design. On this basis, about 12½% of the freight cars should be rebuilt and brought up to date every year. Such figures as are available indicate that few roads have conformed to this practice in the past and that, therefore, there is a large amount of deferred maintenance. Many of the older cars are being operated without improvements which should be made if they are to give satisfactory service. The fact that cars are not being rebuilt at the proper intervals, means that the equipment as a whole is not averaging as well as it should in car miles per day or in car days in service. Therefore, is it not the proper thing to anticipate such work and prepare for it in advance?

A careful survey should be made of the equipment to determine such series of cars which according to this law or cycle of repairs are due or will be due within a definite time for general overhauling and arrange to call in such cars to designated points for concentrated work. All cars within the series selected should be overhauled whether they are in bad order or not, as experience indicates that if they are not already in bad order,

*(Continued on page 12)*

# THE MILWAUKEE MAGAZINE

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CARPENTER KENDALL, Editor  
Libertyville, Illinois

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## Oppose Revision of Transportation Act

The Chicago Journal of Commerce has been conducting an inquiry among the editors of Illinois newspapers their individual opinions upon the revision, amendment or repeal of the Transportation Act of 1920; and through these individual opinions to form an approximately correct composite of the opinion of the people they serve. A questionnaire vote has just been concluded and replies were received from 369 editors, of which number, 247 voted in favor of leaving the Transportation Act alone, letting it stand as it is; 60 refrained from making specific answers for various reasons, and 62 favored some change in or repeal of the Act.

If the opinions expressed by the editors do really present a composite of the beliefs of the people, then it would appear that the people of Illinois have as a majority, a reasonably accurate understanding of our traffic problems, and is constructive in its attitude toward the railroads.

Editors showed an unexpected interest in the questionnaire,—some of them gave only brief answers, while many took the opportunity to write long letters which showed they had a very fair understanding of the problem in question and an appreciation of the interdependence of railroads, farmers, merchants and industry generally; and little tolerance of agitators who seek to curry favor with the public by heckling the railroads.

The questionnaire sent to the editors was as follows:

1. Are you in favor of having the Transportation Act of 1920, under which the railroads of our country are regulated, stand without revision or amendment until it has had further trial?

2. If you favor having no change made in the Transportation Act at this time, please state the reasons for your position.

3. If you favor having changes made in the Transportation Act at this time, please state what changes you advocate and give the reasons for your position.

More than half of the 247 who went on record without reservation in favor of leaving the Transportation Act as it is, indicated two fundamental opinions in the matter; one, that Congress tinkers too much with the railroads and should be done with it; and the other, that the rehabilitation program which the railroads carried out last year, has given the farmer and business generally, better service than they ever had before, and left them with a better understanding and appreciation of railroad service.

Out of the 60 editors who returned questionnaires without a committal reply, a curious fact developed from forty-two of them who said they had no understanding of the Transportation Act, were not advised as to the questions involved, and were generally ill informed on transportation matters. Many of these, however, asked for copies of the Transportation Act, and for information on which an opinion might be formed. If forty-two editors in one state have no understanding of the Transportation Act, or of the railroad problem, it does naturally follow that the most of their readers are equally ill-informed on this matter upon which they should and do have a very vital interest.

Most of the 62 who voted for some revision, or for the repeal of the Act, exhibited a marked misunderstanding of the measure, such as voting "No" to the first question under the belief that freight rates which they believed should be reduced, could not be adjusted without repeal of the Act. Also, some were still under the impression that the Act carries a Government Guaranty of certain earnings, and they wanted it repealed for that reason. Three voted for Government ownership. One wanted the Inter-State Commerce Commission abolished. One would repeal the Act in order to abolish the Railroad Labor Board; and two wanted the regulation of the railroads committed to the care of the several states.

Many points of view were expressed by those who voted favorably to the railroads. The editor of a county seat newspaper in an exclusively agricultural territory said that the farmers in his section were beginning to abandon their antagonistic attitude toward the railroads and were coming to appreciate the community of interests between the farm and the railroads.

Some excerpts from the replies of the editors follow:

"Have become convinced that the railroads are adopting business methods in the scheduling of trains and that they are not going to give service unless they receive adequate compensation. We need the service and the only way we can get it is to pay for it. The railroads are doing their best to recover from government operation during the war. They should have further time in which to continue present policy without fear of arbitrary regulation."

"There should be some degree, at least, of permanency in the relationship, otherwise there can be no safe planning for the future, for who then could forecast what the future might impose? Some degree of certainty should be attached to this great interest that gives employment to so many and that serves such a vast population."

"I want whatever will settle the situation affecting the railroads, so that they can prosper and improve. At the same time I cannot see how this will ever come about with the government practically dictating the management of railroads; it should either take them over with all the responsibilities (which God forbid) or restore the limited supervision of pre-war times."

"No tampering is now needed. Railroads need a rest from legislative interference. Transportation Act has not had a chance to prove its effectiveness, though indications are in favor. It tends to give the railroads an opportunity to give the public service, a most important consideration. Give it a chance."

"The railroads of the United States built up the country. The men who manage them are in closer touch with conditions than are professional statesmen. Give them latitude under the law that they do not possess now."

"Roads seem to be getting into a financial condition to permit improvement of their properties and consequently to give better service. They should have a full chance. So-called 'guarantee clause' is generally misunderstood."

## "Net Profits" and Otherwise

The following item appeared recently in a column written daily by a special writer for a chain of newspapers:

"There seems to be comfort for railroad owners, and no wonder, the public's pocket being stretched wide open by the Interstate Commission's patent pocket stretcher.

"St Paul's net profit for February this year are more than double what they were in 1923, although the gross income was smaller."

Since particular reference is made to the so-called "net profits" of the Milwaukee Railroad, employees will be interested to know the facts.

The writer of the above article does not state that the decrease in net operating income for January was greater than the increase in February. The net operating income for the two months of January and February 1923 as reported to the Interstate Commerce Commission was \$2,424,166 as compared with 2,000,535 for the same two months of 1924, a decrease of \$423,631. The gross revenue for March 1924 will be approximately \$1,600,000 under March 1923 but owing to savings in the cost of fuel, equipment and rents, and the increased efficiency of the employees of the company, this large decrease will be just about offset by the decrease in expenses, so that the net will be about the same as for 1923. The first quarter of 1924 will, therefore, show a decrease under the first quarter of 1923 of approximately \$400,000 which is a different picture from that portrayed by the writer of the article quoted.

This writer also conveys the impression that the C. M. & St. P. Railway Company had profits in 1923 as well as for the first two months of 1924. As a matter of fact, this Company only just earned its interest charges in 1923 and there are no profits to the owners of the property until these interest charges have been paid any more than there is a profit to a farmer until he has paid the interest on the mortgage on his farm. In addition to this, for the last seven or eight years, the owners of the property have suffered heavy losses and it will take a number of years of substantial earnings, in excess of interest charges, to wipe out these losses before there are any profits to the owners.

The statement that gross income in 1924 was smaller than in 1923 is wrong. The gross income was larger in February, 1924, by over half a million dollars but operating expenses were about \$150,000 less. Hire of equipment and joint facility rents and tax accruals were all somewhat smaller in February, 1924, so that as a result net operating income was about \$770,000 greater in the month of February this year than last.

This does not mean that there was a corresponding increase in "profits" or that there were any profits at all from the month's operations. Each month is ex-

pected to contribute its share of the interest on bonds and notes and other charges that fall due during the year. Money required for such obligations must come out of net railway operating income and cannot be considered as railroad profits any more than the earnings devoted to paying interest on loans or mortgages of a store or other business concern can be regarded as profit.

The Milwaukee Road and many other important railroads have failed to earn sufficient money in the last few years to have enough.

#### The Expense Reduction and Conservation Campaign

The campaign inaugurated by General Manager J. T. Gillick, for reduction of expenses, elimination of waste of fuel, supplies, etc., reduction of Loss and Damage Claims, Personal Injury Claims, etc. has gotten under way satisfactorily. Meetings have been and are being held in all division terminals, with division and general officials as spokesmen; and screen and lantern slide pictures illustrating losses by accident, giving figures concerning losses, damage, injuries, etc., have been shown with excellent effect. While it is too early to give specific figures showing the results, it is gratifying to those carrying on the work to find cooperation among all employes in the work, and such enthusiastic and earnest endeavor to do all possible to aid conserving revenue.

Reports for the first three months of 1924 show a considerable decrease in the number of train accidents, a very great decrease in the number of such accidents charged to failures of employes, as compared with the same period of 1923. General Manager Gillick feels that the reduction brought about in the last three months indicates the activity of all concerned, and particularly the train employes in making careful inspection to detect defects and correct same before accidents occur.

If this real interest and cooperation is kept up, as it certainly will be, once the necessity for it is thoroughly understood, Milwaukee employes will accomplish two very important things,—first, the record of this railroad for accidents will be among the best; and second, the net earnings will favorably reflect the results of their work.

The reports for the first three weeks of April show such a marked decrease in earnings, that the program of employes to conserve expenses is timely, and as the responsibility of each individual employe is more generally comprehended, much will be accomplished; and much must be accomplished, if we are to make a good showing for the year 1924.

#### The Veterans

The Executive Committee of the Veteran Employes Association, at a meeting in Milwaukee on April 10th, again chose Milwaukee as the location for the Annual Meeting of the Association in 1924. The date is not definitely determined upon, but announcement of that will in all probability be made in the June Magazine. Milwaukee is the "home" of the railroad and the home of many of its veterans. In the early formative and pioneer days of the railroad Milwaukee was the center of its thought and its "urge", and it seems quite the appropriate thing that the Cream City should be the home-coming

town for those who have helped to make the great railroad the splendid property that it is. The 1924 meeting will undoubtedly bring out the largest attendance of any meeting yet. The wonderful and enjoyable program provided by the Committee on Arrangements last year is full of the promise of what is to be expected for this year, especially as the Executive Board of The Association has been successful in inducing Mr. W. D. Carrick to again accept the Chairmanship of the Committee for this year's meet. We all know Mr. Carrick, and know that when he assumes a duty, he performs one hundred percent.

The details of the program and the arrangements are of course not yet available, but keep your eye on The Magazine, and make your preparations now, to take your vacation in Milwaukee on the dates to be announced. As in the past, wives, daughters, mothers, sisters and sweethearts are expected. The call is out to "Come Home to Milwaukee in 1924".

#### Colonel James G. Everest

On April 17th occurred the death of Colonel James G. Everest, retired General Traveling Passenger Agent, at the age of 90 years. Colonel Everest was a veteran employe, a veteran of the Civil War, and a veteran in life's journey. He served throughout the Civil War as Colonel of a regiment that he raised almost unaided, himself, and his service was active from first to last. He, with his regiment, participated in some of the most critical engagements of the war, and were with Grant at the siege of Vicksburg. After the war was over, Colonel Everest entered the employ of the Northwestern Railroad for a few years before coming to the Milwaukee in 1876; from that time until his retirement a few years ago he has been continuously in the employ of the Passenger Department of this company. He is survived by Mrs. Everest and one daughter, with whom Colonel and Mrs. Everest have made their home in Chicago for several years past.

#### Reclamation In the Tin Shop

T. R. Morris of Reclamation Committee

In carrying out the work of maintaining our freight car equipment, in order to keep it up to a standard where the best results can be obtained in protecting the freight and avoiding delays because of bad order conditions, the Car Department has continuously under way, the rebuilding of cars which have become worn or damaged as a result of long and severe service. This is called schedule work.

In rebuilding these cars, the original plans are deviated from in the way of strengthening obviously weak parts and modern appliances introduced, all of

which go to make for a better car. In this process of tearing down and substituting, it naturally follows that considerable material must necessarily be discarded, which, although not needed in the proposed rebuilding, is not by any means "junked." One of the problems before the Car Department officials is how to utilize this material to the best advantage, and it is very interesting to note the extent to which this is carried out and the money saved thereby.

There is one item in particular which, because of its importance, deserves attention. In the first place, outside of those directly concerned, it is not generally known that the sheet metal roofing removed from box cars undergoing schedule work is utilized to the very limit. Considerable care is taken in removing these sheets which are collected and sent to the Tin Shop where they are sorted. They are then put through rollers and flattened out, after which they are in shape to be cut into patterns for the various articles into which they will be made. A visit to the Car Department Tin Shop at Milwaukee Shops would probably cause one to be very much surprised to see the small amount of new galvanized sheet metal on hand, but large quantities of the reclaimed sheets, this reclaimed material is used for from 60 to 75 different articles and purposes. Its money-saving properties can be estimated when it is considered that it has no value as scrap, and if not utilized it would have to be thrown on the dump.

Below is given a few of the articles it is made into and the uses to which it is put:

- Lamp Jacks
- Smoke Jacks
- Stove Pipe Cylinders
- Common Ventilators
- Globe Ventilators
- Ash Pans for Stoves
- Ash Pails
- Ice Pails
- Caboose Stove Pipe
- Door Caps for Box Cars
- Sill Flashings for Freight Cars
- Spark Shields
- Lining Around Stoves
- Inside and Outside Coverings for Buildings
- Report Card Holders
- Protection for Wooden Bridges.

#### Electrician Needed

"I've just read an article about electricity, Henry," said his wife, "and it says that before long we shall get everything we want by just touching a button."

"It won't do us any good," her husband sadly replied.

"Why not, Henry?"

"Because nothing would ever make you touch a button. Look at my shirt."

—Union Pacific Magazine.



Chuckanut Drive, Bellingham, Washington.

it is only a question of a short time until they will be.

During recent years a large number of heavy repairs or rebuilding programs have been performed for the railroads in contract shops. The outstanding fact with respect to these contracts is that they cover the performance of identical operations of a large number of cars of the same series. This means much in reducing the cost per car to a minimum. New material can be purchased and fabricated in quantities. The fixed facilities can be located and adjusted to best serve the particular operations to be performed and the number and size of gangs can be adjusted to obtain a perfect plan. Special hand tools may be provided to fit the specific requirements of a single series of cars, and the gangs organized for a repetition for certain specialized operation are able to develop a facility of performance entirely impossible when no two consecutive operations are alike.

Contrast this with the usual run of heavy car repairs as handled at the railroad car shop or repair track. Cars are taken into the shop without regard to series, just as they become available by chance arrival at the home shop. Even where some attempt is made to accumulate a run of cars of a single series each car is likely to be subjected to individual treatment based on detailed inspection so that there is considerable variation both in the kind of material and the nature of the work required for the individual cars.

Is not this then the key to the whole situation? If a railroad can call in the cars of a single series in sufficient number to meet the requirements of a contract shop, is it not equally possible to make the same arrangement with respect to the operation of at least part of its own heavy car repair facilities? This might call for the setting aside of a part of a given shop to be organized to handle a single class of cars until that series has all received the needed heavy repairs or a single shop may be devoted entirely to this class of work, leaving the other shops to take care of the current run of miscellaneous heavy repair work. The advantages of thus organizing heavy repairs are so far reaching in this effect on the cost per unit that they should receive careful consideration.

To successfully carry out this policy, it will be necessary to be carefully and well organized. The plans and construction of each series of cars should be studied well in advance of the work and such changes as are necessary to overcome inherent weaknesses in the car itself must be developed before-hand so that materials will be obtained and parts fabricated in advance. Then everything will be in readiness for application when the cars are placed in the shop for repairs. The repair forces should be organized into individual gangs to handle the various phases of the work so that the cars will advance step by step through the shops. With such an organization a high productivity and a rapid turn-over of cars will be obtained. Careful organization along this line will do more than anything else toward decreasing the out of service period of modern cars.

A careful driver is one who can wear out a motor car without the assistance of a locomotive.—Hunter (Kan.) Herald.

## The Old Pay Car

Will A. Robinson

Who of the Veteran Legion will ever forget the little old red Pay Car drawn by its little old wood-burner engine,—I think the name on the side of the cab was Frederick F. Merrill. Her engineer was Hank Moore, her fireman Bill Chamberlain; conductor, Al Beardsley. The paymaster, Mr. C. A. Place of respected memory, clerk Archie McNaughton and porter and cook,—“Horace”, big, good-natured Horace, every inch a gentleman and everybody’s friend were the regulars on the car and how everybody looked for the little engine and car to steam into town once a month, for it ran over every mile of track that The Milwaukee possessed in those days way “back in the seventies”. A singular fact and one that might, probably does look strange to the present generation of train men, was that the train and engine crew started from Milwaukee with the car and ran on the time card and orders from the train dispatchers all over the road without a “pilot” or change of crews on different divisions. Al Beardsley and Hank Moore knew the road,—it was all ABC to them. It took about two weeks to get around, and when at home again Paymaster Place and his force would be engaged on the making up of the pay rolls for the next “pay-day” and the train and engine crews would perhaps be ordered out on some other special,—perhaps taking President Mitchell, General Manager Merrill, or the Directors of the road in the old “101” private car, which was considered a very fine car indeed, and a great sight as it rolled along in all its shiny yellow paint and varnish and polished windows, with the grey and white haired officials seated in the rear-end room “inspecting”.

It was a great day in the old south side yard in Milwaukee when Mr. Place was ready to tell old Horace to open the one door in the office section of the Pay Car. We had to go in and out of one little narrow door, and while we never had any fights during the struggles to be in first, yet I can recall some amusing happenings at times in the summer when the windows of the lobby of the car would be open and some daring soul of a brakeman or fireman in a hurry to get his pay and “beat it” over “on deck” of a wild freight steamed up and ready to depart. One fellow would boost the other up so he could crawl through the open window and if Mr. Place was too busy to be observant, it worked all right. A fat fellow didn’t have much luck trying that game, but a thin chap could make it without difficulty. We used to have great brake-setting tournaments while we were waiting outside, with a handy coach on a nearby track. The big crowd would take sides, selecting a brakeman to champion, as favorite, to see who could set a brake by hand tight, swinging on it for dear life, to beat the other fellow on the notches of the ratchet wheel that held the brake chain tight. I remember once they pitted Ramsey White, a grandson of Solomon Juneau, one of the founders of the City of Milwaukee, against myself, and we were a tie in the contest; but the blood was cracking out of my hands and fingers after the trial was over.

The Treasurer’s office at Milwaukee used to send sums of money, often \$25.00 or more, by express, out on the road to division headquarters, to keep Mr.

Place supplied with money, so that he would not have to carry too much in the Pay Car at one time. I was in the Express Car one night coming east from LaCrosse on No. 2, when the messenger was checking up \$5,000 in silver in his car, and I lifted it up. He asked me how far I thought I could carry such a load if it were given me for the effort. I told him I thought about one mile, but I was away off on my guess, for I could not carry it even across the car.

I’ll close this little leaf out of the past by telling a little story on General Manager S. S. Merrill, who was returning to Milwaukee from a trip on some of the western divisions. He was to cross the Mississippi River at Prairie du Chien where there was a pontoon bridge owned privately with a “toll” charge to every train passing over. Al Beardsley was conductor and they had Mr. Merrill’s private car. When they arrived from the west, the Manager discovered he had no money and called out to Al to know if he could pay the toll. By scurrying around among the crew, enough money was collected and the toll was paid, the train proceeding on toward Milwaukee, where I hope the boys got their money back. I don’t remember ever having heard as to that or not.



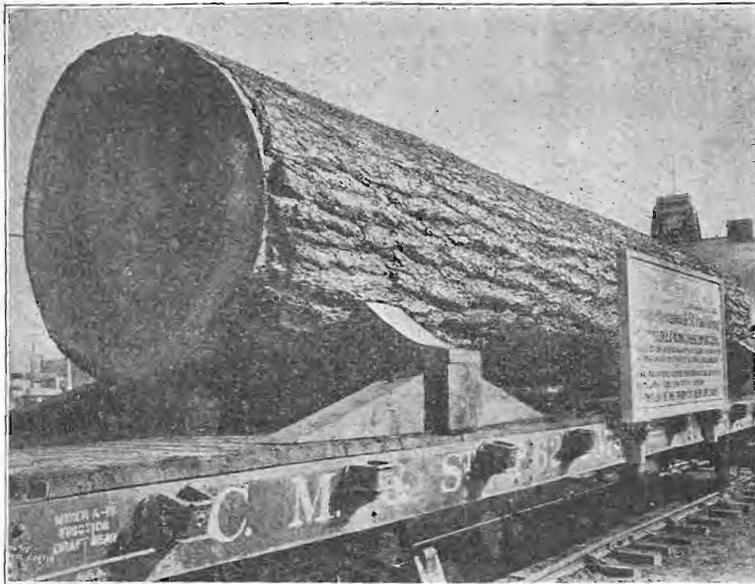
Frank M. Lowry, President’s Office File Clerk and Minister of the Gospel

“Our Frank,” as the Reverend Frank Clarence Lowry was termed by all who knew him as a lad, is a Chicago boy and a graduate of the Nicolas Copernicus School in Englewood.

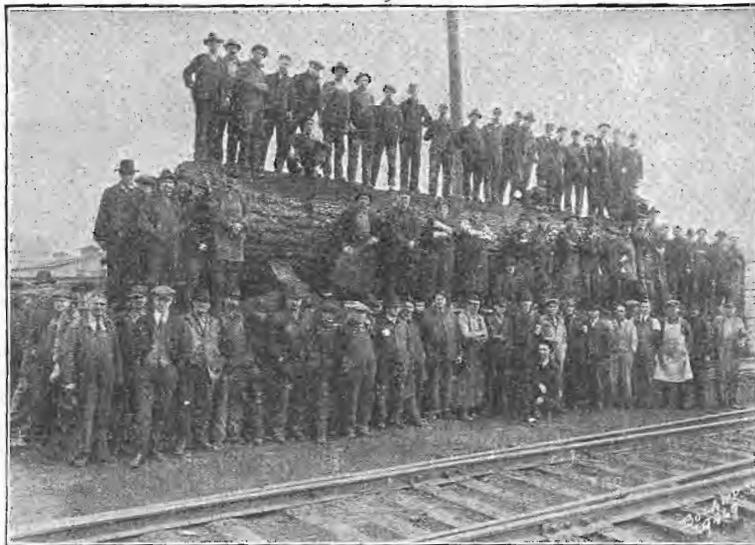
Though prophesied by his friends and acquaintances, during his early boyhood, that some day he would become a minister, Frank did not look upon the idea with favor but at the time of his graduation he joined the St. John’s A. M. E. Church and though still scoffing at the idea of becoming a minister, served his church conscientiously in every capacity but that of a minister. He was chosen as president of the Allen C. E. League, representing a number of Christian Endeavor Societies of his own denomination and race. In 1916 he was appointed Representative-at-large of the Chicago Christian Endeavor Union and for four consecutive years took a very active part in the affairs of this organization.

It was while engaged in a ten weeks Young People’s City Wide Interdenominational Revival held in the winter of 1918 to welcome the Boys home from the World’s War, that Frank caught the vision of his life work—the ministry—and was not disobedient to the call.

Recognizing Frank’s fitness for the ministry  
(Continued on page 15)



Giant Douglas Fir Log From Ohop, Washington.



Tacoma Car Shop Men After The Big Log Was Loaded.

## Fallen Monarch of the Forrest Accompanies Agricultural Exhibit Car

These pictures show a huge log cut from a giant Douglas Fir at the camp of the St. Paul & Tacoma Lumber Company, at Ohop, Washington. This is the third log of the tree, cut 56 feet from the ground from a tree measuring eight feet through, at its base. The log is what is known to the trade as a Number One. It is 69 inches at the top and 72 inches at its butt, and 32 feet long. It contains 7216 board feet of lumber,

### Career An Inspiration

Railroad friends have not yet recovered from the shock caused by the tragic end of President Alfred Holland Smith of the New York Central Lines, who was instantly killed on March 8th by a fall from his horse while riding in Central Park, New York City. Mr. Smith was thrown trying to avert a collision with a woman rider who drove her mount slowly directly across his path.

Mr. Smith was President of the New York Central Lines since 1914 except during the war period, during which he was Assistant to the Director General, and later, was Regional Director of the

Schribner Scale,—about 4500 feet of which is "clear" and the remainder, "common". There is enough lumber in it to build a house, and it is a splendid specimen of the famous Washington Douglas Fir. The log, mounted on its flat car is touring the country with the Exhibit Car of Washington-Idaho products, after which it will probably find its destiny in a great lumber yard.

Eastern Region for the United States Railroad Administration.

Mr. Smith's career as a railroad man will remain an inspiration to young railroad men of whatever department and station, for he, himself built up his remarkable record from the "bottom of the ladder". Writing of Mr. Smith, Chauncey M. Depew, Chairman of the Board of Directors of the New York Central said: "In this age of pessimism we hear that there is no chance, as there used to be, for a young man without influence or money, to rise to high position or to financial independence. Mr. Smith is a remarkable refutation of that discourag-

ing sentiment. Starting with nothing, with no powerful friends, relying entirely upon character; ability and industry, he had at sixty-one, risen to the top of his profession and attained a position of country-wide influence, not only in railroad management, but in other departments".

Mr. Smith began his railroad career as messenger boy. He later became a clerk and then decided to "drop out of the white collar class" and learn more about the construction and operation of a railroad, so he sought employment in a construction gang at \$1.50 a day. From that he went onward in the construction game until he was chosen as a division superintendent, which was his entrance into the operating field. He served as Assistant General Superintendent, General Superintendent, General Manager, Vice President, and on January 1st, 1914 he was elected President of the great railroad he had served since he was a boy.

He was a man of rare personal magnetism, was "a tiger for work" and had "the human quality" to a marked degree, and was a railroad executive of exceptional skill, which his leadership of the New York Central very clearly demonstrated. He commenced railroad work at the age of 14 years, and excluding the time spent as Regional Director, Mr. Smith was in the service of the New York Central 43 years and eleven months. He was in his sixty first year at the time of his death.

### Three Little "Milwaukee" Lads Drown

Mason City, Iowa, bowed in sorrow on March 18th, when Willow Creek claimed three little pals, all sons of Milwaukee employees. The three little fellows, Hibbard Gilbert, nine years old, son of Mr. and Mrs. Fred Gilbert, proprietors of the Milwaukee Lunch Room; Howard Ross, 8 years, only son of conductor and Mrs. Will Ross and Arthur Toinby, 8 years, son of carman and Mrs. A. Toinby, Mason City Yards, accompanied by an older boy, went out on the frail ice of the Creek and before anyone knew where the boys were, they were struggling in the icy water. Passers-by rushed to the rescue, but were only successful in saving the eldest boy.

The sympathy of all Milwaukee employees is extended to the grief-stricken parents, and friends.

### Card Of Thanks

Mr. and Mrs. Will Ross gratefully acknowledge and extend sincere thanks for the many acts of kindness and sympathy shown them at the time of their bereavement.

If you're traveling from New York to San Francisco, by the time you get to your destination you've got enough parts to assemble a whole car.

Nowadays an engineer never knows when he's going to have to pick a fivver out of his ears.

To some automobile drivers the right of way belong to the one who gets there first.

—John P. Medbury.

To some automobile drivers, signs are unnecessary, they just speed along at fifty or sixty miles an hour, and if a train hits them then they know there was a railroad crossing there.

—John P. Medbury.

# Arrangement of Facilities to Minimize Delay in Shop for Material

F. Fernstrom, G. F.—Dubuque Shops, Iowa

The great amount of material needed for repairs to locomotives and cars at any point, where heavy repairs are being made, makes it very hard to place all material to the best advantage, but considerable can be accomplished by a study of conditions prevailing at each point.

The whole thing at any point can be summed up under one caption and that is "To Be Able to Keep All Mechanics and Helpers Busy at All Times with Repairs to Locomotives and Cars, with No Back Haul or Lost Motion in the Moving of Material."

Arrangement of machines to suit conditions so as to be able to put work through the shops with the least amount of movement is very important, and any time used to make these changes, if any are needed, is well spent. In manufacturing plants it is customary to group machines of one kind, so as to bring all work of a like nature together. In our line this must be disregarded and machines needed for each class of work, regardless of whether they are drill presses, lathes, shapers, boring mill or planers, should be so placed that the work can come through in rotation without any back haul.

We will cite the handling of driving boxes, that have nine different operations to complete, namely, cleaning, stripping, planing, brassing, bronzing, planing, boring, drilling and fitting. These operations should be taken care of within as small a radius as is consistent with the proper amount of room necessary to store them while awaiting machining.

It, therefore, is necessary to place the driving box press as near the bronzing furnace room as possible and boring mill, planer and drill press as near the press as the shop countershafts will allow.

At one of our shops, we found the rod and link gang at one end of the shop, while the lathe and drill presses used for the machining of bushings were at the other end. Grinder used for grinding pins and bushings for links was about three hundred feet from the link bench. In moving these three machines to a position just opposite rod and link gang we have eliminated all lost time for mechanics walking to rod gang to caliper for bushing fits, also the hauling of rods to drill press for drilling of bushings for dowel plugs.

Account of the quantity of flues used, the handling of them is always a problem in all shops, where room is at a premium. Where electric cranes are available, the problem does not loom up so big, as all that is necessary, then, is to provide suitable containers, whereby the crane can be hooked on and flues placed where they are to be taken care of. Where they have to be handled by hand, it very quickly resolves itself into a big problem. At one of our points, engines were being placed in shop with front end towards the inside of shop, making it necessary to carry all flues from engine to main line, which is a distance of from seventeen to fifty-two feet.

In checking time lost in this operation, it was found that it required two helpers, four hours and thirty minutes for the moving of the flues from the engine to truck on main line. This time was entirely eliminated by turning engines end for end, which allowed the placing of truck just ahead of engine on transfer table approach.

Store Department can help to a great extent by storing material that has to go through shop, as close to the proper department as possible, when it is received, so that shops can handle it with as little effort as possible. For instance, at the same point, it was found that the Store Department had been unloading and hauling flues about two hundred feet to racks that were placed about four hundred feet from the boiler shop. It becomes evident that these flues had to be back hauled, when needed, and time consumed was about sixteen hours a piece for four helpers, hauling four hundred flues. This amount of time may seem to be exaggerated but account of the condition of roadway and cramped out-lay of racks it was impossible to take a very large load.

Racks have been placed directly back of boiler shop within thirty feet of flue machines and all back haul has been dispensed with.

Until recent years it has been the practice, in most repair shops for individual workman to go to the storehouse and get his material as required, which results in a great loss of time. In most cases mechanics have helpers and when necessary to procure material, the mechanics have nothing to do until the helpers return and where mechanics have no helpers it was necessary for the mechanics to go themselves. That system caused a congestion at times in the storehouse when a large number of workmen called at approximately the same time, with a resultant delay in getting the material from the storehouse force.

In order to overcome the loss of time and the waste of material, in the shop, a delivery system was put into effect sometime ago. Orders for material required are filled out by the department foremen and placed in receptacles for this purpose which are placed at various points throughout the shop. If material is to be delivered to any other point, than at the engine, a notation to that effect is made on the order blank and if no notation is made the material delivery man knows it must be placed near the engine.

In case there is need for any particular item before it is delivered in the regular routine, the department foreman gets in touch with a delivery man personally. With this system we are able to effect a considerable saving in time as there is no waiting for material as was the case under the old system.

In the Railway Age of May 19th, 1923, is a report of the Purchasing and Stores Officers Meeting in Chicago, which reads, in part as follows:

"Recommended Practice:—Orders for material can be either telephoned to the storehouse by a shop foreman or orders can be written out and deposited by the foremen at stations designated and numbered, with a messenger to pick up these orders at stated intervals, depending on local conditions. These orders, when telephoned or deposited by the foreman, should show in addition to the usual information, the exact location in the shops, either by engine, machine, car or pit number to which the material should be delivered. These orders when picked up by the messenger, shall be brought to the storehouse, distributed to the sections and the material delivered to the shops by a power truck or other means as required by the nature of the material and local conditions.

The following is a comparison of the costs of delivery by the consuming department and by the stores department at a shop where about two thousand men are employed:

Old Method	
Number of shop requisitions filled daily .....	750
20 minutes time used per requisition equals .....	250 hours
Rate per hour, helper .....	47 cents
Total cost per day (8 hrs.) .....	\$117.50
Total cost per year (306 days) .....	\$35,995.00
Store Delivery System	
9 Material messengers, at 40c per hour (8 hours) .....	\$28.80
1 Tractor Operator at 43¼c per hour (8 hours) .....	3.50
Supplies for Tractor (8 hours) .....	.94
Total cost per day (8 hours) .....	33.24
Total cost per year (306 days) .....	10,171.44
SAVING PER YEAR .....	25,783.56

This article is furnished by men who perhaps have made a study of the material delivery system and figures prepared by them show wonderful results.

We should bear in mind that while the delivery system is a paying proposition, it has to be handled properly so as to hold this expense down as low as possible. If the proper placing of material is not given consideration, it would be very easy to over-step ourselves in having too many material chasers. In other words the nearer the material can be placed originally to the department it belongs to, the more economical the operation will be.

## The Falls of Niagara

*James Martin Fox*

Its greatness grows the longer we gaze:  
It's grandeur and beauty the senses amaze:

The wonderful works of God are there  
Shown more than they are on earth elsewhere.

The whirling mass of water immense  
Seems to take a hold upon every sense;  
And we seem to surrender our entire will  
To sensations that bring a delightful thrill.

A vast volume of water in virginal white  
Passes over the ledge on the rocks to alight:—

On from the falls through the channel it flows,

In green, white and blue, God, alone since when, knows.

You may hear of and read of but never can know

Its sublimity, 'till in person you go  
And look at the waters as down they fall  
And give praise to the Great Creator of all.

and his practical knowledge of the work through contact and training, the Bishop of the Conference into which Frank was readily admitted in 1919, appointed him to a Mission charge in Chicago the same year. There he labored for four consecutive years and with a small congregation finally succeeded in purchasing a beautiful site for a future church building. It was while pastoring the above Mission that Frank was ordained an Elder in September 1922.

Closing up a most successful period of work here, the Bishop, at the last Annual Conference held in September, 1923, appointed him to a work with a splendid congregation and a most beautiful church edifice, known as the Hyde Park A.M.E. Church. In his usual way of doing things, never waiting to begin when once a thing is needed to be done, Frank, immediately upon his arrival as pastor, put a new order of things in vogue and the church is now progressing by rapid strides, hoping that on the 29th of June, the remaining debt of \$10,000 will be wiped out.

"The Reverend Mr. Lowry" as he is known outside of his railroad affiliation has been called a good business man and minister by his ministerial brethren. The business experience and ability to put things over, he attributes to the fifteen years of continuous service with the Chicago, Milwaukee & St. Paul Railway Company, where he started as an office boy in the office of the Commerce Counsel. He has served the company in the capacities of Clerk, in the Legal Department under the late Mr. Burton Hanson, General Counsel; as attendant in the Reception Room of President A. J. Earling, for five years and then went into Mr. Byram's office where he is now file clerk.

Through these years of service Frank has made many friends and has become a fixture in the Railway Exchange. The accompanying picture is typical of him for he has a smile for everybody. Frank is desirous of reaching the top rung of the ladder in his profession and though his duties are many with his office work and church affairs, yet he finds time for study and has for three years been under the private instruction of a wonderful teacher, a native of British West Africa and a graduate of Manchester University, England. Of his many friends, each one proud to be termed such, there is not one who does not hope, wish and expect to see 'Our Frank' achieve the fulfillment of his desires.

### Splinters From the Wooden Shoe

*Brownie*

Mr. Vaughan made a short trip to Champaign, Ill. to visit his son and from the many smiles he must have had a very pleasant time.

Mr. Basche has been laid up for some time with rheumatism. We are hoping to see him back on the job again soon, as a Billing Clerk, we need Mr. Basche and need him badly.

The windows in the freight office have had their annual bath, and if you look real hard you can almost see through them.

Art Gott and wife have just returned from a trip to Seattle, Wash. They were gone for three weeks and Sievert Herriet handled his job.

Now that the "Gotto's Ford" and "Maggie's Maxwell" are burning up the roads, a trip is being planned to Stangleville for one of the famous Konop Chicken Dinners. The "Gold Dust Twins" Mike and Cliff, have looked hungry since the last trip and we think it's about time to feed the poor boys up again.

Have we a new Pal?—Well I guess we have. Do you know MacMahon? Well that's him. Mac is our new policeman, at last he is new to us, and by the way things look he is a real policeman. He educates his criminals by having them leave their cards in pilfered cars. But just leave it to Mac to get the guys, he gets them whether they leave cards or not.

# "Trucks and Their Destruction"

*Station Agent*

One of the greatest and most serious transportation problems of today for the railroads of this country to combat is the bus and truck competition. It found origin years ago in the Eastern states and has gradually reached the Western country, and thus does it now affect our railroad. Its history we all know, but to freshen our minds it is astonishing the progress made by the freight trucks in the west granting the earlier path made by the busses.

Many ideas and schemes have been advanced in the last year or so to play even or defeat the truck operators, but by no means can we proclaim a great success, which is largely due to the lack of cooperation by the employees of this Company and others.

One will find that every station will have a different obstacle in its way, and it is oft time found that even though we cannot definitely lay aside this unrightful means of transportation, we can achieve much if the railroad will only receive the sturdy cooperation of its agents. The agent is the biggest asset the carriers have at the country stations and much can be done by an agent who has his Company's interests in mind. Just for an example the small country territory surrounding Aberdeen at this time has an army of 15 trucks leaving Aberdeen each morning for all directions, and this fleet will be increased to 25 in April according to the plans of the Truck Company and will then also expand to connect with other lines operating fully 50 to 75 miles from Aberdeen. Agents, what will this mean? It can't help but result in the loss of an enormous amount of less carload freight and that spells reduction of way freight service, dismissing with fewer train crews, freight handlers, loss of earnings to the Company, loss of Express revenue

and to you agents it will mean also no express commissions and doubtless cause reduction of help at stations as well as closing of small stations and laying off those agents, because the carrier does not have to provide agents at stations where the earnings are less than a figure prescribed by the commission, unless all agents and employes will concentrate upon this problem and exert unlimited efforts in your locality to ship via railroad until the carriers are successful enough to have proper legislation enacted.

Many ways and means are before us to combat this situation until the Truck Operators are required by law to supply transportation as does the steam carriers and most every agent in their respective locality have their cue. One factor we should not lose sight of is that as an agent spends hundreds of dollars in your city while truck men do not, so does your help, section foremen and their crews, you pay taxes in your city and assist in all civic improvements, etc., and your local institutions will if only in fair-mindedness concede to route freight via the railroad. Agents should determine who is shipping via truck and if it takes a week to convert one business man to write all his houses whom he purchases from, in time and until railroads have proper legislation the truck competition will be on a more level basis. There will be items of convenience of having trucks deliver to the store thus doing away with drayage charges, and a little cheaper rates, but by sound argument to our business men that the railroads are always at their service no matter what the reason it is quite reasonable that they will heed to the railroads.

Agents and employes you have the hammers and we know where the nails are, so drive and drive them hard.

### A Talk On Business Getting

*Zobach*

What we wish to place before employes is the fact that they can do a great deal of advertising or solicitation on the railroad, such as informing the employees of what products are raised or manufactured on their division or system in order to be able to inform people in different parts of the country they meet, the idea being to convey to them what goods are being raised or manufactured that are seeking markets. This would include of course either a business concern or a private individual which might use the products that were raised on this line or on the home division.

This procedure has resulted in several sales of granite to distant points from the granite fields at Milbank. The manufacturers of this granite are close competitors of the St. Cloud dealers located on the Great Northern, and every order secured from St. Cloud patrons means a shipment for our line instead of one for the Northern Pacific or Great Northern.

A similar method could be used in competing with the truck hauling. The employees in each and every community can demand a certain amount of respect and it is our belief the time has arrived when this should be brought to the attention of the employes. It

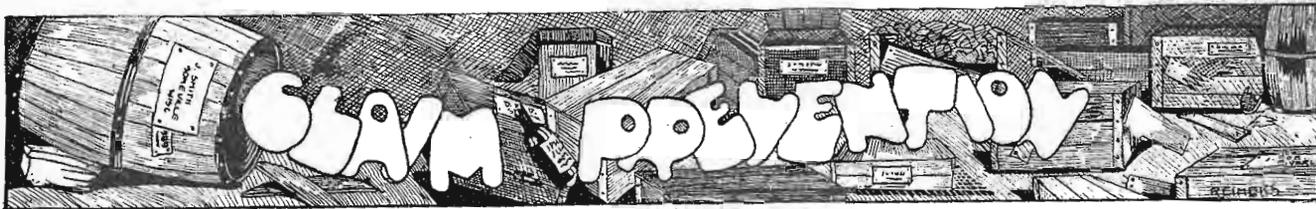
would be a case of boost and patronize those that boost and patronize us. Employes, if they knew what commodities were hauled by rail and what were hauled by truck, and what dealers handled same, could patronize the long haul commodity.

If each community could be advised of the amount paid to the employees each month, this should establish a certain amount of power and respect for the opinions of the employes, and believe this is being done in a great many places.

It is our belief to get this information before the public fully it will be necessary to use the local papers at times or get out literature to be circulated among our employes so as to call their attention to the matters mentioned above.

It looks to us as though the details of the business of our employer is the thing to get into, remembering it after we lock up or lay down the tools after the day's work. This, used to a good advantage, undoubtedly will create a different feeling than that which is prevalent at the present time.

We are assured by employes that the feeling between the men and the Company and the officials is the best now that it has ever been, and a great deal of good could be accomplished if the details were gone into thoroughly before the movement was launched.



### Records

There is no one thing that contributes more to the payment of freight claims than the lack of good, accurate and dependable records. Records indicate that a very large percentage of our claim payments are more or less directly the result of failure to maintain dependable records.

It must be impressed upon all who have to do with the making of records that the burden of proof always rests upon the carrier to show that it does not owe a claim, and unless we can show from the records that the shipment was handled in accordance with the bill of lading contract, we are obliged to pay the bill, whether we, in fact, owe it or not.

It is an absolute fact that freight claims cannot be adjusted in accordance with what some individual might think as to the merits of a claim, from the carrier's viewpoint, but they must be adjusted and disposed of on facts, and we are daily confronted with the situation that the records which are presented to us as being the facts can only be depended upon in the degree they can be proven up.

It is the desire to impress upon our agents and all employees handling freight, that an extreme necessity exists at all times that good records be maintained.

We depend largely upon the local agents for our information. He is on the ground and he knows or is in position to know the facts. As agents, do not permit a letter to be written furnishing the freight claim agent with information that is not absolutely subject to proof.

Another very important record is that of seals, and particularly does this apply to the seals on the car at time of delivery to the consignee. The seal record as taken at the time the car reached the yard, which may have been a day or more before the car reached the delivery track will not serve as proof.

Delivery of freight—Unless we obtain the consignee's signature, or the signature of his authorized representative, taken at the time and the place of the actual delivery of the freight, we cannot stand on the record.

There are many other examples, but after all, they are alike. Our performance depends upon our record. Poor records are today costing this railroad more than any other factor. The little things are what count.

Then the day arrives when we have reached the point of efficiency in the maintenance of our records, such as we have in many other respects in our present method of railroading, that we may assuredly say that the day of reduced claim payment has arrived.

This carries with it the further suggestion that after a record is made it must be properly preserved for future use. It is not an uncommon occurrence for us to be asked to produce the records two or three years after the shipment moved.

Then we have the checker, who is the Receiving Teller for the railroad, and should receive freight as does the Bank Teller. Why? Because freight is money. A receipt for a package never received is a major offense as the package is gone forever. Particular attention must also be given to see that each and every shipment is properly checked, and if any exceptions, such notations should be

### For Car Inspectors

1. Inspect cars thoroughly before applying classification cards.
2. Cars with leaky roof or sides should be carded Rough Freight Only.
3. The surest way to detect a leaky roof or side is from the inside.
4. Look out for bad doors.
5. A rigid inspection of dressed stone or similar commodities should be made before accepting from connections.
6. Be sure drop doors on cars intended for coal, sand and gravel loading are properly closed and locked.
7. Watch closely for cars leaking grain.
8. Clogged drain pipes result in claims.
9. Wrecks occur from brake rigging falling down.
10. Cars which have been loaded with fertilizer, fish scrap, cresote products and other odorous commodities ought not be placed for merchandise loading.

made so that proper record can be taken.

Then we have the trucker, on whom is placed the responsibility of seeing that the freight is properly trucked so as to prevent any possible chance for damage. If interested, he will keep the freight going to the right car or spot number, which is very important in having freight placed so that the same will reach its correct destination. A warehouse full of careful truckers is an asset to any railroad, and is performing a very important part in our Claim Prevention Campaign.

Then there is the stowman, whose work is more important, and on him depends largely a check upon the tallyman or checker to see that the freight is being placed in the proper car to which the same is assigned. The stowman is also required to be familiar with our stations to see that the freight is stowed in station order when circumstances require it, and that the freight is properly stowed, keeping sugar and groceries from oil and hides, separates heavy packages from frail ones, and keeps shipments braced in such manner as to prevent the same from shifting sufficiently to cause damage while in transit. His last duty is to properly break down his load so the switch and road crews will do no damage under ordinary movement.

### Proper Handling Of Live Stock

In the very near future we will undoubtedly have one of our usual hot sultry days, which is very liable to result in a heavy death of hogs in transit, and can only be avoided by furnishing clean cars, and giving the shipment proper attention in transit, as far as showering is concerned.

The following "don't's", if observed, will result in a minimum loss of hogs in transit:

- 1—Do not approve of or encourage overloading.
- 2—See that car is cleaned and in proper condition to load.
- 3—Bed cars with sand.



### Green Grapes, Green Fields,—But Greener Men

A Western Union Operator whose home is in Wisconsin, but who is now in Colton, California, contributes the following: Colton, Calif.

Dear Editor:—

I am taking it upon myself to send you a sketch, it being an actual conversation that took place between myself and a well known engineer on the La-Crosse Division; and one between myself and a friend who is an engineer on the Southern Pacific. As these are actual conversations (actual, mind you) I thought I would submit them to you. The men back there have a mighty good thing and don't know it; and outside of the terrific winters, it sure is best back in "CH" and "AU".

Young Engineer (Lax. Divn. C. M. St. P. Ry.)—"Gee out west is the place where they have the fine railroads,—all oil-burner engines, fine steamers, all a fireboy has to do, is sit on the seat box, push a little hand lever, light a smoke, and away she cuts-em.—Yes that Southern Pac. out west is the fine classy road. None of this shoveling coal, snow bucking, and breaking one's back; and a better railroad all around."

Young Operator:—"Yes, that sure must be the fine railroad, and easy on the engineer and fire-boys, you bet. If I go west I'm going to get on that road, and easy money then."

Young Engineer (Los Angeles Divn. of Southern Pacific)—"Say, operator, did you ever hear of a "Punk" way of firing an engine, and a "Punk" railroad? Well, this sure is it. Sitting down, pushing this little oil lever, trying to get this tin-can to steam, and they make us wear white-overalls,—can you imagine that? We look like a bunch of milk maids or dairy men. And this class of oil-burning men,—say, they cannot compare with the old coal-burning boys back home."

Young Operator (Now in Calif.)—"Yes, guess I'll agree with you. Where are you from, boys? I am from Wisconsin and used to work on the coal-burners all right."

Young Engr. (Los Angeles Divn.)—"Why, I used to work on two fine roads at Chicago, one was the N. W. R.R. Co., and the other the C. M. & St. P. Ry. That C. M. & St. P. road is a fine road, I used to run from Milwaukee to Chicago, and, Oh boy, we made the time, and had the fine engines, and it was better, all around, and a better railroad to work for, I'm here to tell you. Yes, that C. M. & St. P. are a fine bunch, I'm going back. Brassier; 'Bu-Leave me."

Young Operator:—"Humans certainly like to fool themselves, and play tricks on themselves: Men cannot realize they are in a green field, until they find themselves outside of it."

### The Old "Greenfield Tunnel" Again

Rob't. B. Staley

Locomotive Inspector Fred Henry of LaCrosse sends the following letter written to him by an old Milwaukee employe, who had seen and enjoyed the bit of reminiscence about the old "Greenfield Tunnel" doors, by Will A Robinson in the January number.

Dear Fred:—

I received the Milwaukee Magazine for January, 1924 which you sent to me, and I was very much interested, and in

particular with Will A. Robinson's Article on page 8.

I worked for the Milwaukee Co. from April 16th, 1869 to November 26th, 1886 and I believe that I can be classed as one of the "Old Guard." I worked 17½ years for the Milwaukee as Engine Wiper, Fireman, Despatcher and Engineer, mostly on LaCrosse and So. Minn. Divisions, and I recall the old tunnel at Greenfield perfectly and the doors at each end that were kept closed in winter except when trains were coming through it from either end.

One cold night in the month of December, 1872 I was firing Engine 140 for John Hodges, hauling Conductor Tim Mahoney on a west bound freight train and although John H. gave the proper whistle signal for the watchman to open the doors, we beat the watchman to it, and ran into the closed doors. The only damage done was to the doors and there was considerable delay to train while Tim M., John H. and myself were tearing down what was left of the doors. As there was always considerable water dripping from the top and sides of the tunnel the doors were there to prevent the formation of stalactites and stalagmites formed of ice in winter time.

I also remember well the running of Greenfield turn-a-rounds from LaCrosse to Greenfield in the "fall rush".

As the time approached for the usual fall rush in 1873, Superintendent H. C. Atkins got out a new time table with a special rule printed on it, that "All Freight Trains will run daily"; but the trains did not run as the rule called for, as business was not so brisk as was expected, on account of the panic of that year.

I also remember the immense numbers of wild pigeons near tunnel and large quantities of blue berries that were loaded at Greenfield.

It was a hot job firing the wood burners up tunnel hill in summer time. I have been with the Soo Line Co. since November 29th, 1886 as Engineer and as Pensioned Engineer since August 1st, 1912.

### Tacoma Shop Notes

"Andy"

Charlie Stevens, Clerk in Store Department, who was recently married, was presented with a feather for his nest, in the shape of a silver set, by the Clerks at Tacoma Shops on March 20th.

Bill Smith, Clerk in the Shop Accountant's office, has acquired the title of "Papa" since the arrival of an 8 pound girl at his home on March 27th. Bill is as proud as a peacock and his spirit is high just now as is usually evident when the aforementioned title is first acquired. Better throw your alarm clock away Bill, you won't need it any more, and in fact the exercise you are in for on the night shift, while said daughter is displaying her vocal ability will be very beneficial to your health to an extent that will more than compensate for the sleep you lose.

The stork must be spending his vacation in this locality, as he also visited the home of Walter Marshall on March 30th, with an 8½ pound boy. As I have said before, these new daddies can sure give you more dope on somebody that they have seen less, than anybody I know of. Why Walter has his boy's future already outlined, what he is going to be, what he is going to do, how he is going to look, how smart he is, etc., etc. and believe he, he sure is some boy. Of course in summing the whole matter up, Walter covered it all in his last

statement, when he said: "The boy is just like his dad?"

Eugene Hagen, Machinist Apprentice at Tacoma, has been very ill for some time, and it is reported that he will have to undergo a very serious operation, and our hopes are that the operation will be successful and his recovery will be speedy.

The bobbed hair members of the Milwaukee family seem to be increasing day by day, and I have reports of wives, sweethearts and sisters of employes who have joined the ranks of the flappers, but owing to the fact that we are limited to only one column of space, am unable to print all the names, however, will mention, that the question of to bob or not to bob has been permanently settled as far as Betty Hagen and Ruth Rundle are concerned, as they have recently had their tresses shorn and are now full fledged members of the flapper's club.

Fred Lowert has bought a new car—it's an Oakland—a sedan too, pretty classy bus. While at shops said Oakland rooms with Frank Buchanan's Reo. Fred evidently does not believe that a Reo is very good environment for his pet, as the story goes, for one day F.B. arrives to find said Oakland parked crosswise in the garage, and he is unable to get in with his Reo, and upon meeting F. L. the following conversation ensued: F.B.?\*&. F.L. ?\*&?. F.B.?(?\*&. F.L. \*\*?)\*?\$. etc., etc.

Bill Coor says that the car he was riding in, I mean the Buick he was riding in, and for which he bought gas, does not belong to him, but it belongs to J. E. Brady, Roundhouse Foreman. Excuse us for the presumption Bill.

Vernie Munter, Comptometer Operator, Store Department, was married Saturday, April 12th at 2:30 P.M., and will make her home at Sumner, Wash., where her husband is in charge of one of the Standard Oil Company's oil stations.

Miss Ethel Schmidt succeeds Miss Munter as comptometer operator.

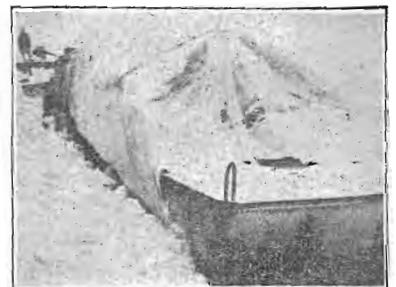
Haley Veith, Stenographer in Store Department, left April 12th, to take the position as Price Clerk at Miles City, Mont.

Walter Marshall, Electrician, and Geo. Lovett, Machinist, were chosen to accompany motor 10252 on an exhibition tour of the east.

Anton Johnson, who has been filling the position of storekeeper at Othello temporarily, has returned to his old job as stenographer to Mr. A. J. Kroha.

Harvey Snyder, Chief Clerk to D.M.M., left at an ungodly hour Sunday morning, April 6th for a fishing trip on Hoods Canal. He returned right side up, but fish he had not, but reports that he had a very good time, and dug a box of clams.

Ivan Johnstead, Clerk in Supt. Motive Power's office, while taking his wife and baby for a ride in his motor cycle and side car, narrowly escaped being seriously injured on April 13th, when the machine overturned, caused by wheel catching in car tracks, due to his presence of mind in seizing his wife and baby as the machine careened, he saved them from possible critical injury. Mr. Johnstead however, severely bruised his hip.



Working Through The Snow Drifts On Superior Division, Winter of 1924.



Safety is one way of expressing the deepest, strongest instinct and motive there is in man. The instinct of self-preservation. That instinct rings through all our lives from the cradle to the grave. Consciously or unconsciously it governs and guards and guides about everything we do and most of the things we think.

Before a baby has learned anything at all about life he knows enough to try to keep himself from falling, for he was born with the sense of equilibrium, and with the instinct that warns him of the danger of a fall, and when he comes to the other end of his life, when his sight is dim and his hearing dull from years, and all his senses fail with age—that same instinct is as strong as ever, as constant and watchful a guardian. It is the first of the human instincts to develop and the last to disappear.

In winter when you walk on icy pavements; in the dark when you are in an unfamiliar place; in childhood or manhood when you venture into water where you can't see the bottom; in your own house when you are aroused by a strange sound; then the primitive, primeval, fundamental instinct of self-preservation puts you instantly on guard and on the defensive, it sharpens all your faculties; it bids you beware of everything until you are sure about it. Sure of what? Why sure that it is safe.

The word Safe comes from the Latin word "Salus" and that word is supposed to have had its early origin in the older Latin word "Solidus" meaning solid. They are words that belong together and usually run together. When you say "Safe" you also think "Solid" and vice versa. Separated or coupled these words make about the best compliment men can say to men or their works. "Safe" and "Solid" is the finest tribute that can be pinned on to a bank, a bridge, a building or a business; it is the best commendation that can be earned by a candidate, a public servant, an executive or leader of any kind. People may admire genius and worship brilliancy, but they give their faith and their confidence to the man, the handiwork, or the institution that they believe to be safe.

All of which is said to show that Safety is first in all the affairs and considerations of man. But it is, in its natural and instinctive form, individual, self-safety. It was not until the magic slogan of "SAFETY FIRST" was coined and made the catch-word of a great human doctrine and practice that

Safety really became collective and not individual, unselfish and not selfish.

We have long had laws and regulations for the general and common Safety but it took "Safety First" to begin the task of teaching man to try to think as much of the Safety of his fellows as of his own.

J. A. Ward, Deer Lodge Shops.

is known to all of us who have studied the facts that a very large majority of all kinds of accidents on railroads are due to failures of the human elements in operation. If every railroad should be made as perfect as the utmost ingenuity of the human brain and the investment of capital could make it, at least three-fourths of all those who are injured and



Supt. Rummel Speaks At S. C. & D. Safety Meeting.

We have gathered here tonight to discuss ways and means to avoid accidents. We need to render more assistance to Safety First work among employees. It

killed in railway accidents would continue to be injured and killed unless officers and employes constantly bear in mind that Safety First should always be

6—If any crippled animals, partition them off.

7—Do not throw cold water on the back of an overheated hog; but wet car floor or pen.

8—Do not park stock trains between dead freight.

Shippers can avoid excessive loss of hogs in transit if they will load as suggested. Care should be exercised in the handling after being unloaded.

### You're Mistaken

Traveler: "Your son threw a stone at me."

Irishman: "Did he hit you?"

Traveler: "No."

Irishman: "Well, then, he wasn't my boy."

—American Boy.



### Wrecking the Railroads

In 1923 a total of 1,987 bills concerning the regulation of railroads were introduced in the legislatures of forty-three states, and of these, 377 became law, according to the National Industrial Conference Board. An idea of the character of the bills presented may be gained from the following examples, none of which was enacted into law:

One bill required that all shipments must be moved sixty miles per day, although for the country as a whole, the greatest average daily movement per car was 30.7 miles, made in October 1923. Another bill provided for the rectification within one year of all curves of more than two degrees. In one state a bill was introduced prohibiting the use of the telephone in the dispatching of trains.

In another state a bill restricting the speed of passenger trains was presented which would have had the effect of adding five hours to the schedules of the trains on the line of one of the railroads which crossed the entire state.

In the Illinois General Assembly attempts were made to

(a) reduce the number of cars on freight trains, practically splitting in half the size of the present trains.

(b) unnecessarily increase the number of train men in order to afford more employment to brotherhood members.

(c) make it unlawful for railroad companies to carry more passengers than seating capacity.

Of the 366 bills which became law, probably a majority were of minor importance, but nearly every one added to the cost of railroad operation. No wonder the railroads as a whole did not earn more than 4.18 percent on capitalization in 1923. No wonder shippers cannot get lower freight rates.

### The Trend Of Railroad Legislation

The trend of proposed legislation affecting the railroads, at this time is toward a repeal or ruinous amendment, of the Transportation Act of 1920; and so many different measures aimed at this law have been introduced as to require very careful study in order to understand just what our radical friends are driving at.

The Transportation Act was passed in 1920, to provide a method whereby the railroads could be returned to their rightful owners after a disastrous period of governmental control, and to provide further for their operation. Whatever else may be said about this law, it is universally admitted by those who understand it at all, to be the most sane and practical railway legislation ever passed by an American Congress. It has been on the statute books for four years, and, under its provisions the railroads have satisfactorily met the most exacting demands ever made upon them. They have not, it is true, been able to earn, as a whole, the reasonable return to which the Inter-State Commerce Commission says they are entitled. Indeed, during the four years they have fallen short more than a billion dollars of earning that reasonable return, but their progress has been such as to warrant the belief that the law in question is founded upon principles that are fundamentally sound, and that, if it is allowed to stand, the great bulk of our difficulties in transportation matters will eventually be solved.

### Our National Debt To The Railroads

In 1830 our railroad mileage was 23; in 1920, it had expanded to the 252,844 miles now in use.

Our railroads carry 1,200 million passengers and 2,000 million tons of freight annually.

### Railroad Need Driven Home

The recent severe blizzard that raged through the Northwest the last days of March, when motor busses and motor trucks were put completely out of business, the following from the Houston County Chief, published at Hokah, Minn. is interesting: The Chief quotes first from the Owatonna Journal-Chronicle, "The need for the railroads was driven home to Steele County people last week when a little flurry of Minnesota winter drove the motor busses to cover. The

railroad trains carried on. The busses can be counted upon to operate, it is proved, only when they can be counted upon to do a maximum of damage to the roads. It ought not to take a snowstorm to demonstrate the value of the railroads, but it seems that it does. Isn't it about time people stopped slamming the railroads and began once more to treat their owners and operators as human beings?"

Also this in the same connection from The Hector Mirror, published at Hector, Minn.: "The winter weather of the past month has put the busses traveling through Hector out of business temporarily at least, and brought the attention of the people to the fact that railroads are a mighty convenient mode of travel. No matter how severe the weather, in good times and bad, they run on schedule time, with every convenience for comfort and pleasure, and the public should be more considerate in their treatment of railroads. Give them a square deal and quit knocking is our advice."

From a subsequent issue of The Mirror is quoted the following editorial, which gives President Byram's view on "The Square Deal":

"H. E. Byram, President of The Milwaukee Railroad evidently read our little editorial in a recent issue of the Mirror, about bus travel and giving the railroads a square deal for he writes us the following:

"It is generally acknowledged that the local travel by individually owned automobiles is more expensive than by train, but evidently this is offset in the minds of the auto owners by the fact that they can go and come when they please, instead of having to be governed by railroad time tables.

The railroads have no complaint to make about this, although it does cut into their revenues, but they feel that the public should recognize their situation and be willing to give them a square deal as you put it. The public served by the Milwaukee Railroad is paying an average of only 35% more per ton mile for its service than before the war, although it is costing the railroad in increased wages, increased price of fuel and other supplies, and increased taxes, more than 100 percent above pre-war levels to furnish this transportation. In other words, the railroad is meeting the public considerably more than half way in sharing the burden of increased cost of operation. We feel that these figures speak for themselves, and are worth more than any volume of antirailroad propaganda. We also believe that these conditions also entitle the railroads to a square deal."

### Move To Limit Motor Busses To 20 Miles An Hour

The first step in a drive on speeding motor busses, says The Madison State Journal, was taken when the Attorney General's Office of Wisconsin, held that busses would have to comply with the speed law of trucks,—20 miles an hour. This step was taken after numerous complaints had been filed with the state railroad commission, and will be the basis for an extensive drive on "the speeding locomotives of the highway". If the law is rigidly enforced it would virtually drive motor-busses from the highways, as few would be able to maintain their schedules at a 20 miles per hour speed.

### C. M. & St. P. Bowling League, Green Bay, Wis.

After No. 6 got their regular members back in their lineup, they staged a comeback and nosed out the rag by one game.

Well, it was one grand race, No. 6 being on top most of the time, although No. 23 and No. 3 both shared honors for a time.

No. 31 and 10 staged a little race all of their own, No. 31 nosing out No. 10 on the last night, leaving No. 10 cellar champions.

No. 31 pulled a surprise on the last night rolling 2804, copping second high team prize money, of course they hated to take it away from anyone else.

It's on to Minneapolis now, we expect the boys will come back with a big piece of change. We are all with you, let 'em know Green Bay is on the map.

## Kiwanis Club Ski Tournament At Cle-Elum

On February 12th, occurred the first annual Ski Tournament of the Kiwanis Club, Cle-Elum, Wash. The course was over the hill that towers up on the south side of the Milwaukee Railroad Yards at Cle-Elum; and the successful event was largely due to the enthusiastic efforts of our Car Foreman at that point, Mr. F. V. Kennedy, who was one of the Course



The Jump.

Managers. The Kiwanians came near to being done out of their first tournament because of the vagaries of Old Man Weather, who after putting down a good thick layer of snow which enabled the Course Managers to put the track in ideal condition, treated that locality, a couple of nights before the tournament was scheduled, to a grand downpour of rain. But Mr. Kennedy and his colleagues went immediately to work to shovel snow onto the takeoff and the landing course, with the result that at the appointed hour the hill was in excellent condition. There were four contestants, two of whom were Seattle men, one from Tacoma and one from Renton.

The sport was witnessed by a large crowd, both of townspeople and visitors from neighboring cities. The accompanying pictures show, (1) the jump; (2) the course and (3) the contestants. The longest jump of the day was by one of the Seattle skiers, who scored at 83 feet. Due to a heavy wind, sweeping over the takeoff, made very long jumps impossible.

### Something Doing

Daniel W. Delaney

There is always something doing in the game we're all pursuing,  
And the man who loses heart can never win;  
In the whirl and joy of living lose your fear and dire misgiving,  
And let your voice be heard above the din.  
For the fellow talking loudest may some day be the proudest  
Of the struggle for success he's ever made;  
For it crowned him with its glory emphasizing the old story,  
That the winner is the man who's unafraid.  
If you have a talent, nurse it, and endeavor to disburse it  
In a manner that will bring you wealth and fame;  
For its only he who's builded on the talent God has gilded,  
Adds a luster and a glory to his name.  
There is nothing gained by brooding or holding ideas deluding,  
For you're only tainting gold with baser tin;  
Keep on smiling, keep brains working, casting out the shadows lurking,  
And let your voice be heard above the din.  
Don't lose the solemn reckoning—opportunity is beckoning  
To every man who has the will to fight  
For success in fullest measure, guarding it as precious treasure,  
As a jewel that reflects life's radiant light.

Due to the good work of Mr. Kennedy, our line brought the greatest number of visitors into Cle Elum, and as it



The Course, Cle-Elum.

is planned to make winter sports a yearly feature, there is opportunity for "business getters" of that district to boost for The Milwaukee. The course is right within sight of the Milwaukee station, which with the electrical sub-station and bungalows may be seen in the background of picture No. 1.



The Ski Jumpers.

### Purple

Miss Graham—"I'm worried about my complexion, doctor. Look at my face."

Doctor Pills—"My dear young lady, you'll have to diet."

Miss Graham—"Oh, I never thought of that! What color do you think would suit me best?"

—Exchange.

## The Ancient Train

A Parable of Safed the Sage

It came to pass that I was upon a journey, and I lodged in a certain City, and I arose early in the morning to go forward upon my journey. And the Train came in upon time, and I got on board. And it was not the kind of Train which I expected. For the Train that was advertised was an Express Train, with Pullman Cars and other Expensive Luxuries, and this Train had no such things. For there was only an Engine, and a Baggage Car and one Coach. And the Coach was a Very Old One.

And the Passengers began to make Remarks. And one said, that this Coach had descended from Mount Ararat, and that there had been no Improvements made upon it since Noah used it as an Ark. And many such like things they did say.

But I spake unto myself, saying, There is a Reason and if we be Patient, we shall discover it.

And the Conductor came through. And he wore no Uniform; but had a Badge on an Elastic Band, fastened about a Derby Hat. And I had not seen such in many years.

And the Passengers made Remarks to him about the kind of Train on which we were riding.

And he answered not a word, until he had taken up all his Tickets. Then he stood in the Aisle and delivered an Oration. And he said:

I have listened to the Fool Remarks of you who think you are such Wise Guys concerning the quality of this Train. Be it understood by all of you that this is not the Regular Train, neither am I the Conductor of that Train. But I got out of bed at Four A. M. to run this Flivver from the Junction to the Terminal as an accommodation to you Wise Guys that have not sense enough to suspect that somebody is trying to do you a Favor. For it was known to us that about Twenty Passengers were arriving at the Junction, and others to be picked up here, and we wanted to help you out. And because our regular crews are overworked, and many of our men are sick with Flu, it was no easy job to get an Engineer and a Switch Engine and a couple of old Cars. And because there was no conductor available, therefore did the Division Manager undertake to see this Train to its Destination, and that's me. And I was able to get away and take this Train, because I have to go to the Terminal this morning; and I was minded to take the Switch Engine and go, but I made up this Train for your sakes. And now, if any of you want the Limited, and are discontented with this Train, behold, I will stop this old boat, and let you out, and ye can walk back or wait for it just as ye prefer. For the Limited is in the Ditch about Fifty Miles back, and the track behind us will be blocked until Noon.

And no man decided to get off and walk, neither did any man complain more of our Train.

And I considered this thing, and I said, that if we were to stop and think before complaining, we should sometimes discover that the things whereof we complain are those for which we should be thankful.

—The Christian Century.

Many years ago railroad officers realized the fact that something must be done to check the tide of injuries, so in 1910 there was begun and rapidly spread over the railroads the "Safety First Movement". I want to tell you gentlemen, that the nature of this movement consisted primarily of bringing about organized cooperation between officers and employes to reduce accidents. It brought home to all officers and employes the imperative need for each and everyone of them in the interest of his railway, and himself, to avoid doing the innumerable things that resulted in accidents. This movement and its result constituted one of the most remarkable and satisfactory chapters in the history of railway operation in the United States. It caused a steady and rapid reduction of injuries to all classes of railroad employes and patrons.

I have a few statements to show what this Safety First move resulted in. It made it possible to record the fact that in 1921 there was made the best railway accident record in history. In that year the total number of accidents on the railroad was only about the same as in 1889. Although there had been an increase of 140 per cent in the number of employes, of 225 percent in passenger business and of 400 percent in freight business, the records of 1922 were almost as good as that of 1921. 1923 was equally as good as 1921. I am sure that this year will be the Banner Year not only on the railroads, but over the entire country.

One of the most serious problems we have today to contend with is automobile accidents on crossings. There is a steady increase instead of decrease. I want to read a few words of the high way crossing whistle signal.

#### Careful Use of the Locomotive Whistle

It has been said that the principal use of the highway crossing whistle signal today is to comply with the laws which require an audible signal from every locomotive which approaches a public highway. Observation convinces me that this is true. Automobile drivers do not seem to pay much attention to whistle signals. Certainly that class which try to beat the locomotive over the crossings do not. There are drivers who make these reckless attempts to kill themselves in broad daylight, when they have seen and do know, just how near the train is to the crossing.

Compliance with a whistle law is a good thing even if the warning never serves to call a careless driver to his senses; it is good for the engineman and for the Company. Regular attention to the law tends to make a runner systematic and careful in all things.

An engineman who hits anybody on a crossing is quite likely to be accused of having neglected to sound the whistle. He is called to account in court, and in perhaps a majority of cases there will be witnesses telling contradictory stories. Some will say that the whistle was blown and some will say that it was not, and the verdict of the jury is likely to be decided by the best guessers among the jurymen, or in favor of the smartest of the two lawyers who have addressed them. In this situation an engineman who is systematic in his whistling is a decided asset for his employer. He should be so systematic that he can tell, the next day, even if no accident happened what he did at a given crossing.

Systematic whistling requires constant surveillance by the road foreman or the trainmaster. Playing with the whistle making meaningless sounds before or following the proper blasts, is quite common among young enginemen at times and is a thing to be discountenanced. The Traveling Engineman must call upon all enginemen, young or old, not only to omit all useless whistling but to conform to a simple rule, and he must frequently define the rule. Enginemen, like the rest of us, lapse into careless habits unless "jacked up".

E. F. Rummel,  
Supt. S. C. & D. Div.

#### Recapitulation

Arthur A. Boetiger

When seated at a desk bestrewn with figures and accounts,  
We struggle with results in consternation,  
And in return for labor, get bewildering amounts,—  
Discouraged read our recapitulation;  
Would we not be excused if we should let our minds relax,  
And break away from duties which at last begin to tax,  
To dream of things not limited by cold accounting facts,  
Yet, which may need a recapitulation.  
The world today is full of problems that remain unsolved,  
The seeds of hate disrupting every Nation,  
Earth seems a shapeless mass, as though it never had revolved,  
We've doubtless lost our Maker's approbation,  
That summer's day when mailed fist struck all the world a blow,  
And in its path spread terror, as it laid young heroes low,  
Who then summed up results, or wished the full account to know,  
Who figured on a recapitulation?  
A brazen rule that might was right, was forced into the life  
Of trusting people, 'till with faith declining;  
The Nations praying daily for the end of War and strife,  
Sank in despair, abject, oppressed, repining.  
The Hills and Valleys echoed to the cannon's deadly blast,  
The Billows lashed in fury as the Wolves of Night slunk past,  
Each dawn that broke upon us, seemed more hopeless than the last,  
We trembled for the recapitulation.  
Then fell another mailed fist, launched in the name of right,  
The fire of manhood kindled in each bosom,  
For we who loved Democracy and Safety First, must fight  
The ruthless Nations, Kings bereft of reason;  
A mighty sea that could not hold a pebble on its crest,  
Bore up the wonder of a Nation pledged to do its best,  
Until a bridge of ships stretched forth from Sandy Hook to Brest,  
And brought about the great capitulation.  
Now comes the aftermath of war—still tolls the funeral knell,—  
Through sacrifice we paid the price of winning—  
And as we pause beside a cross in some grave-hallowed dell,  
We somehow feel all things are but beginning;  
We've learned to give and take and we can glory in our worth,  
We'er Alpha and Omega for the welfare of the earth,  
Democracy and Safety First, our heritage at birth—  
To Freedom mounts in recapitulation.  
And universal Freedom, with her unctuous, healing balm,

Will touch and soothe each sorely troubled Nation,  
And lead the way, with spirit brave and face divinely calm,  
To Paths apart from aching tribulation;  
The rankling seeds of sullen hate and maddening turmoil  
Will fall and fail to fructify on unresponsive soil,  
And eager men, with hopeful hearts, will strive through honest toil,  
Toward achievement's recapitulation.

#### A Smile Or Two

##### Protection

"Ma," said a newspaperman's son, "I know why editors call themselves 'we'."  
"Why?"

"So's the man that doesn't like the article will think there are too many for him to lick."

#### The Modern Puzzle

Chug-Chug! br-r! br-r! Hank! Honk! Gill-gillug-gillillug!

The pedestrian paused at the intersection of two streets. He looked about. A motor car was rushing at him from one direction, a motorcycle from another, a steam truck was coming from behind, and a taxicab was speedily approaching.

Zip-zip! Zing-glug!

He looked up and saw directly above him an airship in rapid descent.

There was but one chance for the poor man. He was standing upon a manhole cover. Quickly seizing it, he lifted the lid and jumped into the hole just in time to be run over by an underground train.—*Ex.*

"Why are you so late?" asked a passenger of the conductor.

"Well, sir," explained the conductor genially, "the train in front is behind, and this train was behind before, besides."—*Exchange.*

#### It Was No Place For Her

A young woman who was not familiar with the language of railroad men happened to be walking near a depot where a freight train was being made up. As the freight train was being backed up, one of the brakemen who appeared to be glaring at her, shouted; "Jump on her when she comes by, run her down behind the elevator, cut her in two, and bring the head end up to the depot." Screaming "Murder!" the young woman turned and fled from the spot for dear life.—*Union Pacific Magazine.*

#### Exactly

Counsel: "Now, where did he kiss you?"

Plaintiff: "On the lips, sir."

Counsel: "No! No! You don't understand. I mean where were you?"

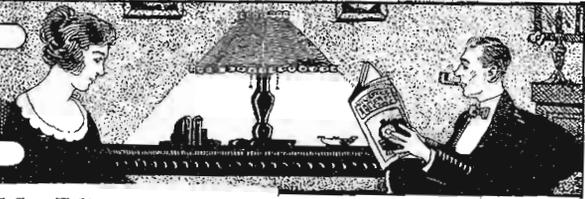
Plaintiff (blushing): "In his arms, sir."

—*Georgia Tech. Yellow Jacket.*

#### A Prayer For a Little Home

God send us a little home,  
To come back to, when we roam.  
Low walls, and fluted files,  
Wide windows, a view for miles.  
Red firelight and deep chairs,  
Small white beds upstairs—  
Great talk in little nooks,  
Dim colors, rows of books.  
One picture on each wall,  
Not many things at all.  
God send us a little ground,  
Tall trees standing 'round.  
Homely flowers in brown sod,  
Overhead, Thy stars, O God.  
God bless, when winds blow,  
Our home, and all we know.

# AT HOME



HAZEL M. MERRILL, Editor



Raymond, Son Of Agent Tracy, Beaver Dam, Wisconsin.



Robert Earnest, Little Son Of R. M. Division Fireman Bennett.



John, Son Of Agent Tracy, Beaver Dam, Wisconsin.

## Fashion Notes

How we do indulge in sports-clothes—these days—most any time and place—office—street—etc.—anywhere but active sports—be that as it may. Simplicity and commonsense are the keynote to sports apparel this spring and hand-woven tweeds and cheviots are among the favorite materials. Cheviots are of beautiful shades of blue, gray, tan, and beige, almost yellow. Right here let me say that your costume is not complete without a scarf, knitted or of printed silk, always brighter than the suit. Scarves of silk handkerchiefs in many wonderful combinations of color are knotted around the neck and worn with even heavy coats; they may also be wound around the neck and passed through an opening in the coat or bodice. One new spring model of bright flowery silk, which is very smart, has a long handkerchief scarf of white crepe draped around the neck and fastened at the shoulder. Just by way of variety the scarf may also be worn down the back. It makes no difference whether it is large enough to look like a shawl, an extra long collar, or what-not. Silk knitted or plaited mufflers are worn in every conceivable style with tailored suits. A brilliant, gay sports scarf of heavy crepe de chine, full width of material and from a yard and one-half to a little more than two in length, makes the smartest possible wrap for a sports frock; bright yellow, red, and green are among the favorite shades. Quite the newest thing in sports skirts is the double-edged design. It gives the straight-line effect, but the lap swings comfortably wide to allow plenty of freedom; it must be straight and slim with a low waist-line, and they do say ten to twelve inches from the floor is the proper length.

There are wonderful fabrics and beautiful colors for the new Spring and Summer skirts; silk alpaca, in cinnamon, brick, tan, and gray; flannels, in plain colors of brickdust red, pistachio green, azure blue, and topaz yellow, tan, gray, and white. Stripes and plaids will also be popular in flannels—the wider the stripe and the louder it talks, the more



Claudine Copley Bellamy, Little Granddaughter Of Section Foreman G. W. Stoner, Alder, Washington.

popular will it be; this, of course, in the French flannels; the English are more quiet. A cotton material known as English broadcloth, will make an attractive skirt if you do not care for flannel. We are to wear flannel blouses, this spring, too, if you please, in the same dazzling effects. With the skirts resting at the hip-line, some scheme must be devised to make the blouses stay there, too, and to accomplish this they are cut extra long and slit at the bottom, slit extending a few inches up each side. To take away the strictly manish look, of the silk blouses, and those of fine white materials, add a frill down the front and trim the collar and cuffs. Of course, the convenient over-b blouse will also be worn, much to our delight. For the first warm, spring days, when we are wont to cast aside a coat, a sports dress of gray cheviot, with bright collar, cuffs, and scarf, is welcomed.

## Household Helps

Mason jars filled with hot water make a good substitute for hot water bottle.

To clean wild ducks easily, remove the feet, large part of wing and head. Slit breast carefully so as not to break the flesh; then put your first fingers under the skin and it will slip off like a glove

from the legs, wings, and neck. To cook, roll in flour, lay two strips of bacon on breast and a lump of shortening, and cook three-quarters of an hour in a covered pan.

To make a handy box for the children's toys, take an empty canned-goods box, put cover on hinges, fasten casters in bottom, and give it a coat of walnut varnish stain. This keeps toys from being scattered all over the house, and teaches the children a lesson in neatness.

To prevent piano keys from sticking in damp weather, stretch a fine cord from light socket to piano, remove front panel just above pedals, and burn a low-powered light until parts are dried out. If your piano is a grand, raise top a little way and burn a small light suspended so as not to scorch wood or felt.

To clean wicker furniture, scrub hard with stiff brush, using laundry soap and warm. Dry thoroughly and cover with thin coat of shellac, and they will become as good as new.

Take clothes wringer and screw it onto tubs, turning top screws tight, and run towels, sheets, and pillowcases through, folding more compactly than if just wringing. It is a labor saver.

## The Strawberry Patch

Did you know it was not much trouble and really a joy to raise strawberries, and you can have enough for family use during the entire season on just a small piece of ground by planting early and late varieties? The soil should be prepared by a good application of well-decayed manure; then spade this under. A light application of wood ashes will make the berries plump and rich in color, and should be put on some time before the plants are set out. In the fall, plants should be protected with a covering of straw—clean, fine straw, or dry leaves may be used. In the spring, rake the mulch to the middle of the rows, and allow it to remain for a clean bed for the berries. It will also hold moisture which may be scarce during ripening season.

**Good Things To Eat**

**Lamb Pie.** Three pounds lamb cut from the neck; one and one half cups of potato diced with one onion; one heaping tablespoon butter; one cup string beans; salt and pepper to taste; boiling water to cover.

Dice the lamb, dredge with flour and brown in one half the butter. Add boiling water and simmer until tender, adding salt and pepper when about half cooked (an hour or so). When the meat is tender, add the potato, onion and beans. Stir in the butter and flour which has been rubbed together to a paste. Bring to the boiling point and pour into baking dish. Cover with a short biscuit dough and bake about thirty minutes in an oven that is very hot to start with and cooled down gradually after ten minutes.

**Braised Tongue.** Put a fresh tongue into a kettle and cover with boiling water. Cook slowly two hours. Take out the tongue and remove skin and roots. Place in a deep pan and surround with diced carrots, onion and celery and one sprig of parsley. Pour over four cups sauce, cover closely and bake two hours, turning after the first hour. Sauce: Brown one tablespoon, add one tablespoon flour and stir together until well browned. And gradually pour four cups of the water in which the tongue was boiled. Season with salt and pepper and add one tablespoon Worcestershire sauce. Place the tongue on platter and pour sauce and vegetables around it.

**Currant Mint Sauce.** Cut two thirds tumbler of currant jelly in pieces, but do not beat. Add one and one half tablespoons finely chopped mint leaves and shavings from the rind of quarter of an orange. To be served with lamb or mutton.

**Peanut Cookies.** Two cups brown sugar; one half cup shortening; two eggs; one cup peanuts; two teaspoons vanilla; three and one half cups flour; one half teaspoon cream tartar; one level teaspoon soda. Mix in order given. Roll up and let stand over night. In morning, cut in slices and lay in greased and floured cookie pan. Bake in moderate oven.

**Frosted Creams.** One cup dark molasses; one egg; one half cup lard; two thirds cup sugar; one half cup water; three cups flour; one teaspoon soda; one teaspoon cinnamon; one half teaspoon ginger.

Mix in order given and spread in cookie pans about one third of an inch thick. Bake in moderate oven. While hot, frost with powdered sugar frosting. When cool cut in squares and remove from pan.

**Apple Custard Pie.** Peel, core and slice three tart apples. Cook in very little water until tender. When thoroughly done, press through a fine sieve. When the apples are ready, mix with one cup of sugar, to which has been added three well beaten egg yolks and one half pint milk flavored with one quarter teaspoonful ground cinnamon. When thoroughly mixed fold in the stiffly beaten whites of the three eggs. Pour the mixture into a deep pie pan lined with rich crust and made in medium over until set. Serve cold.

**Fashion Book Notice**

Send 12c in silver or stamps for our UP-TO-DATE SPRING & SUMMER 1924 BOOK OF FASHIONS, showing color plates, and containing 500 designs of Ladies', Misses' and Children's Patterns, a concise and comprehensive article on dressmaking, also some points for the needle (illustrating 30 of the various, simple stitches) all valuable hints to the home dressmaker.

Address Miss Hazel M. Merrill, 1241 Railway Exchange, Chicago, Ill.

**4704. Child's Dress.**—Cut in 4 sizes: 2, 4, 6 and 8 years. A 4 year size requires 3 yards of 36 inch material, for dress and gumpie. For the gumpie alone 1/2 yard is required. Price 10c.

**4753. Girls' Dress.**—Cut in 4 sizes: 6, 8, 10, and 12 years. A 10 year size requires 3 1/2 yards of 32 inch material. Price 10c.

**4711. Ladies' Dress.** Cut in 6 sizes: 34, 36, 38, 40, 42, and 44 inches bust measure. A 38 inch size requires 3 1/4 yards of one material 54 inches wide. The width at the foot is 1 1/2 yard. Price 10c.

**4712. Girls' Dress.** Cut in 4 sizes: 8, 10, 12, and 14 years. A 12 year size requires 3 1/4 yards of 40 inch material. Without the collar 3/4 yard less is required. Price 10c.

**4701-4700. Ladies' Costume.**—Blouse 4701 cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. Skirt 4700 cut in 7 sizes: 25, 27, 29, 31, 33, 35 and 37 inches waist measure with corresponding hip measure, 35, 37, 39, 41, 43, 45 and 47 inches. To make the Costume as illustrated in the large view, for a medium size, will require 4 yards of 40 inch material. If made with long sleeves 5 1/2 yards is required. TWO separate patterns 10c FOR EACH pattern.

**4717. Ladies' Dress.**—Cut in 7 sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure. A 38 inch size will require 3 1/2 yards of 54 inch material. The width at the foot is 1 1/2 yard. Price 10c.

**4736. Ladies' House Dress.**—Cut in 7 sizes: 33, 35, 40, 42, 44, 46 and 48 inches bust measure. A 38 inch size requires 4 1/2 yards of

36 inch material. The width at the foot is 2 yards with plaits extended. Price 10c.

**4714. Girls' Under Garment.**—Cut in 7 sizes: 4, 6, 8, 10, 12, 14 and 16 years. A 12 year size requires 2 1/2 yards of 36 inch material. Price 10c.

**4720. Ladies' Apron.**—Cut in 4 sizes. Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A Medium size requires 5 1/4 yards of 27 inch material. Price 10c.

**4707. Boys' Suit.**—Cut in 4 sizes: 2, 3, 4 and 5 years. A 4 year size requires 2 1/4 yards of 36 inch material. Price 10c.

**4678. Ladies' Bathing Suit.**—Cut in 4 sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A Medium size requires 3 3/8 yards of 40 inch material. Price 10c.

**4735. Child's Play Apron.**—Cut in 4 sizes: 2, 3, 4 and 5 years. A 3 year size requires 1 yard of 36 inch material. Price 10c.

One man went to sleep with his hand out of the window, and it wasn't twenty minutes before he grabbed two roadsters and a coupe.

—John P. Medbury.





## SPECIAL COMMENDATION

The following named have received a special commendation for meritorious actions performed while in the conduct of their regular duties:

Section Foreman G. H. Jurgens, Stillman Valley, discovered broken arch bar in passing train, February 17th, and succeeded in getting signal to train crew, stopping train before further damage resulted.

Extra Gang Foreman James Wolverton, Kapowsin, Wash., discovered broken spring plank on St. P. car 71221 which was being handled in work train Feb. 23rd, and had car set out, which probably averted a serious derailment.

LaCrosse Division Conductor John G. Pate, extra 8641, Feb. 2nd, discovered eighteen inches of rail gone on east main just east of Oconomowoc. His timely action in stopping trains Nos. 54 and 18 and running them through siding at Oconomowoc, prevented, besides an accident, a very serious delay to these important trains.

R. & S. W. Division Conductor W. B. Thompson and Engineer John Corbett, train No. 319, Feb. 25th, discovered a broken rail at Riton Gravel Pit, stopped and made inspection before making report. Such care and watchfulness is an important item in conserving the company's revenues.

Missoula Division Brakeman G. J. discovered a broken wheel on car in train No. 263 at St. Regis, Mont. while inspecting train. Car was set out and a possible accident averted.

On February 21st, caller Joe McHigh while coming from the roundhouse at Montevideo, noticed a brake beam down on first 263. He immediately notified the dispatcher, train was stopped and the defective part removed, thus probably preventing a serious derailment.

Joe Touble, Pontoon Bridge Engineer, Marquette, Iowa, while on his way home, the night of Feb. 22nd, found two angle bars broken on west trestle across the Mississippi River, and immediately reported the damage to section foreman, and repairs were promptly made. Prior to repairs, bridge was protected by bridge watchman working that shift.

R. & S. W. Division Conductor N. Vogt discovered and promptly reported a bunk car on fire in Beloit Yard in the early morning of March 10th. His prompt action in making report prevented the fire from spread and causing serious loss.

Conductor J. G. Yahnke, Rondout, Ill., discovered and reported a broken rail on half mile west of Delavan, Wis. depot on March 3rd.

Yard Clerk M. Gilfillian, Bensenville, discovered and promptly reported a fire in St. P. car 71864 at Bensenville, Feb. 22nd, preventing thereby, a serious damage by fire.

Arthur Weidig, Milwaukee Terminals, discovered brake beam down in passing train, March 5th and immediately notified the conductor. Train was stopped and the defect removed without causing delay or further damage.

Illinois Division Brakeman Herbert Helsdon while dead-heading on a freight train, Savanna to Bensenville, Feb. 10th, volunteered to take the place of an inexperienced fireman, and thus assisted in getting the train though on time.

Madison Division Conductor H. J. Hoffman was successful in securing two bowling teams from Madison to Chicago and return, including parlor car service both ways, March 17th.

Samuel Stranis, Section Foreman, Beloit, Wis., discovered broken arch bar under C.T.H.&S.E. 13136, March 11th, loaded with gravel, and promptly reported same, thereby averting a prob-

able derailment.

When A. & S. W. train No. 65, March 13th broke in two, two miles east of Burlington account of a carrying iron coming loose on car in his train, letting draft iron down, the conductor, George Stauffer made the repairs to the drawbar by putting in new bolts, and thus hauled the car through to destination causing a delay to the train of but thirty minutes.

Dubuque Division Conductor G. F. Quade, discovered broken arch bar on car WFEX 53764, train No. 67 at Reno, March 7th, thus no doubt averting a derailment.

Baggage man W. Strange, Northern Division, discovered a broken rail one mile east of Hartford, March 5th.

Dubuque Division Conductor V. Clark, found a broken journal on IC37430 three miles east of Lansing, Feb. 20th. Careful inspection of trains is a prime factor in preventing train accidents.

Carl Lockwood, Muskego Yards, Wis., discovered a broken arch bar on NYC331148, when two miles east of Burlington and stopped the train before further damage was done.

Operator J. P. Rieber, Raymore, Wis., while on his way to Raymore, March 7th, at 11:20 P.M., discovered a broken rail about 300 feet east of the station and immediately notified dispatcher, who called the section men and had the rail repaired.

In the EFFICIENCY REPORT for month of February, 1924, Dubuque Division first place; percentage, 92.9. This division has now been in first place five successive months.

LaCrosse Division Relief Agent, R. L. Fischer, discovered brake beam down while Extra 8608 west was passing Bangor, February 7th, and immediately notified dispatcher who had train stopped at West Salem, where the beam was tied up. His prompt action no doubt prevented an accident.

H. & D. Division Conductor E. Benson on No. 91, noticed a broken rim on wheel of car in train, Extra East as it was passing through Buffalo Lake. The extra was stopped at next station and car set out for repairs.

Yard Conductor M. R. Tyner, Minneapolis Yard, while handling stock train from Minneapolis to St. Paul, at 4 A.M., February 19th, discovered brake beam down under St. P. Car 100788. Train was stopped and beam removed.

Operator R. J. Gorman, Elk Point, Iowa, detected a dragging brake beam in train Extra 2605, April 6th, while passing his station. Train was stopped and the beam removed.

I. & M. Division Conductor C. E. Hallman volunteered to and did fire engine No. 163, Mason City to Austin, March 13th, when regular fireman failed to show up, thus avoiding a delay of an hour or two.

Crossing Flagman Anthony Pigeon, Fall River, Wis., observed a dragging brake beam on a car near head end of train No. 56, March 31st, and succeeded in getting a signal to the crew, so that the train was stopped and beam removed without further damage.

Machinist H. Coyne, Janesville, Wis. was instrumental in securing the sale of two tickets, Janesville to Cheyenne, Wyo. These people intended traveling via a completing line, but were persuaded by Mr. Coyne to use our line.

C. & M. Division Conductor J. M. Calligan, while going east on No. 64 March 17th noticed a loud pounding under some car in Extra West that was pulling by him to take the siding. He overtook the train and notified its conductor,

when it was found that a car in the train had a very bad broken flange. This would undoubtedly have caused a derailment, had it not been discovered. Iowa Division Brakeman Clyde Utterback, on second section of No. 61, March 17th, leaving Atkins, discovered a very badly cracked wheel on CP32287, after the car men had finished their inspection. Close inspection like this is most valuable,—it averts derailments, possible personal injury and helps to put the balance on the right side of the ledger.

Section Foreman Boland, Byron, Illinois, discovered low arch bar on CB No. 70 as train was passing his gang on the morning of February 19th. He signalled the train crew and succeeded in getting the train stopped so that car could be set out and repaired before further damage had occurred.

Conductor J. J. McCarty, Muskego Yards, discovered and reported a broken rail at east end of the new passing track at Beloit, February 15th. His watchfulness and prompt action no doubt averted a derailment.

R. & S. W. Division Conductor Walter Thompson, discovered and reported a broken rail on the branch just east of Beloit Junction, February 20th.

Mr. William Walsh, Ticket Seller at White-water, Wisconsin has received a special letter of commendation from General Passenger Agent Haynes account of his activity and success in soliciting and securing California business during the past winter, one party of five in particular which had planned to travel via another route was secured for our line.

Rocky Mountain Division Brakeman Clyde R. Mullins, January 16th, Extra 10202, East at Cardinal, Montana, discovered wheel on car in his train with from fourteen to eighteen inches of tread broken out. This timely discovery doubtless averted a serious derailment.

### Had "The Good Fortune To Select The Olympian"

The following letter expressive of satisfaction because of an enjoyable trip has been received from a patron who was pleased with Milwaukee service:

Seattle, Washington, Feb. 8th, 1924.

Mr. George B. Haynes,  
Railway Exchange,  
Chicago, Ill.

Dear Sir:

I have just completed a most enjoyable trip across the continent having had the good fortune to select the OLYMPIAN (Number 15). It is indeed good to know that there is a trans-continental train, comfortable and fast, on which one receives perfect service and excellent food.

It affords me real pleasures to extend my thanks to Mr. Akin and Mr. Avery. Every effort was made by these kindly, courteous men to please the patrons and make our trip a happy one.

Assuring you, sir, of my good-will and future patronage.

Very truly yours,  
Mrs. Edith M. Gilboy.

On April 13th, while Sleeping Car Conductor C. F. Blue was accepting tickets in Chicago, for train No. 15, he discovered a pocket book which one of the passengers about to take The Olympian had left lying on the stand where he had received his portion of the sleeper ticket and his identification slip. Mr. Blue examined the pocket book and found it contained one thousand dollars. He put it in his pocket and continued with his work. Presently he saw a gentleman returning through the gate looking on the station

(Continued on page 48)

# FOR REAL AND LASTING WATCH SATISFACTION, SELECT A HAMILTON

CONDUCTOR JOHNSON and Engineer Christensen of the Milwaukee "Olympian" are men who know the value of a dependable watch. Their train, drawn over the Great Divide by super-powered electric locomotives, must be timed accurately and unflinching to the minute.

Both Conductor Johnson and Engineer Christensen carry Hamiltons, knowing them to be the timekeepers best fitted for the important job of timing their limited train.

You will find the Hamilton predominating in railroad service. It is the favorite watch of most railroad men because it is as accurate as science can make it, thoroughly dependable at all times, and economical in that it gives long years of satisfactory service.

Ask your jeweler to show you the Hamilton 992. With this model you are prepared to time any train, for it will better than pass time inspection on any railroad. For other than time inspection service, we recommend the Hamilton 974; this is a sturdy, 17-jewel movement that is giving good service to thousands of railroad men. When you select a Hamilton as your watch, you can be sure you are purchasing the best there is.

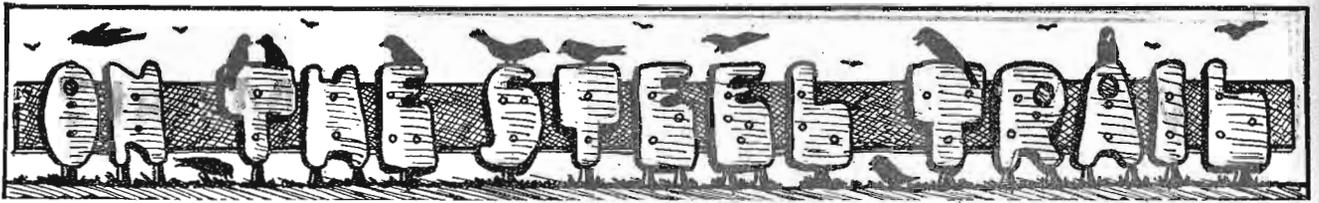
*We will send a copy of the Hamilton "Time Book" to any railroad man on request.*

**HAMILTON WATCH COMPANY**  
Lancaster, Penna., U. S. A.



# Hamilton Watch

"The Railroad Timekeeper of America"



**H. & D.**  
"JD"

Jas. Barrett, Pierce Trueman and John Ros-tratter will blossom out in each a brand new uniform Easter morning.

Robt. (Little Bobbie) Hamilton who has been working on the East End for several years was the lucky man bidding on Ipswich. He has been at Ipswich for three weeks now and says he likes the place fine. We'll all miss him on the East H. & D.

John Wirtz, Crossing Flagman, Montevideo, has a smile for them all now. What's the big idea for all the smile, John?

A Safety First Meeting was held at Milbank, March 17th, about 65 employes turned out and made the meeting a very successful one. After the meeting a bowling tournament was staged by some of the Montevideans. Jea. and F.T.B. chose up sides, the former drawing Mr. Esch, B.C.H., D.F., O.S., Geo. Crampton; and F. T. B. drew R.E.S., O.A.O., F. Hemsey and F.L.P. It is reported a very exciting and interesting game was played. Mr. O.A.O. was credited with high score in the third game in which he made a run of 29 pins. First game: Norwegians, 666; White, 460. Second game: Norwegians, 469 and the Whites, 463.

R. S. Buske will move to Glencoe where he will take the place of Robt. Hamilton on second trick, permanently.

Number 18, March 29th, brought Thomas Russell back from the coast. Thomas looks fine and looks like he is none the worse for the trip and should be riding the Brownies again in a few days. (He came back alone, as usual). He drank it all.

Conductor B. F. Raymond who was reported in Hospital in last issue is getting along nicely and should be on the job again shortly.

Conductor Tom Kinney who was also reported on the sick list in last issue is doing fine and will take his old run again very shortly.

Mr. Goehrig and Agent Watson, are planning on moving to St. Louis Park to relieve Mr. Richardson for a few months. Mr. Richardson has been having considerable trouble with his eyes.

A black mongrel escaped from the express-office a few days ago and was captured by Heiney and Pat. Heiney administered the salt and Pat handled the rope.

Any one wanting to start an argument step into the Division Accountants Office any time and announce the subject.

Clara Samdahl went to the cities Monday and was all tanked up on wimmins styles, etc. She was the center of information upon her arrival at Montevideo.

**Wisconsin Valley Division Notes**

*Lillian*

Eliza had nothing on M.M.H.

Mr. A. A. Wolf, Chief Carpenter, is back on the division after an absence of about five weeks on account of illness.

A baby girl was born to Mr. and Mrs. James O'Brien on March 24th.

Roadmaster Ed. Callahan was off duty about ten days during which time he received medical attention. We all declare that he looks ten years younger since returning to the office.

Conductor F. S. McCulloch and family have returned from their winter's sojourn in California and through the west. They report a splendid time but are glad to be back among old friends and scenes of familiarity.

Several members of our office force have been laid up with the grippe. Mildred and Eric are off at the present time.

Born to Mr. and Mrs. Frank Voeltzke on April 3rd a son. Frank has been passing cigars and candy.

General Superintendent W. J. Thiele and C. U. Smith, Dist. Engineer were in the office this morning while making an inspection tour over the division.

M. C. Harris, Train Dispatcher, who has been off duty for some time on account of illness has resumed his duties and we were all glad to see him back.

Take this means of extending thanks to Mr. J. W. Besley, Ticket Clerk, Union Station, Chicago, for courtesies extended Wisconsin Valley Division employes recently. It was very much appreciated.

Mr. Julius Jesse, Flagman, Jackson Street Crossing passed away at his home on March 20th after a short illness. He had been employed in various capacities of the company for a number of years. The division employes extend sympathy to the family.

Enginemen on the W. V. Division wish to thank those in the Mechanical Department for putting on the new ventilator slide doors on top of the engine cabs.

**When the Chief Went Through the Ice**

'Twas on the twelfth day of March,  
M.M.H. came to our town;  
He checked the office work O K,  
Found the yard work done up brown.  
He look around; called us sports  
And said, that things were nice;  
Then started on a short cut,  
Across the river ice.  
The ice upon the Prairie  
In the winter time is thick;  
It's hard to penetrate it  
With any kind of pick.  
But when the Spring comes along  
And things begin to thaw,  
It loosens up almost as quickly,  
As any woman's jaw.  
The Chief walked out upon the ice,  
Oh surely he was bold;  
The ice it broke and he fell through,  
My goodness! it was cold.  
He hollered to the way freight crews,  
To come and pull him out,  
He hollered to the Extra Crew,  
Oh boy! how he did shout.  
With poles and planks and boxes,  
They got him to the shore;  
He vowed that out upon the ice  
He'd never venture more.  
He went into a near caboose  
And wrung out all his clothes;  
That's one time when he said his prayers,  
Is what he told the Bos.

**"M. C. B. Gossip"**

*"Lee"*

These notes were not gathered in the usual way—"Let me tell you the news," the girls would say When they came to the hospital to pay me a call, So I don't think I missed anything at all. I've thanked you before for those lovely flowers Which helped to brighten some dark weary hours  
But I want to say again they meant a lot to me  
For they showed you wanted to cheer me up,  
you see.

Since the arrival of Robert Donald I understand Herman Klatte has made arrangements to attend all "Father and Son" celebrations. Edna and Herman certainly have our congratulations.

Belle Beznor came to the office all fussed and excited. Well what girl wouldn't be excited with a big diamond flashing on a certain finger of her left hand. Congratulations Belle.

Speaking of Belle's engagement brings to mind the news of Wilhelmien's wedding. Yes, Wilhelmien is going to leave us and will join the young matrons on June 7th. Our sincerest wishes for a great deal of happiness go with her.

Martin Billar is said to have a nice new shiny Ford coach with red wheels and balloon tires. Are we going to see this new car Martin, or do you only drive it on Sunday?

Edythe Hamman has become a member of the "Bobbed Hair Damsels". I didn't think you would ever desert "Us Long Haired Ladies" Edythe, but don't blame you since it is so becoming.

Lorene Oelke was on the sick list but is back on the job again.

Ruth Riedel spent a week-end in Chicago and reported enjoying her visit to the Windy City.

Have you seen the new electric duplicator? From what I have heard it must be great. I understand Henry has appointed himself its guardian and issues all permits to see it.

There were so many changes about the office that my brain was dizzy when I heard of them. Mr. Carnarius is now at Rapid City while Mr. Stroman is at Moberge. Our best wishes for success in their new positions go with these gentlemen. Jack Poenisch is now Chief Clerk and has our congratulations and promise of co-operation. Herman Klatte and Carl Jaeger both received advancements and are to be congratulated.

The office lost a very good friend when Mr. Brautigam joined the forces of the Allegheny Steel Company and he certainly has our sincere wishes for success. Mr. F. J. Maxwell is taking Mr. Brautigam's place and I wish to extend a hearty welcome and a promise of co-operation.

Now last but not least I want to introduce the newest M. C. B-ites, Marcella Klaffey, Viola Bantz, John Robinson, and Thomas Brady.

**Trans-Missouri Division  
Where the West Begins**

*By Maggie*

C. H. Richards and family of McIntosh departed for Seattle and points along the coast recently. Charlie expects to be gone about three months.

Miss Helmay is working in the Superintendent's office for the past few weeks.

Louis Larson, Conductor, who has been operating a haberdashery at McIntosh has resumed his duties on the road.

E. M. Grobel, Trainmaster, and son spent the week end at Minneapolis buying Easter finery. While there Mr. Grobel attended the pony show.

Mrs. Herman Wahl wife of Car Clerk at Moberge who has been in the hospital is able to be around again.

Ralph Fraher is recklessly passing the candy and cigars around. Wife and 8 pound daughter are both fine.

Topsy Rinderneck, Moberge Car Clerk, is visiting friends at the coast. He is being relieved by Jake Rhinehart.

Safety First Meeting at Marmarth, March

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A college education for your children?  
A *real* vacation?

Any one of these requires money.

You'll find our "Buy \$1000 on Easy Payments" plan an excellent way to reach your goal.

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You earned it through hard work.  
Therefore you are unquestionably entitled  
to at least Ten Percent of this hard-  
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will remain permanently yours as a just  
reward for a year's hard toil.*

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GENERAL AGENTS

The Rookery CHICAGO Wabash 0862

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The Oldest Bank in Montana  
1869-1923

Old in years but young in spirit.  
We invite you to use our Banking Service.

DEPARTMENTS

Commercial Savings Trust  
Foreign Exchange Safe Deposit

24th was well attended and interesting. About 45 were present and the discussions were general. Highway crossings, signals and safety in general were the topics of the day. Mr. Fuller read a list of accidents on lines west for 1923 and the meeting closed with a talk on General Safety by Mr. Peck.

J. M. Oxley and P. L. Rupp, Train Rules Examining Board, were in Moberidge and Marmarth this month giving Standard Rule Examination to all train and enginemen.

Sanford Warren Childers, Side Table Operator, at Moberidge was absent account of illness for a few days. H. A. Mosher, Agent of Fire-steel, took his place at Moberidge. We are always glad to have Mose pay us a visit even though he is a mite touchy.

S. F. Philpot recently refrigerator inspector and formerly fireman on the T.M. division has been appointed Coal Supervisor on TM, Ms and N.M. divisions.

Any one having second hand or slightly used cigarettes please send them to M. Obst, Chief Clerk, at Lewistown. Although this man has been a cigarette smoker for the past forty years he has not yet had occasion to know the price of a Camel.

Harry Cook was called to Marion, Iowa, account of serious illness of his parents.

Mr. and Mrs. A. A. Fisher were in St. Paul a few days last month attending to business.

Louis Schefflebein is the extremely proud father of a daughter.

We hear from M. McChesnay from Bay City, Washington. He is lumber jacking and likes it fine.

Red Wandsand and Tommy Holmes, Firemen on the Trans. Mo. Division, left for Seattle and Tacoma last week.

F. J. Maxwell who has been Car Foreman on the T.M. Division for the past three years has been promoted to General Safety Appliance Inspector with headquarters, Milwaukee. Although we regret to lose Mr. Maxwell we are unanimous in hearty congratulations.

H. R. Winship will be able to continue to arrive at the office on time Fridays and Saturdays as Bill's car is all fixed up again and most as good as new.

## Store Room Sparks—Dubuque Shops, Iowa

S. A. Matter

Undismayed by the threatening attitude as displayed by a certain anthropological specimen answering to the cognomen of Arthur, I appear again in the journalistic arena. Being immune to the feeble attacks upon my sturdy physique, I herewith prepare to dip my vitrollic pen dealing vituperative phrases to the four winds. No living mortal can endure such abnoxious effluvia created through the consumption of Arthur's El Ropos without exhibiting disgust. I retain no resentment, but considering my past experience I beseech Arthur to refrain from distributing such poor specimens of the fragrant weed.

We understand from reliable source that Louis Francus Messink is adept in the art of "wrapping kerosene in paper". What's this all about Red?

Jack Needham is the proud possessor of a musical frying pan which in the lingo of musicians is misnamed the banjo.

A tragic scene from the Lancaster operatta: Though undismayed, his passion displayed  
As Louie got stuck in the mud  
His show delayed, he was afraid  
His journey was nipped in the bud.

Our Stanley is endeavoring to build a seven tube radio set. His firm belief is that with his past success with previous sets in tuning in on remote stations like Farley, Durango, Washington Mills he may with persistent efforts succeed in getting Gehenna.

At the earnest request of Misto Hosfall I have prepared the following nonsensical conglomeration of verses to be used by him in the next minstrel performance:

### The Nut-House Man

I'm the boss of the nut house clan  
My work with nuts go hand in hand  
When I tell you, you'll understand  
Why I'm called the nut-house man.  
Everything goes wrong, here's how it goes the whole day long  
"Ira Doty listen here, here's an order get me clear:

I want some rivets; size three by four;—  
Six square washers, one foot or more  
Some rubber bolts, glass spikes will do  
If you don't get them I'll get you.  
Get me some radials, any kind I'll take,  
If you don't get me something your neck I'll break.

If you haven't got them all is well  
I'll give you something and that will be h—.

### Notes From the Local Office and the Docks Tacoma

Mr. Ralph Bement, our hustling Assistant Agent, was recently absent for a day, a very unusual occurrence for him. We understand, however, that he put in the day celebrating his sixteenth wedding anniversary. One wouldn't think it from his looks or from his activity, but nevertheless it seems that Ralph is getting older the same as the rest of us.

The coal and fuel oil report, heretofore very accurately handled by Miss Sophie Hansen, our charming and justly popular chief timekeeper, is now being handled by Mrs. McKay, Miss Sophie having been assigned a few other duties to keep time from hanging heavy on her hands.

The position of Assistant Demurrage Clerk having been abolished temporarily, Mr. Howard M. Baldwin has again become checker in the warehouse, where he can employ his unrivalled penmanship to similar advantage. We understand that he puts in the lunch hour in denouncing the "oilsoaked grafters" and lamenting the fact of both old parties being "on the rocks", to use his favorite expression. City politics at Ellensburg was never anything like that, we feel quite certain.

Thomas J. Dolle, Cargo Clerk and Dock Timekeeper, was lately absent from duty for three days, due to illness, but has again returned to work.

Bob Weatherby recently took a trip one Sunday out to Morton on the Tacoma Eastern and return. He went to all the trouble of a haircut, shave, shine, new necktie, and the like, in honor of the occasion, but returned very much disappointed because it so happened that there wasn't a single young lady on the train on whom Bob could have made an impression with all these attractive features, and the biscuit shooter at the hashfoundry at Morton gave him only a cold glassy stare when he ventured to say anything more than "Apple Pie". So Bob has decided to foreswear traveling.

Keith Williams, our goodlooking Chief Bill Clerk, was recently off duty for several days owing to an injury to one of his eyes, but is fortunately again able to be on the job. Keith, by the way, is quite an amateur detective and it may be that he injured his eye in running down the clues in the case of Miss Willa Lindsay, who recently had a gentleman caller. Leave it to Keith to get the facts for our readers.

Miss Sophie Hansen bought herself a new Sonora phonograph, we understand, and will make any of the Milwaukee family welcome who want to hear some really good canned music. We learn, by the way, from our private detective bureau, that Miss Sophie and Miss Frieda Marty are the only girls in the office who at present appear to be unattached and fancy free, but as this is leap year there are all

kinds of possibilities still in the future. We shall be prompt to report the first signs of diamond rings.

We are informed that Tubby Gleb, recently received his annual spring bath. In spite of all denials we suspect that Jack McKay, was not quite unconnected with the ceremony.

Captain Kirby, Janitor at Dock Two, is at present taking a brief vacation and has gone to visit relatives at San Francisco. We feel sure that he will return to his duties much refreshed.

Business at the docks is very light at present, due to the natural reaction following the re-application on April 1st of Japanese import duties which had been suspended for six months following the earthquake to aid in reconstruction, and also due to the advance effects of the notorious section 28 of the Jones Shipping Act, which is to go into effect May 20th and bids fair to destroy the entire shipping business of the Pacific Coast if not checked. High officials of our line, led by Mr. H. B. Earling, Vice-President, were in attendance at a large meeting recently held at Tacoma to devise means for combating the obnoxious clause of the act, and Mr. Allenman was also among those present.

W. J. (Scotty) Kear, Assistant Warehouse Foreman at the Export Dock, recently sustained some very painful injuries on his hands by chemicals used for spraying fruit trees on his place in Puyallup; he was, however, able to attend to his duties.

Emmett Maloney, Chief Bill Clerk at the Docks, is quite an actor and recently took part as a sort of Assistant Villain in an Irish amateur play in this city. Emmett's appearance involved the disagreeable feature of being knocked down and ignominiously carried out in a basket of hay by the irate peasants in the play. As some of these same "peasants" had on other occasions suffered from Emmett's prowess in boxing. We understand that they entered into this part of the performance with such zest and thoroughness as nearly to precipitate a free fight behind the scenes afterwards. However, Emmett is not discouraged and is again putting in his spare minutes in learning the lines for another amateur play in which he is to take a prominent part.

### Fullerton Avenue Building

J. T. Griffin

On April 1st, Mr. J. H. Howard, who for three years has been Assistant Comptroller in charge of the Fullerton Ave. Building, was promoted and transferred to the General Offices in Railway Exchange Building. Mr. Howard was noted throughout the building for his credit for right motives, fair reasoning power and ability to do the work assigned him. Our best wishes go with him to his new field of endeavor. Before leaving Mr. Howard called all Officers, Chief Clerks, and Bureau Heads to his office and thanked them, and through them the employes for the co-operation given him while he was with them.

Mr. O. P. Barry who succeeds Mr. Howard as Assistant Comptroller, needs no introduction to most of the employes in the building, he having labored amongst them for several years. His first day as Assistant Comptroller he called to his office, the Officers, Chief Clerks and Bureau Heads, and told them what would be expected of each of them and asking for their co-operation. He also spoke of his promotions with the company since he started. He urged them all to avail themselves of the many opportunities that are presented by fitting themselves for the higher positions, putting in their spare time learning other work, so that when the opportunity came, they would be fitted for something better. Mr. Barry has been known for his ability and kindly disposition and good judgment. The employes in the building ex-

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It will help you get ahead in life.

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Capital Surplus and Undivided Profits over \$500,000.00

We Solicit Your Account and pledge you Security  
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**MADISON**

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# Electric



# Castings

## Steel

### WEHR STEEL COMPANY

MILWAUKEE

WISCONSIN

tend best wishes and congratulations to Mr. Barry for his future success, and we feel sure he will give a good account of himself.

Mr. J. W. Severs, has been promoted to position of Auditor of Expenditures succeeding Mr. O. P. Barry. Congratulations and best wishes.

Mr. E. P. Willey has succeeded Mr. Severs as Assistant Auditor of Expenditures. Congratulations and good wishes.

Miss Anna Olson, Secretary to Mr. Howard for many years, has gone with him to the Railway Exchange Building, acting in the same capacity to Mr. Howard. Miss Olson in her three years service in the Fullerton Ave. Building has made a host of friends. In bidding her friends good bye, we noticed a quiver in her voice and a tear in her eye as she left us on April 4th. May good luck and success crown her efforts, and may we see her again very soon.

Miss Marie Seipp of the Typing Bureau, is not only an efficient typist, but also an efficient seamstress.

Miss Agnes McGrath of the Typing Bureau has just returned after visiting relatives in New York.

Miss Marilee Pearce of the Typing Bureau is visiting relatives and friends in Birmingham, Ala. and Gulfport, Miss.

Mr. J. H. Gannan has just returned from a two weeks vacation visiting his mother at New Orleans.

"Stranded Wire Transportation Wife and Family—Halls, Tenn." Read a telegram received recently from Geo. Sheldon who was returning from a two months leave of absence visiting in the south. Geo. motored all the way down in a Ford, but got stuck in the mud coming back. He is now preparing to return and get his car, as he received word that the tide has gone out. He intends having the car in front of the building to show his friends what a wonderful car it was.

Congratulations to Mr. and Mrs. J. C. Vinson on the birth of a baby girl on April 2nd.

Miss Agnes Howard, Car Accountant's Office, has returned to work after a two weeks illness.

Mr. W. F. Miller, Assistant Freight Auditor and Mr. E. M. May have just returned from a business trip from the West Coast. They brought quite a few of Macey Nicholson's Cigars with them.

Death has taken from our midst, three of our employes who have been with this company many years: Mr. R. N. Dudley, Credit Office; Mr. Frank Gault, Freight Auditor's Office and Mr. Jos. Baier, Ticket Auditor's Office, the employes of the Fullerton Ave. Building express their sympathy to the bereaved ones. The usual floral pieces were sent to their homes by the Aid Association.

Mr. Ellerton of the Auditor of Expenditure's Office has returned to work after an absence of eight weeks, due to a serious operation. His

co-workers were glad to see him back on the job.

Miss Blanche Murphy of the Auditor of Expenditure's Office left the service April 10th, to be married. During the noon hour she received the congratulations of her many friends who showered her with rice, and presented her with a beautiful hammered silver platter and salt and pepper shakers.

Mr. A. C. Saida, Chief Clerk of Auditor of Expenditure's Office is a busy man these days, he has three different offices in the building and he is also devoting considerable time to the carpenter trade.

The engagement of Mr. F. F. Grabenstein and Mary Parrish of Auditor of Expenditure is announced—more rice throwing.

Miss Blanche Keller has been appointed secretary to Mr. O. P. Barry.

Sick room bouquets have been sent to the following by the Aid Association:

Helen Baum, Freight Auditor's Office.

Elizabeth Reinwold, Ticket Auditor's Office.

R. N. Dudley, Credit Auditor's Office.

Mary LeBaut, Freight Auditor's Office.

Eleanor Harrer, Aud. Sta. Acc'ts. Office.

The officers and employes express sympathy to:

Roy Christenson—Death of Father.

Florence Cames—Death of Father.

Eva Hanson—Death of Father.

Edw. Laughlin—Death of Father.

Geo. M. Smith—Death of Brother.

Chas. Schroeder—Death of Mother.

#### Seattle General Offices

Marie E. Cleary

Mr. F. N. Hicks, recently appointed Assistant Traffic Manager, is scheduled to arrive from Milwaukee, April 14th—and we understand that Mr. F. J. Calkins and Mr. A. P. Chapman, Jr., are taking out a couple of brass bands on the line to meet him and escort him in. We all extend congratulations to him on his appointment and wish him the best of good luck and every success.

Mr. and Mrs. F. R. Shong are spending several weeks in Los Angeles, and we are sorry they're missing the usual glorious spring weather we're having here—as they are encountering some of California's "unusual" weather—to wit: a bit of rain.

The host of friends of Mr. James H. Currie of the Vice President's office will be grieved to learn of the death of his wife—Mrs. Helen F. Craig Currie—at the family home in Seattle, March 31st; the funeral taking place April 3rd. Mr. Currie and family, have the sincere sympathy of all Milwaukee employes in their sorrow.

Among recent visitors from headquarters were Mr. and Mrs. T. W. Proctor and Mr. and Mrs. Lee W. Spratlen who spent several days with us here enjoying some winter golf and the city in general.

The Seattle branch of the Pacific Telephone &

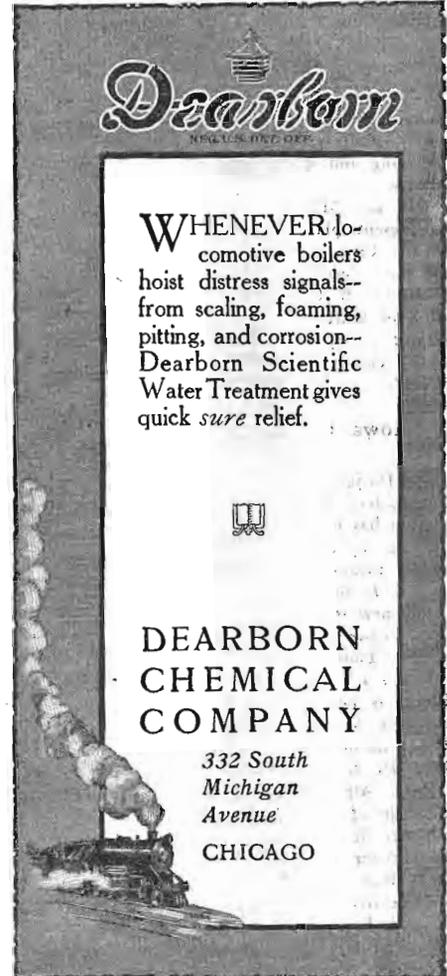


WHENEVER locomotive boilers hoist distress signals—from scaling, foaming, pitting, and corrosion—Dearborn Scientific Water Treatment gives quick sure relief.



DEARBORN CHEMICAL COMPANY

332 South Michigan Avenue CHICAGO



HARRY SAYS

"ADVERTISE IN THE MILWAUKEE!"

Telegraph Company recently installed several machine-switching or dial telephone offices in the city, and on the 10th of April, Mr. E. B. Crane, through the courtesy of the American Society of Civil Engineers arranged for the Engineering Department and their guests to attend an exhibition of the workings of these new dial telephones and be initiated into their mysteries. When the demonstration was finished, they were shown through the Telephone Building which is one of the finest in the West. There was to have been a party at Puss 'N Boots afterwards—but apparently Mr. Crane's plans miscarried.

Understand "Bill" Nelson of the Traffic Department paid \$7 for some hose. For the garden, Bill?

What familiar voice was that just heard silently announcing that he had "shot nine holes in 6 under par" (for the 18)? It's none other than F. J. Calkins, himself, who's the latest to join the ever-increasing ranks of Divot Diggers. He firmly believes he's "taken up" golf—but as with all the rest, he's really been stricken with it, and no doubt will never recover.

We are glad to hear that Miss Elsie Putzin, stenographer in the Traffic Department, who recently underwent an operation, is now convalescing and it is hoped will be able to return shortly.

Mr. and Mrs. J. M. Gilman and family are at present planning a little vacation trip to Mason City, Iowa; Chicago and way points to be taken about Easter time.

Mr. B. B. Greet we think is becoming quite fond of Seattle and vicinity, as he has averaged almost a trip a month since the first of the year. Think it must be the lure of the "Charmed Land".

#### Iowa (East) and Calmar Linté

J. T. Raymond

A. Dutton who has been Train Master on the Eastern Division resigned April 1st. Mr. Dutton has made many friends during his brief stay on the division who will wish him success in his future field of endeavor.

E. E. Bernhardtson from Strandquist, Minn. is the new stenographer in Superintendent Flanagan's office.

Mrs. Emma De Long, clerk Superintendent's office, is a hospital patient at Cedar Rapids, her illness is not of a serious nature and may be expected back among the force soon. Mrs. Hazel Bartoske is acting as relief clerk during Mrs. De Long's absence.

Mrs. Alpha Bowman, wife of George W. Bowman of the Car Dept., Marion, passed away Sunday, March 30th after a lingering illness. Funeral services were held Wednesday and burial at Marion. Mr. Bowman has the sympathy of a large circle of friends in his bereavement.

L. A. Klumph, Foreman Car Dept. at Atkins, has been transferred to Cedar Rapids and is succeeded at Atkins by Frank Coon. F. A. Staples who was Foreman at Cedar Rapids goes to David Jet.

Agent Fred N. Rathbun of Elk River Jct. was away on a ten day vacation visiting friends and relatives in Martelle, and also with his son who is located in a prosperous business at Bedford, Indiana in which Fred is also interested. We acknowledge with pleasure on behalf of the boys in Marion office a call from this accommodating "old timer". Come again, Fred.

Clinton now has continuous telegraph service. L. A. Fiola is working first trick, D. D. Devore second, and M. A. Rittmeyer third.

Operator L. E. Brown is back on the job at Maquoketa after having spent several months in Florida.

At Memorial Hall, Marion, March 28th at 7:30 P.M. a Safety First Meeting was held and notwithstanding the fact that it was raining quite hard every seat in the hall was occupied and a very interesting session was held from



## The Biggest Opportunity of Your Life

**RAILROAD MEN!** If you are making less than \$20 a day, write to me at once. I will show you how you can double your earnings. You can be your own boss—work when and where you please—and make from \$4 to \$10 every hour you work.

### Head Made \$69.50 In One Day

I want a railroad man in every community to act as my representative—to call on my customers and take their orders for Comer Coats. If you only take four average orders a day I will pay you \$100 a week. That's easy. J. R. Head of Kansas made \$69.50 clear profit for himself in one day. Fred Roberts made a net profit of \$56 in one day. J. C. McCardell made \$834 in his spare time.

### No Experience Needed

It is not necessary for you to be a salesman. You don't have to know anything about selling. I give you all the information you need—tell you where to go, what to say, and how to make money. R. A. Prentiss of Massachusetts was working in a factory at small pay. Yet, in one month he made \$945 with this proposition.

There's no trick to taking orders for Comer Coats. The Comer Manufac-

turing Company is the largest concern of its kind in the world, selling high-grade Top Coats and Raincoats direct to the consumer. There is no delivering or collecting to do. My representatives just take orders and they get their money the minute they have an order.

### Get Started--Accept This Special Offer

The important thing is to get started. I know that you can make more money in a day than you sometimes make in a week. You can work every day—rain or shine—and you can make from \$30 to \$50 every day you work. Just mail the coupon below for the facts of my special offer to railroad men. It won't cost you a cent. In return I will tell you about the easiest, quickest, most pleasant way to make big money that you ever heard of. I'll show you how, without investment, experience or training you can control a business of your own, be your own boss, and make up to \$1,000 a month. Don't delay a minute. Let me get you started at once in this money-making business where you can make more money than you ever thought possible. Sign and mail the coupon to me NOW.

#### THE COMER MFG. CO.

Dept. FV-516, Dayton, Ohio

## Just Send Me This

COMER MFG. CO.,  
Dept. FV-516, Dayton, Ohio.

Please send me full information of your special offer to railroad men, without the slightest cost or obligation to me.

Name .....

Address .....

(Print or Write Plainly)

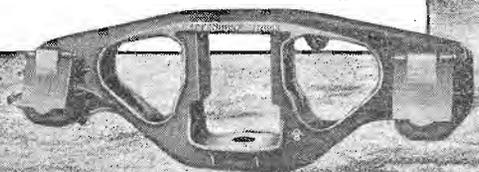


In addition to your large earnings we offer to give you a Ford absolutely free to help you in developing your business. Mail the coupon for details.

# Simplicity



Men are continually surprising the world by doing what has been pronounced impossible. The old arch-bar truck with its 41 pieces was considered a most satisfactory truck until Bettendorf created a new and more efficient truck with only ONE PIECE.



**THE BETTENDORF COMPANY**  
OFFICES AND WORKS BETTENDORF, IOWA



## MAKE WOOD LAST LIKE IRON

Creosoted Douglas Fir lasts like iron for bridge building, structural work, docks, railroad ties, cross-arms, etc., and for Paving in the form of our new KORRUGO Creosoted wood.

**Pacific Creosoting Company**  
Northern Life Building Seattle, Wash.

## Pantasote

Trade Mark

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

**THE PANTASOTE CO.**  
11 Broadway NEW YORK Peoples Gas Building Chicago, Ill.  
793 Monadnock Bldg. SAN FRANCISCO

start to finish. Superintendent M. J. Flanigan presided and spoke about fifty minutes citing numerous cases of personal injuries that could have been avoided by observing safety first rules, he vigorously emphasized the necessity of obedience to rules as one of the principal essentials in preventing accidents.

E. B. Crocker, District Safety Inspector, spoke for about thirty minutes after which Chairman Flanigan called on a large number of the district officials and employees who spoke briefly and many important suggestions were offered.

Agent Thos. Lynch, Delaware, has returned to work after several months vacation which he spent in California.

Operator A. H. Claussen has returned to second trick Paralta after a four month's leave of absence which he spent in California.

The report of the Pension Committee in the April Magazine was very enlightening and reassuring, a fine showing has been made. Sec'y-Treas. Grant Williams and associates on Pension Committee deserve the hearty appreciation of all their faithful efforts, extending over a period of years which has resulted in a successful launching of the Milwaukee Employes Pension organization.

Operator L. A. Hoffman was away on a week's vacation. Operator Stage relieving.

H. F. Gibson, Train Master on the H. & D. Division at Aberdeen, was transferred April 1st to the Iowa Eastern Division.

Mr. Gibson is being given a warm reception by the men on this division and we believe he will find that spirit of true co-operation which is necessary in getting successful results.

Yard Foreman Patrick Ryan of Marion, who has been off several months with rheumatism is recovering slowly. He went to Excelsior Springs, April 14th in hope of hastening his complete recovery.

Word comes from Miss Hannah Johnson who is spending an extended vacation in the west, that she is located in Idaho with relatives and that her health is improving rapidly.

Lester Cleveland of the Superintendent's clerical force is having a siege of scarlet fever. He is not having a very serious time with it and his recovery is expected shortly.

Passenger Brakeman L. R. Curtis has returned from California where he has been spending the winter and has taken his run on 20 and 19 between Marion and Chicago.

C. J. Kleeman, Asst. Division Accountant, has been transferred to Dubuque, and L. G. Hewitt has been appointed Asst. Division Accountant on this division.

Miss Martha Winter has been appointed comptometer operator in Division Accountant's office at Marion.

Mrs. H. J. Murphey, wife of Train Masters Clerk, was taken to St. Lukes Hospital, Cedar Rapids, Sunday, April 13th where she was operated on for appendicitis. Her many friends hope for her speedy recovery.

### News From the Connecting Link

Betty

Car Foreman Paul Russell is to have a new office. Judging from the elaborate preparations for same it will be a REGULAR OFFICE, the kind of a one that absolutely insists on your taking off your hat before you enter.

Dad Henecks has found a can of cream colored paint and he is painting everything that gets in his way a delightful shade of cream. Suggest that Chuck Hudson take his pipe home with him when he comes off duty unless he admires cream colored pipes very much.

Earl Massey has a new Ford Coupe, he is getting ready for good old summer time, that is, we think he is, he didn't tell us he was, but that isn't surprising because he is a very quiet man.

Trainmaster W. J. Whalen, is a very bashful man, and he issued instructions to the effect that

his name was not to be mentioned in the magazine, however, we do not consider this a violation as all we wish to do is to state our reason for not mentioning him in our "News From The Connecting Link".

Brakeman James Hendrickson has been on the sick list for the past two weeks, but if Spring weather has anything to do with his recovery, Mr. Hendrickson will soon be a well man.

Traveling Engineer Einarson and Civil Engineer Nelson paid us a short visit last week, due to the fact that they were called to Joliet to testify in Court. We were very glad to see both of these gentlemen. We believe that Mr. Einarson weighs a little, (we said a little, Mr. Einarson) more than he did when he was with us. And we know that Mr. Nelson became very vain since he left us, because the very first thing he said was, "Where is your mirror?"

John Smith will be a very happy conductor when Summer comes, because street corners are such cold places during the winter.

Oh, yes, Conductor Carstensen uses very good judgment. We understand that he is a resident of the West Side also.

A certain brakeman with a moustache, who gives his address as Mommence, is planning on taking a trip. All we have to say is, "Don't get lost, or lose any small possession such as an automobile."

Fireman Ralph Altland is now firing the Rockford switch engine, relieving Eugene Nelson, who will take the DeKalb job.

The DeKalb switch job is very well supplied with conductors. Conductor North being in charge with Conductor Hurley and Jacobus helping.

We understand that C. B. Elder is contemplating purchasing a new Ford Sedan. Think long and seriously before acting, Chet.

Judging from the nice, shiny dinner bucket Clarence Green carries he ought to weigh 200 pounds, however, the dinner bucket does not seem to be producing the desired results.

Engineer James Keeler is progressing very nicely and we expect to have him with us in the near future.

Section Foreman L. L. Eakle has been transferred to Peotone, being succeeded at DeKalb by R. C. Jackson, a new employee. Mr. J. H. Boyce now has charge of the Aurora section. Mr. Boyce has worked on the C. M. & G. prior to this time, although not as a Section Foreman.

Frank L. Ryan, Brakeman, is planning a nice trip. He intends to go to Kansas City and from there to California where he expects to spend the summer.

Mr. Milligan, Examiner on the E. J. & E., will soon commence to hold his annual examination classes. Don't rush, take your time, if you will make a thorough search you will find the very important little brown book just where you left it last year after you had attended Mr. Milligan's class.

We are glad to be able to say that Engineer Levi Haslett, who sprained his back March 28th, will soon be able to report for work, as he has almost fully recovered from his injury.

### Northern Montana Division

By A. B. T.

Courtesy to our patrons is exemplified by our always smiling conductor Walter P. McDonald. Walter always has his eye open to render assistance to the ladies, especially the old and those with children; assisting in handling their baggage and seeing that they get aboard their trains safely, thereby demonstrating the fact that courtesy costs an employe nothing and means much to the public.

The tops of some heads are amusing, especially The One in the Superintendent's Office. And now to tell, 'tis needless to state—that

## FOR Stout Women

"Original World Bargain"

Slenderizing Hand Beaded Spanish Lace Trimmed

Tussah Silk Dress

\$3.98

One-Piece Model

Regular and Stout Sizes 32 to 64

Money Back Guarantee

World Mail Order Co. Dept. S-547, 2953 Van Buren St., CHICAGO



Most amazing offer of the year! Think of it—a beautiful Spanish Lace, Hand Beaded Trimmed Silk Tussah Dress in large sizes for only \$3.98. Sale for short time only—rush your order before it is too late!

**SEND NO MONEY With Order**

A truly slenderizing model, fashioned from finest quality genuine Tussah Silk. Soft and shimmering—an elegant material. You are charmed by the stunning panels of rich, brilliant luster bugle beads down front and at neck.

Cuffs of sleeves are of Silk Spanish Lace, a feature usually found only on much more expensive gowns. Narrow for the ease of self material. Beautifully tailored throughout in one-piece model. Your friends will think you paid three times this sale price.

Rush your order now—on arrival only \$3.98 and postage. After try-on, if not delightfully pleased, your money back on return of garment in insured mail. **COLORS:** Brown, Black or Navy Blue. **SIZES:** 32 to 64 bust.

## Baldwin Locomotives on Nearly Every Railroad

During the year 1923, the railroads of the United States moved the largest traffic in the history of transportation. On many of these railroads, in both passenger and freight service, large numbers of Baldwin locomotives helped to meet the enormous and heavy traffic demands.

THE  
Baldwin Locomotive Works  
PHILADELPHIA

he is polishing his pate; and the full moon effect, is just for the elect. In places there shows some fuzz—where the hair usta wuz; and now My Couey relates "Everyday on top o' my head—are signs of life where once 'twas dead." Now let us hope—that with his new kind of soap, that his realizations—may greatly exceed expectations. (From the Originator of the From Hair to Bare Club—OR why millionaires are created.)

Lewistown, on the 7th and 8th of April, experienced another one of its floods. Main street, from 3rd Ave. to Daws Ave. took all of the excess water, same being under water for about a foot and a half. Basements in this district were again filled but little damage was done as stocks of goods had been removed. Our freight house was inaccessible from the front as a miniature river was flowing past its doors. This makes the third flood since 1920, but the one in 1920 still holds the record.

Famous visitors to the Northern Montana Division since the last issue of the magazine.

R. W. Mook, traveling Time Inspector, Spokane.

J. N. Stressman, Traveling Accountant, Spokane.

Les Newman, Claim Agent, Butte and others too numerous to mention.

### R. & S.W. Division

Lillian L.

They have ordered all the lighting fixtures removed from the Superintendent's office at Beloit since Clara Furman started wearing that sparkler. Suppose there will be a vacancy in the Accounting Department before long.

## FALK Castings

The Falk Foundries specialize in acid open hearth steel castings from 1 to 100,000 pounds for railroad, marine, mining and hydraulic machinery.

Falk Castings are made in a modern and completely equipped plant, under the supervision of a skilled and experienced personnel. The central location of the Falk Foundries insures prompt service on all work.

Let us furnish an estimate before you place your next order for castings.

The Falk Corporation  
Milwaukee Wisconsin

## Storage of Acetylene Cylinders

Store acetylene cylinders, both full and empty, in a shed or building well ventilated and protected from the elements and free from sparks or a flame. No other combustible material should be stored in the same room with acetylene. All cylinders should be stored standing upright.

During very cold weather, the acetylene storage room or building may be artificially heated by steam but not to exceed a temperature of 50° F. to 60° F. Cylinders should be at least three feet away from the steam pipes or radiators. If full acetylene cylinders are allowed to remain in excessively cold storage, difficulty may be experienced with regulator freezing when welding or cutting is being done on outside jobs.

When the cylinder is emptied, always close the valve tightly. There is usually a small amount of gas contained in the empty cylinder. If the valve is not closed tight, this small amount of gas escaping may cause trouble when in return transit.

## Gas Tank Recharging Co.

General Office:  
MILWAUKEE, WIS.

"Makers of Quality Gas"

"Standard o'er the earth on account of greater worth"



TRADE MARK REGISTERED

## Steam Turbo-Generators

500 Watts to 7½ K. W.

### A Complete Line of—

- Headlight Cases—Sheet and Cast Metal
- Reflectors—Metal and Glass
- Portable Headlight Cases
- Floodlights
- Searchlights
- Lamps for rear of tender
- Lighting accessories, such as switches (open and enclosed), sockets, dimmers, connectors, junction boxes, etc.

Write for Catalogue No. 101

Makers of the Famous "Nonglare" Glass Reflectors for Locomotive Headlights

## FLOODLIGHTS

INCREASE SAFETY AND PRODUCTION  
Better Illumination With Fewer Units With "Pyle-National" Floodlights,

## THE PYLE-NATIONAL CO.

The Pioneers and Largest Manufacturers of Locomotive Electric Headlight Sets

General Offices and Works  
CHICAGO, ILL.

An eleven pound daughter was born to Mr. and Mrs. P. J. Lavin on March 15th.

Mr. George Williams, Asst. Accountant at Beloit, has been appointed Accountant at Des Moines, effective April 15th.

We wonder what the attraction is at Miss Olson's hat shop for Heine?

Louie has had his hair bobbed—a sure sign of spring.

Mrs. Robert Dilley, wife of Conductor Dilley, passed away at St. Mary's Hospital in Milwaukee on April 2nd. Funeral services were conducted by Rev. F. N. Dexter of the Congregational Church at her home in Union Grove, Saturday afternoon and was largely attended. Our sympathy is extended to the family and friends in their bereavement.

Ted Day, Bill Clerk at Beloit, has been checking over his bank book lately, also studying time tables. We are afraid he is going to "step off".

The Roxana Petroleum Corporation has leased a piece of land from this Company directly from the passenger depot at Freeport, and is building a storage station there to serve Freeport and surrounding country. This takes some of the park in front of the depot away, but the new building will be a considerable improvement over the previous one.

There are four oil companies now in Freeport, all of which are located on the Milwaukee tracks. These four companies are all located on one street (Henderson Road) which we are going to christen "Gasoline Alley". All we lack now is Operator Anderson and his little son to impersonate Walt and Skeezix. Some resemblance, don't you think.

Esther Ellis, Freeport, made a trip to Chicago, April 10th. She and Roscoe Askey have more business interests to look after in Chicago than the Armour's.

Roscoe Askey has been a radio bug for some time and now Operator Harkness has joined the radio fans. About all you hear now is "static", "grid leaks" and such. Gives one the novel impression of being in a foreign land without going away from home. Can't understand a word they say.

Everyone on the way freights all smiles again. Back to dear old Racine. Many thanks. Crews on No. 96.

"Dick" Lightfield has been making "business" trips quite frequently of late up to Troy Center and down to Rockford. The nature of the business has not been divulged, but we understand it is not in connection with the railroad. He is making these trips by automobile, and as he has none of his own we have come to the conclusion that Leo must be taking him in his "Chevy".

## Bedford Shops

Machinist John Johnson came to the shop the other day with the news that he saw a Ford car in an awful condition while he was going home to lunch. John saw a Ford with the rear end jacked clear off the ground with the engine running, one rear wheel was turning forward and the other backward. After his fellow workers had given him the laugh they explained to him that this was only natural. O well, John sometimes we find out we can learn a few things yet.

Howard Draper says we all have our bad luck and misfortunes in this life, possibly he was alluding to the misfortune he had the other evening when he made a trip down town and was out the total of 32c before he was able to get back home.

From the experience some of our basket ball fans had while attending the tournament in Indianapolis it does not seem a safe practice to try to jew some of the vendors of merchandise on their prices in the capital city.

During our rainy weather this spring, machinist Dave Long went down town to purchase

a pair of rubbers. After trying on the largest pair in stock in the city and finding them entirely too small, he came back home without making a purchase. After telling his troubles at the shop, he was informed by apprentice Gardner that he had gone to the wrong kind of a store that he should have gone to a garage and inquired for a pair of balloon automobile tires.

Wedding bells are again ringing for our employes. This time the disturbance is caused by Fred Graff, engine pointer, who was married to Miss Blanche Hamilton of this city. We wish you a happy and prosperous married life, Fred.

## Bad Land Echoes

"Bill Mike"

Spring is coming or now is here, birds are coming; and the fly,—great big fellow with body green—climbs the window way up his buzzing around, now here, now there, just as busy as can be. Why can't folks when the spring time comes, be as busy as is he? Some folks mope and idle around, got spring fever so they claim. I should think the grass and flowers, would put these same folks to shame. Trees are budding, grass is shooting, everything is full of life, all except we lazy mortals are prepared to make the strife. So it's been with some reporters, ask them for a little news and they answer sort of languid that they've nothing we could use. "Been too busy." "Aint had the time." "Really I don't know a thing." such are the answers that one gets in the balmy days of Spring. Martin Walsh is at Miles City Roundhouse Foreman, days, is he. Olga just can't give us any news, she's so heartbroken you see. Frank Martin is now night foreman, came from Mobridge too, I hear. Brought his family right with him; makes our census more this year. Crowley now works on the east end, Cady up and followed suit, Beaver and Stanford took their jobs, did not give a thing "to boot." Eddie Crampton went out hunting horses, rode up hill and down, traveled over all the country east and twenty miles around. Rode through brush and up a valley, found a something there—a still, Ed says he is going back there with a jug to get his fill. Understand that Mr. Roberts who's our boiler maker friend is quite handy with a needle, and can crochet, sew and mend. Hear he's making pillow cases, fancy work of every kind gets a stand in with her mother by such little acts that bind. Say, we had a big attendance at our last month's Safety First, everyone was interested, all the speakers were well versed. Notice that our Smith O'Connell has installed a concrete tie in the park out near the depot so's to catch the travelers eye. Looks like just the thing that's needed to help save the valued tree, quite a saving, so they tell us and I'm sure we all agree. Dan Hartell was April Fooling, though he tried his very best none would bite on his fool notions soon he gave us all a rest. But I notice (I'm surmising, but I'm sure it is a fact) since the machinists gave their ball Dan's showing unusual tact, takes his wife and child to movies, wonders, never known before stays at home, attends no parties, model man, forever more. Saw someplace that Miller Hansen to great fame does now aspire, works his brain on an invention that will set the world afire. Thinks an iron thermo ice-box like a vault with safety lock in these times of prohibition would sell well for private stock, keep the sheriff and the marshall and the thieves from breaking in, save one from a fine and sentence, best of all 'twill save the gin. have you noticed our old beanery has been painted two new coats, bet our depot too would have some if it was put to a vote. Notice that the girls from Baker don't come down here anymore. Can't come down while Martin Madsen's working nights that's one thing sure. Heard that Svedahl got

# CLASSIFIED SECTION

This is a new department in our magazine. Some excellent opportunities will be found here for employes who have an hour or two a day to turn into cash. We advise you to answer these ads and mention the name of our magazine.

## AGENTS

**Agents**—Live representatives wanted in every locality to show sample of the American Bank Roll and take orders; the greatest value in a \$1.00 pocket book ever offered. Full particulars on request. Why not add \$25.00 to \$50.00 a month to your income by selling us your spare time in this pleasant, profitable work. U. S. Leather Goods Co., Dept. M.M. 560-570 W. Monroe St., Chicago, Ill.

**Make \$17 Daily**—Finest Extracts, Food Products, Toilet Preparations. Household Necessities. Credit; Sample case Free. Write for amazing offer. Perkins Products, B-8, Hastings, Nebr.

**Agents**—Make big money selling Earl "Cutwell" imported Pocket Pencil Sharpener. Sample, 15c prepaid. Sells on sight. B. G. Earl, 56 E. Randolph, Chicago.

**Raincoats**: Full line guaranteed raincoats and Spring topcoats, \$3.95 up. Pay advanced. We deliver. Free coat. Hydro Raincoat Co., 3310 Polk, Dept. 710, Chicago.

**\$60-\$200 Week**. Genuine Gold Letters for store windows. Easily applied. Appoint sub-agents. 20 percent commission. Metallic Letter Co., 407 N. Clark St., Chicago.

**Agents**—Get our big sample assortment free offer. Tea, coffee, extracts, spices, food products, things people eat, 240 fast sellers. Big profits. Harley Co., 362 Harley Bldg., Dayton, Ohio.

**Send Me to the Darn E-X Laboratories**, Dept. H-G, Dayton, Ohio, and I will show you how their representatives make big money selling Darn E-Z Universal Fabric Cement, either full or spare time.

**Big Money and Fast Sales**. Every owner buys Gold Initials for his auto. You charge \$1.50; make \$1.35. Ten orders daily easy. Write for particulars and free samples. American Monogram Co., Dept. 67, East Orange, N. J.

**Mason Sold 18 Comet Sprayers and Auto-washers** on Saturday. Profits \$2.50 each. Particulars free. Established 30 years. Rusler Co., Johnstown, Ohio, Box C-19.

**Soap Agents** Wanted to sell our big line of products. Sample case furnished. Write for terms and particulars. Linro Company, Dept. 151, St. Louis, Mo.

**Agents**—\$6 to \$21 a day. Take orders for Aluminum Handle Cutlery Set. Brand new. We deliver and collect. Pay you daily. Sample to workers. Jennings Mfg. Co., Desk C-32, Dayton, Ohio.

**Big Money and fast sales every owner** buys gold initials for his auto. You charge \$1.50 make \$1.44. 10 orders daily easy. Samples and information free. World Monogram Co., Dept. 23, Newark, N. J.

**New Wonderful Seller**, 96c profit every dollar sales. Deliver on spot. License unnecessary. Sample Free. Mission, Factory D, 519 No. Halsted, Chicago.

**Magic Polishing Cloth**—Great seller—big profit. Get our proposition. Newton Co., 66 Main St., Newark, New York.

**We Start You** without a dollar—soaps, extracts, perfumes, toilet goods. Experience unnecessary. Carnation Co., Dept. 216, St. Louis.

**Get Our Free Sample Case**—Toilet articles, Perfumes and Specialties. Wonderfully profitable. La Derma Co., Dept. RC, St. Louis, Mo.

**We Pay \$50 a Week** and expenses and give a Ford Auto to men to introduce poultry and stock compounds. Imperial Co., D-19, Parsons, Kan.

**Silvering Mirrors**. French plate, easily learned. Immense profits. Plans free. Wear Mirror Works, Excelsior Springs, Mo.

**Cheapest Self-Wrapping Mop** made. Big Seller, 100% profit. Eastway Company, 405 St. Paul, Baltimore, Md.

## BUSINESS OPPORTUNITIES

**\$1 Hour**. Write showcards for us at home. Particulars free. Kwik Showcard System, 66-L Bond, Toronto, Canada.

**120 Money-Making Plans Free!** Wolverine Bureau, LI, Muskegon, Mich.

## FARMS WANTED

**Wanted To Hear From Owner** having farm or unimproved land for sale. John J. Black, Chippewa Falls, Wisconsin.

## HELP WANTED—MALE

**Be a Detective**—Excellent opportunity; good pay; travel. Write C. T. Ludwig, 100 Westover Bldg., Kansas City, Mo.

**Men over 18 willing to travel**. Make secret investigations. Reports. Salary and expenses. Experience unnecessary. Write J. Ganor, Former Government Detective, St. Louis.

**Men wanting Forest Ranger, Railway Mail Clerk** and other government positions, write for particulars. Mokane, Bl, Denver, Colo.

**Firemen, Brakemen, Baggage-men, Sleeping Car, Train Porters (Colored)**, \$140-\$200. Experience unnecessary. 857 Railway Bureau, East St. Louis, Ill.

## HELP WANTED

**All Men, Women, Boys, Girls 17 to 65**, willing to accept Government Positions, \$117-\$250, traveling or stationary, write Mr. Ozment, 159, St. Louis, Mo., immediately.

**Clerks For Government Postal** and other good positions \$1400-\$2300 yearly. Experience unnecessary. Full particulars free by writing G. W. Robbins, Civil Service Expert, 412 Burchell Bldg., Washington, D. C.

**Railway Mail Clerks Wanted**. Commence \$133 month. Schedule examination places free. Write immediately. Franklin Institute, Dept. J-110, Rochester, N. Y.

**Make \$25-\$75 Weekly Writing Showcards** for us in spare time. No canvassing. Simple instructions. National Studios, 6125 Dorchester, Chicago.

**Detectives**—Excellent opportunity. Experience unnecessary. Write, George Wagner, former Government Detective, 1968A, Broadway, N. Y.

## FEMALE HELP WANTED

**Earn Big Money**, spare time at home, vicinity, representing, music publishers. Addressing circulars for music orders. Sends 10c for music information. American Music Co., Dept. D-E-6, 1658 Broadway, N. Y.

**Ladies' Wanted Everywhere**. Easy spare time homework. Particulars stamp. Eller Company, H-296, Broadway, New York.

**Philippine Hemp Fibre Ladies' Sports Hat** untrimmed. Exceedingly pretty model. Price \$2. Money order. Direct from Hacienda Filipina, Box 2465P, Manila, Philippines.

## MISCELLANEOUS

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a trimming or perhaps 'twas a hair bob, cold caught up with him real sudden been a week off from the job. Little Ed is rather sickly, got sick one day up at Miles, went up there to visit Martin came back home without a smile. Went up to the Commerical Dance and went home, sick the next day said he had an awful headache won't tell where he got that way. I hear tell Wood's 'most a hero, almost won a heap of praise, almost had to brave the flood tide of our river, on the raise. Seems that Mike went to the north side as per usual for his girl, found the waters rushing onward with a roar and twisting twirl. Sure looked bad for the Northsiders, Mike just could not take the chance, so he beat it back to Southside ending that night's sweet romance. Carman Spink is now a bridegroom, looks as happy as can be, wish them both many happy hours in each other's company. The past winter has been real bad for the men with beaver caps, been real mild and so sun-shiney 'twas no use to have ear flaps. But we know a certain party who of beaver caps has two, you may picture his vexation when he heard that Spring was due. Car clerk Wilcox sure was lucky when he fell from off the rack, might have marred his looks forever, might even have hurt his back. Better be more careful Foster when you go out on a trip, do not mount a bucking broncho, climb a rack and chance a slip. I would also now advise you that when next you scrub a floor wear old shoes and not your best ones, so their loss you'll not deplore. Olga has a real nice hot house, and she has some real nice plants, but what I set out to tell you was of roses, elegant. Seems she transplanted some roses, colored ones of every hue, but alas! they were of paper, so of course they never grew. I can't think of more to tell you, seems I'm just about run down, maybe next time I can tell you of new happenings in town.

### Rail Rumbles From St. Paul

Allen

The high light in sportdom right now is the Third Annual Bowling Tournament of all Milwaukee employees now going on in the Twin Cities.

In the next issue of this magazine we hope to report some good scores made by the St. Paul boys.

Do you know that Mr. Anderson, City Freight Agent, who is now in the West for his health, was world's champion bowler some years ago? He won first place and the championship in the A B C tournament and he is still the proud possessor of the diamond championship medal which was awarded him at that time.

Have you seen Joe Kulischek's new million dollar spring top coat? If some of us owned it we would trade it in for a new Ford sedan. I'll tell the world it's the pig's knuckles.

Mr. Fitzgerald, Agent, Merriam Park, suffered the dislocation of a shoulder and is now confined at the St. Paul hospital. Mr. Fitzgerald is another veteran employe of St. Paul who has not missed reporting to duty for a long string of years and we trust that he will be back on the job very soon.

Mr. Irvine Conry, Delivery Clerk, was taken suddenly ill the other day and is in a very serious condition. We hope Mr. Irvine's grit and spirit will carry him through and he has the best wishes of all the boys.

Can anyone tell me why Bill Davison is buying every snuggle pup that he can get?

We are pleased to learn that Mr. Sheehan who took sick last Fall has recovered sufficiently to be about with the aid of a cane. We hope you will be able to come down to the office soon to at least visit us for a little while Tom.

One of our fellow employes is singing a little song as I write these notes. Now I'll just bet that at one time he sang in Grand Rapids, pardon me, I mean grand opera. No, we will

not publish his name but let him enjoy this paragraph all by himself and here is hoping he enjoys it more than I enjoyed his song otherwise you wouldn't call it enjoyment. Well he is happy so sing on my dear friend.

### Idaho Division

R.C.P.

Lee Carlock of St. Maries was called to West Plains, Mo., on account of the death of his father.

Yard Clerk Walter Loyd of St. Maries transferred to Spokane freight office as abstract clerk. John M. Harrington of Cedar Rapids, Ia., is the new station helper at Elk River.

Zelda Case says that Chev'y stuff is ancient history. Wonders why her press agent doesn't give out the latest dope. Perhaps they haven't got it. Tell them Zelda so we can have it.

P.L.H.—You ain't one of them blokes that drops their tools as soon as knockoff blows, are you?

Gertrude—Not me. Why, I often have to wait five minutes after I put my tools away and hat on before the whistle blows.

Agent W. R. Russel has returned to Spirit Lake after a three months leave spent in the south for his health. Bill is feeling much better.

Mrs. W. A. Monroe of Tacoma is visiting friends in Spokane.

A bunch of Malden folks drove to Spokane last Saturday evening to dance a few rounds at the Garden. Mr. and Mr. H. F. Bailiss and Mr. and Mrs. F. J. Washburn were in the party.

Chief Clerk J. T. Sleavin objects to the girls using powder puffs. Have a heart Jack. They want to keep the shine off their noses. You might try it on your bean.

I don't know whether to feel complimented or not. First let me explain that the sketch appearing on the last page of the last issue was drawn by myself with Jimmie Kearns of the Supt's office as the subject. It is an exact likeness of him if I do say it. Now why Jimmie should pass this off as being a picture of yours truly is what I cannot understand. I thought I was doing him a great favor in giving him a picture bearing such a true likeness to himself. Great skill and effort was required in bringing out the noble character and intelligent features of the subject. He seemed so pleased with it that I cannot believe he would knowingly part with it. I rather think that some of my friends sent the picture to our editor that my artistic ability be recognized and the error in naming was made there. No doubt the picture and the name of the artist was greatly discussed there. I cannot very well object to the error. It wouldn't be fair to Jimmie.

### Heart Of the Columbia Basin

Columbia Basin baseball league organized and Othello represented by mostly Milwaukee employes, as Milwaukee employes will have employ the pennant. Clerk Pession has been inquiring the quickest route to Everett.

Conductor Perry handling the Warden line while Duell is selling radios. Brakeman Bovill Smith his assistant.

Storekeeper Askew returned from Deer Lodge where he was relieving storekeeper at the point. A. E. Johnson, acting storekeeper at Othello during Mr. Askew's absence, returned to Tacoma. Sorry to see you go Tony, watch out for Dick Wende as he was taking notes as to your actions while at Othello.

Tacoma Shops storeroom baseball team came over April 5th and played the Othello team, Tacoma winning 14 to 10. Alibi—The Othello boys expected some of the water from Nebb's estate but was not received until after the game. Manley, please note as we are looking for a game with Ellensburg.

Roundhouse Foreman Waterstrat drove home

from the Safety First in the sedan as he was lost, has applied for a state map.

James Brady keeps the Everglade in such tip top shape that the officials hate to leave, this is also causing trouble with these gentlemen at home, as they keep after their wives, telling them of the comforts and service they receive at The Everglade at Othello.

Some picture of R.C.P. in April magazine, the boys on Idaho better send in more notes so Pete won't lose the remaining three hairs that grace his noble picture.

Thought for a while during the Tacoma-Othello ball game that M. F. Whalen would be taking first train for Tacoma as he umpired the game.

### Iowa & Minnesota

D.M.W.

On April 1st, Traveling Engineer Roy Austin went to LaCrosse and purchased a German Police Dog and he is some dog, five months old and he is as big as an ordinary blood hound. Roy has been looking around for a garage, he has one and we are unable to learn why he wants another unless it is for the dog. You should see the swell collar and chain he has for him. When he goes down the street he imagines everyone is saying "There goes the sheriff and his wonderful dog". Roy says the doggone dog knows his master's voice too.

Shop Foreman S. D. Smith has a new Ford "Coop" and it's worth anyone's time to see him come down the street. He kills the engine about 25 times, then he gallops a couple blocks, finely gets her down to a trop, then cocks his head up and has a "rattlin' good ride."

Joe Hillman, Boiler Foreman, Austin, says if you want to know anything about a Chevrolet ask him. He had one, drove it 50,000 miles, never spent a nickle on it and when he sold it he says it had the original tires on it. Now if you don't believe this ask Tommy Gibbons they both wear the same kind of shoes.

Mr. H. J. Keck has a new Sport model Dodge with windshield wings, motometer, balloon tires and everything. They say H. J. is so darn afraid he's going to get a little scratch on it that he won't even give a feller a ride. He even has a canvas cover to put over it when he leaves it out side a minute.

Bill Siegfried has started a restaurant in the Old Grant Hotel at Austin, they say she's a humdinger.

A. C. Rakow announces the arrival of a big baby boy; born March 25. The cigars are on sale at all cigar stores.

Roy Smith has equipped the old log house up in the woods with a 7 tube radio outfit.

### Dubuque Shops Jingles

Oosie

Radi has an awful boil (he sure is feeling bum)—he limps along, can hardly walk, so guess it is on his thumb.

Arthur had a few stray wisps

Upon his upper lip

"Mamma" didn't like 'em

So she gave to them the slip.

(Were so glad—they looked like something ordered and scratched off).

Elmer Shetler, Loco. Fireman on Dubuque Division, is enjoying a trip to Portland, Los Angeles and San Francisco. Elmer has on the market a brand of ink of his own manufacture and is interviewing jobbers in the before named cities in an endeavor to get his article on the market—we wish him well.

Mattie takes a little trip

Every once in a while—

It's always up to Minny-sote

And she comes back with a smile,

She claims she goes on business.

But we're suspicious as can be

That the business she is tending

Has got to do with a "he."

Lewis H. went in to the city, a Radio to buy—he thought them pretty nifty and brought one home to try. The first night it worked very nice (he got China and Timbuctoo) but the stations he got after that sure disappointed Loo. The one that made him sorest was the Broadcaster at Mars who claimed that Mr. Volstead had not controlled the stars. So the contraption was re-created and sent back C.O.D. with a little note upon it—"It makes me too thirsty."

We gave a shower on Lillian (She's going to leave us soon) There was most everything in the cloudburst From a rattle to a mixing spoon.

The summer season was ushered in with a gusto (meaning it was a windy night) on April 8th when a LAWN SOCIAL was held at the home of Accountant Geo. Ehmer. Mr. Ehmer is to be transferred to the Chicago office of the Auditor of Expenditure. Mr. Geo. Beaumont was a guest of honor at this party. The particulars of the function seem to be a secret, but as it was a dark and stormy night some of we curious wonder why it was a Lawn Affair. We understand everyone had a good time—it was a "gentlemen only" blowout.

Say "Brass Shed" to G.T.R. and then run, say "Bobbled Hair" to M.P.H. and run faster; say 4 Spot to F.F. and run still faster.

### The On Time Line—Kansas City Div.

H.F.B.

Mr. Tony Payne who was material clerk in the Car Department at West Yard is the new Road and Material Clerk in the Superintendent's Office Ottumwa Junction, Henry Bowen moving up to the Assistant Accountant's position which was made vacant by Jay Mills taking his old position as Cashier at Ottumwa Freight House when the accounting force was moved to Cedar Rapids.

We wish to express to Mrs. Kiburz and relatives our sympathy in their recent bereavement. Mr. Ed Kiburz who passed away April 14th had been in the continuous service of the Milwaukee Railway thirty-five years, a greater part of this time as Foreman in the Bridge and Building Department.

We also wish to express to Mr. and Mrs. Lane Ardery and family our heartfelt sympathy in the loss of their son Merle who recently passed away in Camp Kerney, California. The untimely death was brought on by the exposure and hardships endured during the late World War.

It seems that our good writers from Nahant (Miss Peterson and Mr. Kent Parks) along

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Looks too good to be true—but we mean it! This exquisite creation, sparkling with all the rich beauty and alluring charm of a Parisian gown, is offered you in this sale at only \$3.98! Rush your request—you may never see this offer again!

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Body of dress fashioned from soft, sheer, exquisite Tussah Silk—a most beautiful material. The wide, generous yoke is of elegant silk Spanish lace, the rags of the hour! A wide band of this same beautiful lace is also all around skirt near bottom. At waist is narrow self material, circle, with rich ruffles of white lace run through with silk ribbon drop in contrasting color—a clever touch. Newest wing sleeves. This bewitching gown drapes beautifully. Suitable for day or evening wear—it will be your "dress up" frock. A saving of half if ordered now.

No Money Now—pay on arrival only \$3.98 and postage. If not delighted after try-on, return by insured mail and get your money back. COLORED: Black or Brown or Navy Blue. SIZES: Women's 32 to 46 bust; Misses' 14 to 22 years.

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Right this minute there are hundreds of customers in your territory waiting for you to take their orders! Don't wait—be the first to cash in on the enormous demand for boys 2-pants suits at half price! Exclusive rights to sell WRIGHT Suits worth \$500 a year and more. So act quick—don't lose this opportunity thru delay! Write today.

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Most sensational offer made to Agents. We actually give to Wright Agents \$2500. You simply make on every sale. We supply big selling outfit FREE, and show you how to go right out and make up to \$76 a week. Mail coupon immediately and get complete confidential offer. Hurry! Send it now—today. DON'T WAIT A MINUTE!

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91% Repeat Orders

Weber of Galena, Ill., writes— "I thought your line was pretty good but I never imagined it would turn out as big as it has. I just figured out my repeat orders for the last season averaged 91%. This is going strong! I expect to make \$8000 this year. You sure do hold up your end with wonderful values, service, co-operation!"

Dept. B85  
**WRIGHT & CO., CHICAGO**

**WRITE LETTER—ENCLOSE THIS COUPON**

Send me quick full information about how I can sell your boy's suits. I want to start making money immediately and information about how I can get my share of the \$2500 you give away.

Name \_\_\_\_\_

Address \_\_\_\_\_

with our worthy composer at Otumwa Jct. (Mr. John Sanford) have all gone on strike, or have been stricken with an attack of spring fever as the past few days have been rather balmy in this locality. Buck, how about this? Nahant is still on the Mississippi isn't it?

We recently received through the Passenger Department a very nice letter which was received by them from Mr. R. Hammond of Providence, R. I., a passenger on our train No. 25 "The Southwest Limited" a short time ago being suddenly stricken ill during the night, called on Flagman Ralph McCoy for assistance, and for the very courteous and prompt service that was given him wished to express to Flagman McCoy and the Milwaukee Railway Co., his appreciation of this personal service.

If you ever have any car records to be looked up we have a very good car tracer in Yard Clerk Frank Clark at West Yard, he at least is a very persistent and good natured sport, or proved to be when given about 25 phoney car numbers to look up on April 1st.

### Motoring On the Milwaukee, Up and Down Hill On the Rocky Mountain Division

Nora B. Decco

It's a pretty smart husband nowadays who comes home and knows his own wife—Condr. Vaninwegen came in the front door and went right out the back last week—thought he was in the wrong house. Everything looked all right, same furniture, same house, same baby, but a strange woman came out of the pantry as he came in—he went out and sat on the front walk for an hour or so and then tumbled to the fact that his wife had her hair bobbed—can you beat it.

Engineer Thompson has turned lady barber and says he is going to open up a real sure enough shop and charge real money for his expert work, maybe if that widow we hear about would bob her golden tresses Charlie Steel would burn up the verse he protects himself with and give up the life of a bachelor—maybe.

Engineer Sutton who has been viewing the bright lights as far east as Atlantic City for several months is back again and at work on the R.M.

Fireman Leveque has gone out to "Mother's" ranch near Spokane to plant his spuds for the summer. That is what he says but very likely it's to get one or two of mother's square meals again.

An old landmark of the early Montana Railroad days is gone in the burning of the Lombard Hotel, March 17. Everyone who has had the pleasure of waiting over for an N. P. train at Lombard will remember this place with memories fond and otherwise. The origin of the fire is not known, but the building was a complete loss.

Our editor passed through the city from a trip around the world or somewhere and looked well and happy, but the stop was too short for a visit and we hope for better luck next time.

We regret to say that due to the death of her father, March 31st at Tomahawk, Wis., Mrs. Homar, wife of fireman Chollar was called home and will remain there some time. We all offer her our greatest sympathy.

Operator Ralph Kemberling was on the sick list the middle of the month for a few days and Operator Robinson from the Musselshell Division relieved him. M. Robinson has worked on this division before and is now relieving on third trick at Deer Lodge. About the most pleasant person to look at that has been our experience for some time was Mr. Robinson's nice little wife. May she pass this way again soon.

We are glad to announce the promotion of Night Chief Dispatcher Roy Dowd of Deer Lodge to Chief Dispatcher and Trainmaster at Bellingham. Mr. Wilkins who has been in

this position for a number of years will go to Port Angeles we understand and Mr. Magett for some time on first trick on the Missoula division will now be night chief at Deer Lodge. We extend congratulations to all concerned.

Conductor Odell has taken a few months lay off and will spend the time in Washington. Mrs. Odell will go out there a little later.

Engineer Crowford who has been on the Northern Montana for so long the R. M. train dispatchers have almost forgotten his name, has been assigned to the Piedmont helper and is trying to forget what black smoke smells like nowadays.

Engineer Martin was with us a short time also but returned to the N. M. as did Fireman McGrath and Guio.

Engineer Echard and wife have taken a vacation for a few weeks and will spend it in Excelsior Springs, Mo.

Word comes that a son was born the 1st of March to Fireman Simms and wife in Butte.

We did not learn the exact date but even if a little tardy we offer congratulations just the same.

The recent death of Engineer Rowland for many years at Piedmont and who died at Butte in March was a sad event to his friends and all who worked with and knew him for so long. While Mr. Rowland had been ill for some months and his death was not expected it was a shock to those who had been with him and who had always found him a congenial friend and fellow worker. He leaves behind to grieve for him a wife and small daughter who are now in Wisconsin where he was taken for burial at Wisconsin Rapids, his old home. We regret very much to lose so good a man and our sympathy is offered to those who are left behind.

Another sad event was the death of Fireman Budd Toy of the Missoula division, working in the roundhouse at Deer Lodge and while moving a motor which was to take Number 17 out west that same morning, forgot for a second the terrible power of the 3000 volts and closed a switch with his gloved hand. He was 42 years of age and leaves a wife and three children, mother and sister. Everything was done to help him that was possible and the doctor in charge worked for thirty minutes but he was beyond the help of this world. The Rocky Mountain division as well as all who knew him regret this accident and their sympathy is given to those who grieve for him.

### Twin City Terminals

Carl

On April 5 a baby girl came to brighten the home of Mr. and Mrs. Lawrence Benson. Lawrence is wearing a big smile every day now.

The question now is when are you going and where are you going to spend your vacation.

Last month we called attention to the battles between the bowling teams, viz. the Strikeless Sharks and the Blowless Dubs, but excitement reigns supreme over the work which the two base ball teams in the local freight have been accomplishing. The line of the teams is as follows:

### Milwaukee Bear Cats

Ed Smith, pitcher  
Jack Parkin, catcher  
Paul Stavem, 1st base  
Ike Peel, 2nd base  
Bert Hayes, 3rd base  
Jim Churchill, short stop  
Elmer Davies, 2nd short  
Adolph Kolhoff, left field  
Jack Spillane, center  
Jack Olson, right field  
Hugh Howat, bat boy  
Walt Howell, water boy  
Arch Benolkin, manager  
Ed Poole, financial manager  
Harry Brown, sub  
Frank Foster, sub

Bob Bentley, sub.

### Milwaukee Pioneers

Bo Bo Nee, pitcher  
Jo Jo Kraus, catcher  
Rube Nyland, 1st base  
Tony Thoreson, 2nd base  
Harv Lobdel, 3rd base  
Jim Atkinson, short stop  
Al Wareham, 2nd short  
Bert McCauley, left field  
Lefty Beringer, center  
Fred Ahr, right field  
Pat Flaherty, bat boy  
Charley McLain, water boy  
Harry Nee, manager  
Tom Moffat, financial manager  
Sam Salter, sub  
Hank Rudd, sub  
Ed Nyberg, sub.  
Umpire—Carl Jacobson.  
Press Agent—Carl Wright.

The Bear Cats haven't the punch of the Pioneers but are a splendid defensive club and with crack pitching they figure to get, should make the runs scored go a long way toward victory.

If your team has style  
We'll play you awhile.  
We back ourselves.

### News Items—Madison Division

Waukesha News

Henry Bensing, Car Foreman, Waukesha, is about ready to occupy his new Duplex flat on St. Paul Ave. "I should worry now," says Heinie.

Ray Cavanaugh, Rate Clerk at Madison, is still spending his week ends at Waukesha. He is also very much interested in how two can live cheaper than one.

Ed. Wheeler, Conductor on the Waukesha Scoot and switch runs says Finnegan had nothing on engine 2226 for being off again on again.

Frank (Bill) Hardy super slide trombonist of the Madison Division, is taking part in the rehearsals of the Waukesha American Legion Band, Tuesday nights. Bill says "PH tell the world it's some band," and if Bill makes the band we will also tell the world it is.

J. V. Derivan is all set for coming out Easter Sunday—new suit, tan shoes and the Liberty Six, painted Robin's Egg Blue. J. V. is going to knock 'em dead this summer.

Dad Haskins, Flagman on the Madison St. Crossing, Waukesha, is learning all the train signals. Says he has them all down pat except the broken in two signal and Rock Donavon is giving him instructions on that.

The Paige is a very delicate creature cannot stand the cold wintry blasts of Wisconsin. For further information consult Agent John Lawrence at Waukesha.

We have received word of the death of Peter Ray, a retired engineer on the S. C. & D. Division, on April 9th at Sioux City. Remains were brought to Palmyra where funeral was held in charge of Palmyra Lodge No. 68 of which he was a past master. Mr. Ray was a brother of Passenger Conductor Charles Ray on this division.

Roy R. Miskimmens, Perishable Freight Inspector, has been transferred from Mitchell, S. D. to Madison, taking the place of S. F. Philpot, who was made Fuel Supervisor with headquarters at Miles City.

If anyone hasn't had an opportunity to purchase a chance on an automobile or baseball lottery, take up with the Division Correspondent who will have someone call on you. A sinking fund has been suggested to take care of this overhead expense. Someone is due to win an automobile or a rose stick pin.

Conductor James Pratt has just returned from a trip East. He visited his sister at Richmond, Va. and on his return, stopped off at Washing-

ton where he called on a number of old Madison boys who are employed there.

We are all pleased to learn that John C. Pflin has been appointed District Passenger Agent with headquarters at Milwaukee.

Berdella Niebuhr, Accounting Clerk, Superintendent's office was the first spring victim among our employes. The motorcycle cop registered a perfect 36 resulting in her appearance in Police Court and getting off with a fine of only \$10.50. How easy it is for a Ford to travel about 7:50 when you are due at the office at 8:00 A. M.

We are patiently waiting for Train Dispatcher Eddie Dousman to spring out in his new Easter suit. We have heard so much about it and are holding our breath accordingly.

John McGilligan, Fireman, Madison Division, was married on April 24th to Miss Helen Dunn, daughter of Engineer J. W. Dunn, also on this division. Congratulations!

We are still short in our membership in the Pension Association. We are 75% strong. Why not make it 100%? Send in your card today!

### Musselshell Minutes

H.K.

Oh, what is so rare as—a flowerbed around a railroad office? Thanks to Mr. Ross we're going to have a home beautiful down here. This bed of cinders around my office doesn't look very promising of green things to come, so I think of putting in a requisition for a couple nice window boxes. The park is being put in condition and flowers planted in various places around the grounds. 'Ray for Mr. Ross!

If the service was poor at a certain desk occupied by a certain Irishman in the dispatcher's office, about the middle of March—the only explanation I can give is in asking the question,—"Did you see that green tie and the corncob pipe?" If the service was better than usual, don't mention it.

We are informed from a reliable source that Andy, the genial porter on business car 5803, took his second high dive into the deep sea of matrimony recently. There are many who express the belief that Andy will make a model housekeeper.

Mr. M. A. Walsh is the new foreman at the shops, formerly of Marmarth—by way of explanation, just read what Mike has to say about him in last month's "Bad Land Echoes"—"We intended to advertise him as being "Heart whole and fancy free" until we read that—anyway we welcome you to our city, and tender Olga our sincerest sympathy.

F. A. Jones and family have moved to Deer Lodge, where they expect to make their future home. Mr. Jones is transferring to the same position he occupied here, that of foreman in the shops.

A certain chief carpenter, who hails from that city in S. D. famous for its rough streets, high wind, grasshoppers and dust,—recently had a new and novel experience on the Musselshell Division. He was forced to pay one full fare on No. 91 after the conductor had been notified that he was trying to ride on transportation to which he was not entitled. This in consequence of the fact that he boasted he had gone to work for this road when he was six years old and had always been in a position where he was entitled to free transportation. (This ad paid for by the National Batter's League).

Joe Straussman, R. Hayward, Louie Sorensen, E. E. Slothier and Ed. Howell were business visitors in this vicinity last week.

Mrs. E. E. Lumadue of Portland is visiting her sister Mrs. P. J. Burns this month.

Notice the snappy new flivvers, shiny and new, parked in front of the D. F. & P. A.'s office lately? Said flivvers plus that pink and green rug parked inside certainly make life less worth livin' for the rest of us.

F. R. Sheddon and bride left for Tacoma last

week. Mr. Sheddon is being transferred to the Mechanical Dept. of that city. He was formerly a draftsman in the General Foreman's office here.

Edith Petterson, Charlotte Parker, Themia Janes, Pearl Hill, Mrs. Boltz, Andy Wolfe, K. Burns and Helen Kirwan are among the latest shorn sheep grazing on the payroll around here. Critics say it greatly becomes Miss Hill, Mrs. Boltz and said H.K. Anything for an improvement, girls. We were sorry to see Charlotte clip her beautiful raven locks and Pearl her lovely auburn tresses, but we can't say as much for the rest of you. (1st prize fish story—if you find another that deserves honorable mention, write us.)

Rev. J. Wandell just received a wire from the Metropolitan Opera Company in Terry, asking him to take Caruso's place on their staff. Our local artist says the only difference will be in the salary—he will get \$1000 for one song while Caruso sang 1000 songs for 1.00.

Anyone interested in seeing the best looking, single young man in the service, please apply at the D. F. & P. A.'s office. (This ad paid for by Ted Bowen.)

We won't often have mention of our local storekeeper, Mr. Rivers, in this column, but we can't help telling you that his little granddaughter, Eldean says, "Evy day in evy way Dampa is dittin' fatta and fatta."

Our next number will be a ditty entitled "Have you seen my new spring suit", sung by C. Hanover.

### Kansas City Terminal

S. M.C.

If we prepare for many more Shrine Conventions all the officials will become better acquainted with Kansas City and vicinity.

Spring is here at last. As proof positive Mr. and Mrs. Van Wye, Mr. and Mrs. Reeder, Mr. and Mrs. White and Katie and Schutte went fishing the other Sunday. (Wonder when we can write Mr. and Mrs. Schutte?)

We understand that George in the ticket office was very much elated over the way the election turned out.

Mr. J. W. Donaldson has a new car, a baby Overland. How do you do it Jack?

The amateur baseball fans are again getting in practice. Mr. Edge, the agent's stenographer has been doing his typing with one hand while nursing a bad finger on the other.

Vacations have already started. Some of the boys are going away while others are sending their wives away. Never get too old to wish for—"Backward, turn backward, Oh Time, in thy flight. Make me a boy again just for tonight."

Jim Talbott is a jack of all sports. He hunts (and brings home rabbits), fishes (and sometimes brings home fish) dances, plays golf, shoots clay birds, bowls and shoots pool to say nothing of keeping a radio in order. He says he would take up Mah Jong but he never could do much for the Chinese language.

Floyd Beem has sold his Hupp and is again a strap hanger. How does it seem to be like ordinary folks Floyd. One thing you won't have to worry about spark plugs, gasoline and blowouts.

Harry Vail says he has his fishing pole all ready and is going to cat fish this summer. Do you have to have a license to fish Harry? If so, don't get over in Kansas without one.

Charles Wright is again planning and planting a garden as well as raising chickens. Chickens sure like a garden to scratch in but everyone is not that good to their chickens. However, Charlie knows how to make a success of it. A little later on he will be selling us all green beans.

Our Democratic Politician from the Second Ward, Alex Schutte says, "Gee," didn't those Republicans vote?" I'll say they did, voted all the democrats out of the city hall so Alex

Sell Travelers Accident Tickets—

EVERY DAY

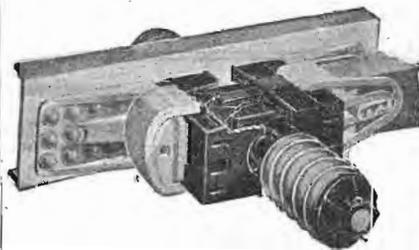
Steady sales mean steady income for you. Steady income means a bigger total income for the year.

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## Highway Crossing Signals and Accessories

THE RAILROAD SUPPLY COMPANY  
BEDFORD BUILDING CHICAGO, ILLINOIS

decided to stay with the Milwaukee.

Helen is spending her vacation in preparing and planning for her big vacation. Good for you Helen, remember you said you would beat them all even if they did have diamonds before you got one.

Every office has its old fashioned girls. Our Local Office has two of them. Sure looks odd to see a girl with her long hair, don't it. Bob it girls, hob it (even if I won't).

Mr. Louis Christensen was passing out cigars the other day. When asked the reason we found that he was just recently married. Congratulations and luck to both of you.

Grace Brant took first prize at a 'Kid Party' given by the Kansas City Business Womens Club. Sibyl Clifford also attended a 'Kid Party' when she helped care for a nine month old patron of the Milwaukee enroute to Chicago, but there were no prizes given.

### Deer Lodge Notes

By *Strawn*

Yardmaster W. W. Black and wife have returned from a two months' visit in California.

Vern Dalson, M. C. B. Specialist, is leaving for California May 1st, for several months sojourn.

Russel Marsh, Chief Timekeeper in the Mechanical Department, has entered the State University at Missoula for the study of law.

May Cunningham has received the appointment as Chief Timekeeper made vacant by the departure of Russel Marsh.

Hugh Moore, of Malden, Washington, is the new Timekeeper in the Mechanical Department.

Gloria Benson, of Butte, has accepted a position with the Stores Department at Deer Lodge.

Miss Elvira Bergren, of the Store Department, slipped away one day and the next we heard of her she was married to a newspaper man of Butte. Congratulations.

Miss Edith Jeffers has accepted a temporary position with the Stores Department.

Harry Dell, General Foreman Storeroom, has returned to work after an extended visit in Washington and California.

When Greek meets Greek it's a mean go, but Harold Morse says sometimes it's a mean go anyway.

Any one want to buy a Cadillac? Harry Ellis might be persuaded to sell his.

Bill Smith is the new M. C. B. Clerk in the Car Department. Yes, brother to our old friend "Jinx".

Paul Fitzpatrick has had his hair marcelled. A girl hasn't a chance in the world with a Shiek like Paul.

Florence Shirk is taking a three months' leave to visit her old home in Illinois. I'll bet Florence will find things changed a lot since the days she was a girl and lived back there.

John Patrick O'Reilley, born March 13th to Mr. and Mrs. W. T. O'Reilley.

### S. M. West Notes

By *Ray H. Hoffmann*

Art Costlow, Stationary Boiler Fireman, at the Madison Roundhouse, has departed for Port Angeles, Wash., on a thirty days leave of absence. Art says he is planning on making his future home out on the coast.

T. H. Lee and wife of Tacoma, Wash., have been visiting old friends at Madison, So. Dak. for the past two weeks. Mr. Lee was a former employee at the Madison Roundhouse and has a wide acquaintance on the "S. M. West."

A young station agent arrived at the home of Agent F. W. Linnemeyer at Chandler, Minn. The little fellow weighed 7½ lbs. Congratulations Linnemeyer.

Quite a number of the Madison boys went down to Sioux Falls on the evening of Feb. 21st to see the game between Madison and Yankton

for the State High School Basketball Championship, which was won by Yankton by a score of 16 to 15. This is the third successive year that Yankton has won the championship. Both the Madison and Yankton teams covered themselves with glory in the National Tournament which was held at Chicago during the month of March, Madison winning two games and Yankton played Windsor, Colo. for the National Championship which was won by Windsor. When it comes to good Basketball teams, South Dakota makes them all sit up and take notice.

The following engine and train crews are to be commended for the good work performed during the blizzard of March 29th, No. 98 with Engine 2177, No. 6 with Engine 516, to Madison; No. 6 with Engine 700 to Jackson; No. 216 with Engine 703 and 709; Snow Plow with Engine 2387 to Jackson; No. 1 with Engine 714 to Madison and Snow Plow with Engine 2134 and 2064 on the Madison Bristol line.

Mr. Arnold, Night Pumper at the Madison Roundhouse, came near falling into the Egan Ave. well on the evening of April 3rd, on account of a slight cave-in near the well. We wonder what Arnold would have said if he would have actually fallen into it.

Agent N. Moe of Winfred paid the Dispatchers and Roadmasters office at Madison a pleasant call recently.

Agent H. R. Laugen of Jackson, Minn. was operated on during the early part of April and is being relieved by B. E. Halvorson. We hope to see Mr. Laugen back to work in the near future.

Le Roy Loesch, Cashier at Oldham, So. Dak. spent Sunday, March 30th at Madison with friends. What's all the attraction at Madison, Roy?

Cashier Anderson, of Wess. Springs, has been promoted to Station Agent at Erwin, to fill the vacancy caused by the resignation of Agent Stevenson. Ira Seward of Madison will take up the duties of Cashier at the Wess. Springs station. We congratulate both of them and wish them success in their new work.

Agent Will Kenevan of Lakefield, bought himself a dandy new Hudson Coach, last week. It certainly is a mighty fine looking car.

A Safety First Meeting will be held at Madison, So. Dak. in the Passenger Station on the evening of April 15th. Understand our neighbor the S. C. & D. will hold a similar meeting on the same evening at Sioux Falls, So. Dak. Here's hoping the "S. M. West" meeting will have the largest attendance of employes for whose benefit these meetings are put on. We should all practice "Safety First" at all times, as it is better to be careful than to regret that you were not.

Conductor Joe Rooney and wife drove to Madison, from Woonsocket on Sunday, April 13th, in their new "Ford two door sedan". Come again, Joe.

Section Foreman Chas. Monroe, of Madison, So. Dak. has been in the Madison Hospital, and is being relieved by Roy Mitchell of Lily, So. Dak. "Charley" as he is known by all at Madison is getting along very nicely and expects to be back on the job in a few days.

General Supt. W. M. Weidenhamer of Minneapolis, Minn., accompanied by Division Supt. E. A. Meyer of Austin passed over the "S. M. West" on Thursday, April 10th, on the Annual Spring Tour of Inspection. We understand he was well pleased with conditions of the "S. M. West" and we were glad of the opportunity to have him with us.

The Dispatcher's Office at Madison, wishes to express their thanks to Ed. Marquart, fifteen year old Radio Operator at Madison So. Dak. for assisting them in getting in touch with No. 76 at Sioux City, Ia. on March 29th, during the blizzard when all the wires between Madison and Sioux City were out of commission.

## West I. & D. Inklings

*Doll*

Engineer and Mrs. Rodgers and Engineer and Mrs. Newbowers were east bound passengers through here on the 9th, being called to Runningwater by the death of the ladies' mother. Mrs. Rodgers and Mrs. Newbowers have the heartfelt sympathy of all.

One sure sign of spring is that Mr. Ricks has the Chevy out and in use every day.

Mrs. Fred Kemper and young son spent Sunday visiting relatives in Rapid City, returning home Monday afternoon.

Engineer D. I. Caldwell, made a trip up in to North Dakota the fore part of the month.

We don't know whether it's the termination of smoking or the new pastime of eating peanuts that makes Art gain a pound a day.

On April 4th, Miss Pearl Ricks, neice of Roundhouse Foreman A. A. Ricks, and Mr. Bruce Thompson were united in marriage. They are living on the groom's farm north of town, and we all wish them very much happiness in their wedded life.

Just wait! April Fool's Day is coming again next year and you'll all be remembered with a vengeance.

The best motto for this month is—"When you have nothing to say—say it!"

This is not original, but is funny enough to pass along—"Love is a sweet dream and marriage is the alarm clock".

Fireman Beckman, who generally works out of Rapid City on 191 and 192 between Rapid and Scenic, is working out of Murdo for a few weeks.

## Des Moines Division Items

*Frenchy*

Our Accounting Department returned March 21st only to lose "Jimmie" O'Brien, Accountant, who was transferred to Dubuque. We regret to lose "Jimmie" but wish him good luck in his new location. The position of Division Accountant at Des Moines will be filled by Mr. G. A. Williams who comes to us from Beloit. We welcome Mr. Williams and hope he will like it among us.

Conductor Jack Flynn says he paid his first half taxes the other day and it took all the money he had. Dispatcher R. P. Edson says he paid his and it took more than he had.

A great many changes have recently taken place at stations on the division. Ray Farran has been appointed agent at Spirit Lake and was succeeded at Rockwell City by R. H. Martin. E. E. DeLacerda has been appointed First Operator at Rockwell City and his former position as First Leverman has been filled by Alfonso Wood. H. B. Dyson, Operator at Adel, is visiting for some time in the west and his position is being filled by V. C. McGee. E. V. Bartle is taking a vacation and H. H. Jacobs is filling his position during his absence. C. J. Zehr of Boone has been ill for some time and his position is being filled by A. C. Jacobs.

The telephone numbers on the east side have been changed recently and we understand this change has resulted in a great deal of inconvenience to Dispatcher Corbett in locating trainmen for their runs. Guess he has finally gotten the changes down now so that he will have no further trouble.

O. L. Appleby has been visiting his mother in Missouri.

We regret to state that Conductor H. C. Bellman is seriously ill again. We are hoping for a speedy recovery.

Brakeman C. A. Lemley and wife have recently moved to Spencer.

We understand Brakeman Ferguson is building a nice new bungalow on 46th Street.

Wonder how "Ole" likes being nurse girl. Understand he takes care of the kiddies one afternoon a week and lets the "Mrs." off for a little vacation and do some shopping. Trust

he will not become a nervous wreck over the task.

Mrs. Clyde Kinney spent a few days in Des Moines recently visiting at the homes of Supt. B. F. Van Vliet and Chief Clerk L. L. McGovern.

## From the Banks of the Wabash

*Roberta Bair*

E. L. Hollis, Secretary to P. M. Fagan, D. F. & P. A., and wife, will leave for a two week's vacation in Texas, the first two weeks in May.

Joe Dede, Revising Clerk at Crawford Street Freight House, Terre Haute, who has been in Phoenix, Arizona the past month for his health, will return home for Easter. Mrs. Dede has a surprise awaiting him, sh—BOBBED HAIR.

Henry Crow, Chief Bill Clerk, Latta, will soon make a trip to Los Angeles, California. We understand Henry has some intentions of joining the movies while there.

Eddie Knuckey, Messenger in the Superintendent's Office, will leave soon for a vacation trip to Seattle.

A third Roadmaster F. B. Moberly, has been added to the staff of the M. of W. dept., effective April 1st. Mr. Moberly has been assigned the territory from West Clinton to Latta inclusive, including the mine layouts.

Walter Glass, Storekeeper at West Clinton, has recently purchased a new Essex coach.

Miss Ethel Dick of the Car Department has recently had some more of her hair cut off. She now wears a becoming shingle bob.

We are surprised to learn that a railroad clerk would go with a minister's son but also wonder why Martha and Settle couldn't settle it.

We are sure glad to see Dan Miller, Operator at Hulman Street, back at his desk again. Dan has been off duty since the latter part of December with rheumatism.

Mrs. Agnes Dede of the Master Mechanic's Office, spent the week end April 15th as guest of Inez Hudson of the Bedford Stores Department.

One of the bi-pola gearless type electric locomotives, used in hauling fast passenger trains, on lines west, over the Cascade Mountains, will be on exhibition in Terre Haute, July 14th and 15th. The exhibition train will be in charge of the Western Electric Company and will make a tour through the east.

The electric locomotive will be an object of great interest to the engineers of this division and to hundreds of other people, who are interested in the latest manner of hauling trains over mountains.

Summer classes from the Rose Polytechnic Institute, this city, will be invited to inspect the engine and its mechanism will be explained by both a representative of the railroad and a representative of the Western Electric Company, who will give lectures on the operation of the huge locomotive.

Terre Haute Division is proud to announce the appointment of N. A. Ryan, Assistant Superintendent, as Captain Adjutant of the Engineering Battalion, organized under the Army Reserve Act.

Mrs. T. N. Walters, wife of T. N. Walters, Secretary to Superintendent, and daughter, Helen Ann, are in California for the summer, guests of parents and friends of Mrs. Walters. They will visit in Los Angeles and Santa Monica.

We feel that honorable mention should be made of Brakeman Homer Kemp and Conductor R. E. Tindall, who on March 20th, on Ex. 7708, while picking up at South Main, Terre Haute Belt, discovered St. P. box car 500203 on fire on the inside of car. They cut the engine off and brought it around to the car and extinguished the fire, averting the loss of the car and possible damage to other cars stored near by.

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B-A Anti-Foaming  
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Stop foaming and priming in the lightest waters by the use of only one pound to 8,000 gallons of water evaporated.

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Beaded TUSSAH  
**SILK**  
Dresses  
\$3.98

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it, the price is  
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the biggest  
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sation in  
years! A  
bewitchingly beau-  
tiful new style genuine  
Tusseh Silk Dress,  
richly beaded and elo-  
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Be quick! They will go  
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**Money!**

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quality genuine Tusseh  
Silk, soft and shimmer-  
ing—an ideal material.  
A striking feature is  
the elaborate beading—  
—pretty bugle beads in  
rich color tones set in a  
most tasteful and ele-  
gant design. Self ma-  
terial narrow slash.  
Fashionable kimono  
length sleeves with  
slashed cuffs. Round  
necktailor-me through-  
out is perfect, you will  
be delighted with the  
workmanship. This style  
is one-piece, becoming  
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**HURRY!** your order—no  
money now. Pay only  
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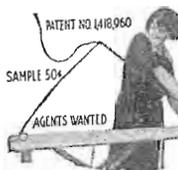
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Grips the ironing board.  
Worth its weight in gold.

**AGENTS WANTED**

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INCORPORATED FOR FUEL SERVICE

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BITUMINOUS COAL

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CHICAGO

Once upon a time, R. M. Burns, of the En-  
gineering Department, was running a line at  
Sullivan, Indiana, for what is known as the  
City Coal Company. The line was run across  
a strip of ground belonging to a Scotch family  
by the name of McInnes. When Mrs. McInnes  
found out what was going on, she posted her  
brother to prevent any stakes being set upon her  
ground. Mr. Burns, there-upon went over to  
see Mrs. McInnes and tried to prevail upon her  
to permit him to proceed with the work. She  
was very obstinate and would not think of al-  
lowing any further transgression on her land.  
Mr. Burns then bethought him of a possible  
solution to the difficulties and informed the  
lady that in as much as they were both Scotch,  
she should not stand in his way. She asked  
him to prove it, which he attempted by re-  
citing Robert Bruce's address to the army before  
the battle of Bannockburn. When he got through,  
much to his own surprise and satisfaction, she  
said "You may be Scotch, but you're a lang  
way from home", however, she gave in and  
the work proceeded.

Mr. M. J. Murphy, Roadmaster, and wife,  
have returned from a very pleasant vacation  
spent in Bay City, Texas.

The spring program of re-ballasting and re-  
laying of rails, also strengthening of bridges is  
now under way. No large projects will be un-  
dertaken this season but the entire division will  
undergo repairing and improving.

The following economy report for the month  
of March received from a section foreman on  
this division:—

"I have this month saved all scrap possible.  
Have this day cleaned and burned around one  
bridge to prevent fire. I have received a copy  
of a letter that a man had saved the company  
money on brooms. He is not ahead of me any  
there. I have not received a broom for five  
years and have bought all the oil that I have  
used on switches and hand car this winter."

## Coast Div.—Supt's Office

Sub.

Chief clerks on lines west held a very instruc-  
tive meeting in Butte, March 29th.

Supt. F. C. Dow was called to Omaha, March  
14th, account of the death of his mother, Mrs.  
C. N. Dow.

Miss Florence Hall spent the first week of  
April in Portland visiting friends and relatives.

Miss Rose Lindquist, Material Clerk, in  
Supt's Office, was chosen as a delegate to the  
National Y. W. C. A. convention in New York  
City the latter part of April. Enroute east, Rose  
will visit a few days in Deer Lodge with her  
mother, and will also make stops in a number  
of the eastern cities. We are very much pleased  
that one of our number should be so honored.

The bobbed head craze was a little slow in  
hitting our office but of late it has become very  
popular. We are 50% strong now, and hope  
to make it 100% next month.

Miss Leah Flake left on April 9th for a 90  
day visit with friends and relatives in her old  
home in Kentucky.

One of the most delightful week end parties  
of the season was held at the home of Guy  
Bell on April 5th. If you don't believe it, just  
ask the wives of some of those who attended.

Those desiring to get along with Margaret  
better refrain from telling her she looks "cute"  
with bobbed hair.

## Aberdeen Division

R.G.H.

Trainmaster H. F. Gibson has been trans-  
ferred to the Iowa Division and has taken up  
his duties there effective as of April 1st. We  
are all going to miss big, happy "Gib". A  
wonderful man and a very capable officer. The  
Iowa Division is to be congratulated in adding

to its force one of the finest men on the right  
of way.

J. C. MacDonald, Division Storekeeper, better  
known as "Big Mac" appeared one morning with  
one of his fingers in a sling. Mac informed  
us that the disabled member was injured while  
participating in a game of golf. However,  
Mac did not go into particulars so we can not  
tell you whether it was the club, ball or etc.,  
that did the foul deed.

Fred Dreiler has just returned from Min-  
neapolis with a new Ford sedan. Don't crowd  
girls, Fred says he will only take out one at a  
time.

For any information on the wheat market we  
refer you to Mark the Broker. He seems to have  
all the fine points on the wheat game.

On April 3rd, Miss Doris Healy was united  
in marriage to Mr. Howard Martine of Chi-  
cago. Miss Healy was formerly employed as a  
stenographer in the office of the District At-  
torney. Doris is a young lady of genial dis-  
position and leaves a host of friends here at  
Aberdeen. We wish her the best of good luck  
in her new venture and hope to at least hear  
from her from time to time. Mr. and Mrs.  
Martin will be at home after May 1st at 6602  
LaFayette Ave., Chicago, Ill.

For a few days during the month of April  
we had on exhibition here a large log from the  
state of Washington. This log is said to have  
come from a tree 280 feet high and contained  
a little over 42,000 BFT. R.P.K. our DA has  
been putting in his spare time trying to as-  
certain just how many toothpicks this log would  
make. He hopes to be able to give out the  
official figures in a few days.

William Dee, Perishable Inspector, has just  
returned from six months trip to his old home  
in England. Bill says he had a fine trip and  
he enjoyed seeing his old pals again but it is  
good old U.S.A. for him everytime.

J. S. Keenan, popular first trick dispatcher,  
spent a few days in Minneapolis attending to  
matters of business and pleasure.

Roadmaster Krohn, possibly better known as  
"mister corn" has been giving the natives a treat  
by showing off his new Oldsmobile.

Some of the fellows around here have dif-  
ferent opinions on what their idea of heaven  
would be, so we are going to give you from  
month to month the opinion of each of the  
above mentioned "fellows".

Jimmie Keenan—Every day a payday.  
Don Owens—100 newspapers every day  
with nothing in them but baseball news.

Ray Hoefs—A little more hair.  
Ed Holz—1000 years to live and every  
day a fish day.

Ray Dodds—A Studebaker that will bump  
into lamp posts.

Mel Ayars—A few more knives to play with.  
Max Hansen—A new Saturday Evening Post  
every day. Continued next month.

## Chicago Terminals

Guy E. Sampson

On Saturday, March 15th, death again entered  
the Milwaukee family and called Mrs. Ellen  
Johnson at the ripe old age of 84 years. De-  
ceased was the widow of Herman R. Johnson  
who at the time of their marriage on New  
Years Day, 1863, was a freight conductor on  
the old Prairie du Chien division but later ac-  
cepted the position of freight and passenger  
agent in which capacity he served the company  
until his death in 1894. Deceased also had two  
sons who are now holding responsible positions  
with the Milwaukee, one Walter who is agent at  
Rockford and our train master Edwin E. John-  
son. Funeral services were held at Janesville,  
Wisconsin and the body laid at rest in Oak  
Hill cemetery at that place. The sympathy  
of all employees is extended to the bereaved ones.  
Engineer Leonard Nordby was also called

W. H. CROFT  
First Vice-President

M. S. PAINE  
Secretary-Treasurer

# MAGNUS COMPANY

(INCORPORATED)

## Journal Bearings and Brass Engine Castings

NEW YORK

CHICAGO

upon to lay away his father since our last issue and expressed his gratitude to those who so kindly remembered him in his hour of bereavement. Our sympathy is extended.

Well we have seen a little changing around in the terminals at this spring time period. No discarding of the old furniture and replacing brand new, but just setting the same fixtures in different places. E. E. Johnson for a number of years train master at Bensenville has been placed at Galewood in the same capacity and Henry Sittler train master at Galewood has taken the same position at Bensenville. Just a little changing around. All employees promised to give both officials their best support in their new fields.

Mrs. Jennic Sampson and daughter spent three weeks visiting her relatives in New York city.

Train Director James Kirby and wife are spending the month of April at Hot Springs, Ark. Sampson filling Kirby's place as Train Director.

The regular spring slump in business has caused the Humps to be discontinued for the time being and all work done by flat switching.

The gravel business off the Jay Line has begun and there are now three crews in that pool.

On Sunday night, April 13th, the wagon bridge over our tracks at Bensenville yard in some unknown way caught fire and for a time it looked as though the whole structure was doomed to fall. Bensenville and Franklin Park fire departments were called and four locomotives equipped with fire fighting apparatus were soon on the job and after several hours of hard fighting the greater part of the bridge was saved.

Mrs. Lang and daughter have just returned from a visit in "Sunny California". They were more than taken up with the "Golden West".

Engineer Lester Hedegard is building a new home at Bensenville and will soon move to that thriving suburb. The action of the people of Bensenville in voting to put in water and sewerage systems is sure putting that town on the map.

Engineer Jess Earl is reported as ill at a local hospital. All hope for his speedy recovery.

A long felt want is being installed namely electric lights in all yard masters offices and depots between Galewood and Bensenville.

The District Master Mechanic and his Assistant from Milwaukee visited the meeting held by our Fuel Conservation Committee last month. New ideas are what we want and the more employees that attend, the greater number of good ideas are received. Fine, boys come often.

We were promised some interesting items from the superintendent's office this month as we were informed they were to show us that when we reported last month that Mr. Thor informed us that no one there knew anything, either he or ourself were wrong, perhaps both of us but no doubt we omitted the two words

"For publication". However, we are again disappointed in not receiving any news from that office. Maybe next month we will.

Our little friend, Elsabe Schwimmler, we are sorry to say is very sick, and we all wish her a speedy recovery, so hurry up Elsabe and chase the "Doc" away.

Our old friend Kathryn is helping us out in Elsabe's place, and we are glad to have her back with us.

### Sioux City & Dakota Division

H. B. Olsen

Mr. A. H. Polzien, Agent at Rodney, is wearing a broad smile these days as Master Norman Lyle arrived at the Polzien residence March 26th and will remain permanently.

During the sleet and snow storm over the north end of the division the later part of March several hundred telegraph poles were broken and wires tangled; all lines north of Canton went out of commission. However, the radio came into action when the dispatchers force at Sioux City broadcasted the annulment of trains 75 and 76 the dispatchers force at Madison, S. D. received this information through a young man, Edmond Marquart who has a set and who repeated the information to Chief Dispatcher A. J. Stark and all was well.

Agent E. W. Farnsworth at Chatsworth had the misfortune to badly injure his finger while starting the station engine. He reports it will be several weeks before the injured member will be of much service to him.

We think spring is here for sure—Thayre has blossomed out in his new spring coat, hat, cap and everything. He is also a little more regular with the evening letter to "parts un-known" and it's been easier for him to get up in the morning since the birds have started singing at about 5 A.M.

The prophesy about the Division Accountant and his force coming back to the "fold" was realized and Mr. Osthoff is now settled among his filing cabinets—pink pills and pencils—furthermore the work is all going out on time now also.

Agnes is seriously considering "BOBBING" her locks—if so, we will be 100% in that respect.

A very interesting meeting of Division Officers in the Southern District was held at Savanna on April 5th. Supt. E. F. Rummel, T. M.; L. F. Donald, Chief Dispr.; W. C. Givens, M.M. A. M. Martinson, and Travelling Engr. H. S. Rowland attended from our division.

Operating statistics were thrown on the screen by a stereo machine and as well, photographs of the division officials were shown on the screen. Two hundred and fifty were present which included the Savanana force.

Op. C. D. Bristol has accepted Delmont station on bulletin. Agent Harry Bram returns

### Men LIKE to Apply BOSS Lock Nuts



Piece Workers and Piece Work Inspectors prefer Boss Lock Nuts because they're so easy to apply quickly and right.

Both sides are alike. Turn the "BOSS" up with the fingers, clinch its hold with one turn of the wrench, and it's on right to stay tight.

"Write it Right"—BOSS Lock Nuts

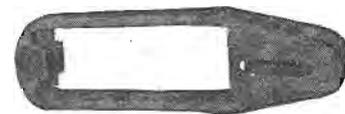


American Bolt Corporation

BOSS NUT DIVISION CHICAGO, U. S. A.

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THE BUCKEYE STEEL CASTINGS CO.

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COKE & COAL  
CO.

## COKE

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Place Anti-Creeper on Rail against the Tie. Drive until Notch engages edge of opposite flange.

Method of Application

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Simple—Effective—Easy to Apply

Made of high carbon heat treated steel. Can be driven on from either gauge side or out side. Uniform method should be adopted

THE P. & M. CO.

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**J.J. Collins' Sons**  
ESTABLISHED 1878  
**PRINTERS**  
MANUFACTURERS OF BILLS OF LADING  
PAPER RULERS, BOOK BINDERS  
BLANK BOOK MAKERS, WAX  
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LOOSE LEAF BINDERS  
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309 St. Johns Court—Phone Monroe 4486  
Chicago, Ill.  
Producers of pure oxygen and hydrogen.  
Oxygen-hydrogen and oxygen-acetylene welding and cutting apparatus.  
Welding rods, fluxes, regulators and goggles. Complete stock carried for immediate shipment.

to Fairview and Relief Agent G. H. Nance returns to Tripp as Second Opr. Agent Landmark at Menno has taken a three months leave and W. W. Hunt will direct the movements of that station during his absence. Opr. R. L. McNertney fills the vacancy at Yankton left by Agent Hunt as telegrapher.

Dispatcher Harry L. Hoskin and wife has a four months "furlough" as Harry calls it and will spend that period of time on the west coast.

Miss Dorothy Fletcher, daughter of agent and Mrs. Fletcher at Hudson, is confined to the hospital with an attack of diphtheria. At the present time her condition is rapidly improving.

Extra Gang Foreman N. E. White with a gang of some sixty men will commence surfacing track between Kenwood and Ute within a few days and will put the track in first class condition again.

Our veteran Section Foreman John Miller of Grant Center was on the sick list a couple of days last week. This is something that does not happen to John very often.

The many friends of our veteran employe, Mr. David Shupe will be greatly distressed to learn that he passed away on March 18th in Sioux City, Ia. after an illness of three months. Mr. Shupe commenced railroading in 1894 working at various points on the division and was in recent years clerk to Roadmaster G. W. Wean. Mr. Emil Popper fills the vacancy left by Mr. Shupe.

Opr. W. L. Goodell who recently moved to Charter Oak from Mapleton forgot to move his cat along with the rest of the household effects, but he had nothing on the cat, for the other day when No. 11 pulled up to the station at Mapleton "W.L." got off, asked if he were on a visit, said no, came to get the "cat".

Agent Simpa at Mapleton has to his credit of shipping 230 cars of stock up to the first of April. At this rate it will be thousands before the year is over.

Section Foreman Tom Grande, Canton, who has been confined to his home account of illness for the past six months has fully recovered and is back on his section once more and—we are glad to see you Tom.

Opr. H. E. Whelpley at Parkston has surely had his share of trouble—while his little boy was sick, he was called to Chicago to the death bed of his sister.

Agent and Mrs. W. D. Griffiths, Sioux Falls attended a large gathering of the Rotarians at Sioux City last week.

Mr. G. H. Rowley, C.C. to the Supt., submits the following entitled:—

"Dumbell Poems"

My girl told me that spring had come  
But I would not believe her  
Until one day it got so warm  
That I sure had spring fever.

The stage is all set, and curtains ready to go up for the next Safety Meeting at Sioux Falls, which has been scheduled for April 14th. Everyday is interested and excited over it. The crowd will be one of the largest.

So. Minn. East

I. McCarthy

Ronald Evenson spent a short time in Spring Valley. Understand he was looking up Ford prices. Are they cheaper in the Valley Ron?

H. R. Laugen, Agent at Jackson, is convalescing after his recent operation at the hospital in Estherville, Ia. Mr. Laugen was not alone during his illness, as Clerk K. S. Dunn also underwent an operation at Estherville about the same time. B. E. Håvørson is acting agent at Jackson during H.R.'s absence and Wm. Verba has Mr. Dunn's place.

A meeting was held by Mr. C. O. Bradshaw, Assistant General Manager, with the Officers and Employes of various Departments of the Northern District at Minneapolis, Wednesday evening, April 2nd, 1924. The S.M. Division was represented by Superintendent Meyer, Chief Dispatcher Sorensen, Trainmaster Holmes and Traveling Engineer Austin. They report a splendid meeting.

Mrs. P. G. McCarthy, wife of Engineer McCarthy, passed away at St. Francis Hospital, LaCrosse on April 3rd after a brief illness with goiter. The remains were taken to her home in Lanesboro where the funeral was held on Saturday, April 5th.

Edward Parker, formerly Conductor on the S.M. Division died of pneumonia at his home in Clarion, Iowa on April 7th. The body was brought to Austin for burial.

Conductor Murphy is again back to work after his recent illness. Mr. Murphy was absent a great share of the winter and narrowly escaped a siege of pneumonia.

Nellie Satterloff has resigned her position as stenographer in the Superintendent's Office and after a little practice in home economics will advance on the sea of matrimony. Frank Bradt is the new stenographer.

R. R. Galligan is rapidly progressing in his new school work. He says that he likes the teacher fine.

Agent E. R. DeCantillon of Brownsdale is taking an extended vacation in the interest of his health and is recuperating at the Hot Springs.

Machinist William Carroll passed away at his home in Austin, April 7th after an illness of eight weeks with complication of disease.

Trainmaster Holmes and Condr. Damm are driving new Oakland Cars, while Conductor Tolbertson is sportin' a new Buick.

Conductor Jacob Birran is now at Excelsior Springs, Missouri for treatment of rheumatism. Mr. Birran has been laid up for some time and we hope that he will be back with us with the return of the warmer weather.

H. R. Wood, Agent at Lanesboro, is reported on the sick list.

Eleanor Moran and Marcella McShane went to Chicago on a shopping tour but don't think they did much shopping as they spent most of their time getting a shingle. It was worth it so they said and they surely looked like fashion plates when they returned. Almost induced the rest of us to get a bob.

Agent O. A. Laugen of Isinours spent a few days in Mankato. Agent Steves of Houston is taking a short vacation. Edward Olson of Whalan relieved both agents.

Dispatcher R. E. Wood and wife spent a few days in Minneapolis.

### Milwaukee Shops

H.W.G.

Haven't seen any items from our veteran friend Jas. Nellins of Minneapolis lately. Hope you are not sick pard'.

Mr. Joe Haas passed through the room at noon March 20th. "Hallo" next time Joe. The drinking cup envelopes, which happen to be the standard size 4x5 carry the Cos' trade mark in good shape. These little envelopes come in just right for the 3 1/4 x 4 1/4 film negatives and are useful for other things, don't waste them.

We were without Mr. Bilty for two weeks from March 22nd went to the coast, as did Mr. Bjorkholm, Mr. Kirby and others.

One of the finest articles in any magazine in a long time is that from Mr. Samuel M. Vauclair, President of the Baldwin Locomotive Works, Pa. in the April issue of The American Magazine, we thought we had about the oldest employe, but the Baldwins had one workman recently died who worked up to his 97th year, had been with the company since 1847, 19 years before Mr. Baldwin died. Get the article and read it.

Mrs. Alois Steinberg, widow of the late Alois Steinberg, car draftsman, died April 8th.

Catherine the little 9 year old daughter of Jos. Holub of the car department passed away the 11th inst. of pneumonia after only a short illness. Only those who have passed through such bereavement fully know how to sympathize with the parents. It seems only a few days ago that we sent a photo of these children and one other to Mr. Silcox.

Yard Master J. E. Mix died suddenly of heart disease in March. Mr. Mix had been ailing for some little time before, but was not thought anything serious. Another veteran gone from among us. Mr. F. Mason is the new yard master.

Some classy work was done in getting out the new Pioneer Limited train March 31st. The train and supervisors were lined up for their photo, which is sent in to the magazine. Another Pioneer will be out April 30th. This 14 car train makes a big show, and no wonder, when it is the finest in the world.

Some fine advertising stunts are being pulled off up this way, wait until you see the Milwaukee Depot with the lineup of locomotives on the transcontinental trains.

The executive committee of the Veteran's Association met in the Plankinton Hotel the other evening. It seems that the annual banquet will be held in Milwaukee this year if suitable arrangements can be made.

Some of the soft driveways around the shops are being cindered up out of the mud from the heavy trucking.

### Drippings From the Ice Bunkers

Spud Bar

Raymond Patton, P.F.I., at Aberdeen reports his ice house in first class condition except for some sawdust he would like to "shave off" of the ice. Has anyone a used Gillette and an old shaving mug?

In the interest of Sawdust Conservation would like to suggest that everyone save the shaving from pencil sharpeners and when one bushel or more has accumulated ship same to General Ice House Supply Store. Thanx.

Spring has come in Chicago. That is very evident by the fact that the girls of the Refrigerator Department have started to put away their winter laces and are now taking out their summer furs.

Everyone probably understands that during Leap Year the ladies leave the privilege of proposing and should the man refuse to accept it is up to him then to make good by buying his admirer a new dress—terrible penalty. We note with much interest that the girls in our office are familiar with these methods and now and then we see new dresses.

Miss Erval Stevens had a birthday in March but she didn't tell anyone about it. Why not, Erval? Have you stopped counting them already. Wish to say that this has no connection with a certain base ball player.

So many of us have colds in the head—but we ought not to complain, because a cold in the head is better than nothing.

Harry Harler, P.F.I. at Montevideo, Minn. has a Reo automobile, one of the day of '49 models. When wishing to stop the engine Harry must get down along side of her and perform some sort of slight of hand motion. It reminds one of a Hogger oiling up his engine before departing from his terminal.

It is getting close to vacation time and if there is anyone who wants to have their house painted Inspector Williams of Austin will be available. Guess he does good work too.

R. A. West has taken over the duties of perishable freight inspector at Marmarth, N.D. and Leland Richey the night duties at Aberdeen, S.D.

S. F. Philpot formerly P.F.I. at Marmarth, N.D. has accepted a position with the Fuel Conservation Department. With his experience in handling charcoal we have every reason to believe that he will be successful in the line of his new endeavor. He has the best wishes of the Refrigerator Department employes.

### Splinters From the Wooden Shoe

Brownie

Now that the snow is gone and spring is here to day about all the conductors are back on the job, including John Allen and Fred Arnett who have been on the sick list for the past six months. Conductor Kellogg has returned from a long trip through the south and west.

Yardmaster W. H. Tierney of Green Bay Yard is back to work again after being in the hospital for two weeks due to injuries received while working.

The Roadmasters and Section Foremen seem to have a new spirit this spring, all gangs have been increased and the ties are beginning to fly all ways. Keep the good work up boys and get our track in shape so it will stay.

Brakeman August Kroll says spring is one of the laziest times of the year, the other seasons to get lazy are summer, fall and winter.

On March 11th a genuine surprise was accorded Conductor Rowley of Train No. 90 and Conductor Grebe in charge of No. 91. Having not met since the good old school days they were over anxious to get together to talk over past occurrences. They finally met at Random Lake and hearty greetings were exchanged as both are ardent admirers of the fistic arena, the general conversation drifted towards prize fighting.

Passenger Conductor P. H. Donley who has been on a four months vacation visiting friends at Denver, Colorado Springs and Hollywood has again resumed duty. Of the three mentioned cities Donley likes Holly best.

Conductor D. W. Caine is back on Nos. 802 and 803 after spending the winter in California. Must be nice to be rich.

Agent Devereaux at Stiles Jct. is a busy man, these days. Greiver for the O. of R.T. and attending all the Klan Meetings. Why don't you get Betts to help you Happy?

Engineer Klein Wallace has decided that two can live as cheaply as one, at least the little school marm at Cedarville said they could and Mongrel fell. It's too bad.

## ECONOMIZE

By Purchasing

### GLOBE STEEL SAFE ENDS CUT TO LENGTHS

Furnished With Ends Cut Square or  
Scarfed, No Extra Charge  
For Cutting

Every Safe End Inspected by Globe

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KERITE INSULATED WIRE & CABLE COMPANY  
NEW YORK CHICAGO

## IT IS NOT IMPERATIVE

THAT YOU KNOW A THING  
SO LONG AS YOU KNOW  
WHERE TO FIND IT



YOU WILL FIND EVERY  
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F.B.C. Welded Flexible Staybolts  
Tate Threaded Flexible Staybolts  
Taper and Button Head Stays  
Water Space and Radial Stays  
Flannery Grease Cups

FLANNERY BOLT CO.

Flannery Building

3528 Forbes St. Pittsburgh, Pa.

Election at Channing is over and the railroad boys elected a straight ticket. Careful now fellows and remember the Tea Pot Dome.

The ore season has opened at Iron Mountain—more grief for J. R. Peebles.

We now understand Harry Meggers is wearing out the Mason Street Bridge as far as the Reiss Coal Company Office. Be careful Harry because the city can't afford to build a new bridge now and she can just as well walk across the bridge and meet you and it is also good reducing.

Two new Chevrolet Sedans have bloomed in the Superintendent's Office, John Phillips and Chief Clerk Ballard.

### Dubuque Division

J. J. Rellihan

The banana business is getting good again. Division Engineer E. H. Johnson has resumed work after an all winter's absence on account of very serious illness.

Brakeman Robert Wyse was confined to Mercy Hospital, Dubuque for several weeks where he submitted to a surgical operation, but at this writing is out and getting along good.

Tom O'Rourke has started out with an extra gang and at the present time the camp is located at Smith's.

After putting in 3 years in a box car depot at Brownsville, Agent Ben Bothmer will be very shortly located in a new depot now under construction.

Section Foreman Leo Hilkins met with a very painful accident while doing some repair work on his hand car. His hand was caught in the gearing, the thumb being badly crushed, but about May 1st will be in shape to resume work.

Train Master W. J. Whalen of Joliet made home folks and old time Dubuque Divn. friends a day's visit one day last month. Bill looks like the C. M. & G. is agreeing with him.

Engineer John White made a couple trips on the time freight but gave it up. Engineer "Tony" Wagner is now giving her a try out.

George Ehmer and his accounting department force have returned to Dubuque from Cedar Rapids, their offices being located at Dubuque Shops.

On April 3rd at 7:30 P.M., Frank M. Duffy of the Dubuque Freight Office and Miss Vera James heard the verdict of the jury of one. The bride wore a gray suit of Poiret Twill and carried a bouquet of American Beauty roses. The couple were attended by Mr. James Valentine Martin and Miss Lena Johnston. Mr. Duffy announces they will reside at 855 Locust St., Dubuque. After the ceremony a dinner was served to immediate relatives. The best wishes of a host of friends go with this worthy young couple.

Joe Robertson, Relief Agent, at Zwingle is the proud daddy of a pair of twin boys that came to gladden their home last month.

Operator R. A. Wilkinson has given up his position of second trick operator at Lansing and is now on the extra list. The telegraph job at Lansing is now on bulletin.

B. & B. Carpenter Frank Meyers has resumed work after an absence of several months. "Slim" is now working with Arthur McGuinness' crew.

Ticket Agent V. G. Drumb of Marquette is taking a leave of absence and at the present time is under a physician's care. We all hope to see "Vic" back on the job very soon. Operator Martin of Waukon Jct. is working first trick at Marquette during Mr. Drumb's absence.

Section Foreman Thos. Burns, who was out with an extra gang at Smiths suffered a stroke of apoplexy on April 8th, from which he died shortly after reaching the hospital at Bellevue. Mr. Burns was a veteran in the maintenance of way department, having served nearly 50 years, and his untimely taking off caused sincere regret among his hundreds of associates on the Dubuque Division. The funeral was held in

Dubuque, Friday, April 11th, an honorary representation of the division officials being present.

### Illinois Division

M.J.S.

The Division Accountant's office force is again back in the Superintendent's Office—those returning from Cedar Rapids are R. E. Thoren, Ill. Div. Acct.; Irwin Tyler, Asst. Acct.; Joe Cassel, C.M.&G. Divn. Acct.; Lee Corsiglia, Clara Cush and Delia Cush. The new faces you see belong to "Ted" Bahwell and Harold Brown of the C.M.&G. Accounting Force.

C. E. Whitt, formerly Chief Timekeeper in Supt's Office has accepted a position as Fuel Supervisor, with headquarters at Sioux City. "Happy" Plattenberger is now our Chief Timekeeper and Elmer Bashaw our Trainmen's Timekeeper. Mr. Bashaw was formerly Ticket Clerk at the Savanna Depot.

"Tony" Novak is acting as Statistician in Mr. Harstad's office during the absence of Frank McCarthy, who is on a leave of absence.

If you ever take a walk down near the Rail Mill, don't forget to ask Jimmie Roe how little Miss Roe is. If he tells you the same thing he told me, he'll say she is the best baby there is.

Jack Buckley is the new clerk down in the Yard Office. Don't you like his hair girls?

Harry Byram and Wallie Swanson "stepped in" to say hello to the bunch. Harry has grown a good deal "quieter" since his sojourn in Chicago and Wallie, well he made so much noise that Harry didn't have a chance. Don't forget to come again boys.

Miss Murphy, Chief Clerk in the Car Department, is enjoying a three month's leave of absence. Her place is being filled by Miss Gladys Hall and Miss Crowley is working in Miss Hall's place.

The many friends of Clarabel Frutchey, steno. in the Master Mechanic's Office, will be sorry to hear of her sister Byrel's death which occurred the latter part of March. Byrel at one time worked for the railroad offices at Savanna and was well liked by all those who knew her.

And here's a "hello" to Betty down on the C.M.&G. from Lola and Eunice. Come up and see us sometime Betty.

Mildred Gillogly of the Car Department now has her hair bobbed and we are right here to say she looks "stunning."

To one of our Ill. Divn. Condrs. (we won't mention his name, but you can guess it if you're able). "Those that laugh last, laugh best."

Geo. W. Ervine, Store Department Clerk, who was off duty about three weeks account injury, has returned to the division, a fact his friends are pleased to learn.

Condr. W. Huston and wife, and Condr. A. E. Rupp and wife have returned from the south where they have been spending the winter months. We welcome them home after their leave the past few months. Condr. Simons and family who have also been in Florida are expected back soon.

Miss Lola Lynn, Supt's Office, spent the week end of April 12th at the home of Union Depot Ticket Clerk Fay D. Jones and wife (formerly Yevonne Losey, Savanna).

Miss Doris Calehan, File Clerk, Supt's Office, and Miss Gertrude Bahwell, Clerk Signal Dept., visited with friends in Chicago the week end of April 12th.

On Friday, March 4th, Mr. Bradshaw held a meeting at Savanna, of employes and officers of Divisions on the Southern District to bring out to them the costs and results of operation on this part of the railroad. There was an attendance of about 250 including all of the Superintendents, Trainmasters, some of the Chief Dispatchers and Master Mechanics from the South District Divisions as well as a large representation from Train, Yard, and Enginemen from the Illinois, Iowa, Dubuque, and R.&S.W.

Divisions. Mr. Bradshaw in order to bring out the facts more clearly, made use of a stereopticon machine—pictures of the division officers were shown as well as charts and tables showing the comparative standing of each division in the fundamental items of operation.

We regret very much the illness of Conductor M. Gusler and hope for his speedy recovery.

### Iowa Division Middle and West

Ruby Eckman

Brakeman Leo Bohere left the latter part of April for Lansing, Iowa where he will spend a few weeks with his brother on the farm.

The passenger engines on 3 and 4 were started to make the trip from Savanna to Omaha, April 10th making all of the equipment on all the trains running through Atkins and Perry now.

Engineer J. M. Foster had a letter recently from engineer Jack Ahern who has gone to Havana, Cuba for a visit with his daughter. Engineer Ahern likes the Cuban city very well and is having a wonderful time.

Edgar Langdon, brother of Herbert Langdon of the Perry Roundhouse office force returned April 14th to Shanghai, China following a two months visit with relatives in Perry. Edgar has been the representative of the Allied Machinery Co. of North America but goes back to China this trip to go into business for himself.

Miss Leona Connell of Marquette, Iowa has taken a position as clerk in the store department at Perry.

Engineer E. G. White and wife went to Marion, April 4th to attend the fifty fifth wedding anniversary of Earl's parents.

Yard Clerk Marlow Stotts of the Perry yard force was called to Danville, Ill. the fore part of April to see his father who has been quite ill. While there he had a visit with Charles Armstrong who will be remembered by many of the old time Iowa division railroad men. Mr. Armstrong worked as a conductor on the Iowa division back in the early eighties. He is now living at the Soldier's home in Danville, Ill.

John Garrity who has been working as road master at Milwaukee has been transferred to the West Iowa division with headquarters at Perry. Before leaving Milwaukee Mr. Garrity was the guest of honor at a farewell party given by the employes and officials at Milwaukee at which he was presented with a beautiful watch.

Harry Bradley of the Perry Roundhouse force fell from a ladder while working on an engine April 1st and injured his leg quite badly.

H. F. Gibson, the new Train Master at Marion, was in Perry, April 1st getting acquainted with all concerned.

Conductor A. J. Fuller who was off duty several weeks on account of sickness, resumed work the last of March, displacing conductor Buckley on 4 and 3.

Mrs. George Rawlins, wife of Perry switchman, returned the 1st of April from Hot Springs, Arkansas where she had been for some time taking treatment for rheumatism.

Dennis Anderson who has been working in Chicago for some time has returned to Perry to resume work on the repair track.

Nickolovas Kolovas, a fireman on the steam ditcher, was instantly killed at Manning, March 29th, when the ditcher boom struck an over head bridge, turning the dipper so that he was caught. His home was at Atkins.

The agricultural exhibit cars which have been on the Iowa division during the last few weeks have been attracting fine crowds.

Engineer John Gilligan and wife were in Belvidere, South Dakota the latter part of March, getting their son Harold and his wife started housekeeping on their farm near that place. Harold was married recently to the oldest daughter of Car Inspector John Reel.

M. A. De Voc, Agent at Bouton, was off duty several weeks due to an operation. Before resuming work as agent was in Perry a few

days working a trick in the dispatcher's office relieving C. C. Marchant who was off duty account of the death of his wife's grandmother.

Train Dispatcher, Harry Buswell has been loaned to the S. C. & D. division to work a trick for four months to fill a vacancy.

Elza Stotts for many years a conductor on the Iowa division, died at his home in Des Moines, March 17th following an illness extending over a period of several months. A number of the Perry conductors went to Des Moines to attend the funeral services which were in charge of the O. R. C. of which he had long been a member.

Engineer Dave Cunningham suffered a fractured wrist when he fell from the running board of his engine while taking a supply of sand at Ferguson, March 25th.

Bernard Reel who has been in California for several months returned home the middle of March. He is a son of conductor D. T. Reel.

Agent E. O. Kinser of Coon Rapids station took a three weeks lay off and visited at the home of his daughter in Cedar Rapids. F. E. Hastings was in charge of Coon Rapids station during his absence.

W. A. Rouse who has been with the Milwaukee in the store department for many years, died at his home in Perry, March 20th following an illness of a couple days. Mr. Rouse entered the employe of the Milwaukee at Perry in the eighties and in the early nineties was injured in a wreck so that he was unable to continue work as a fire man. He went to work in the store department and has continued in that work. Burial was made at Perry the services being in charge of the Masonic order of which he had long been a member.

### River Division M.M.

How true the old saying is that when March comes in like a lamb it goes out like a lion. This surely was demonstrated around the Twin City Terminals. March 29th experienced one of the worst blizzards in years—a complete tie-up all around but it was a million dollar storm in one sense of the word as we surely needed the moisture in the ground.

Mr. W. C. Blase, Traveling Engineer, River and Twin City Terminals, is laid up at his home and reports are that he will be confined to his bed for at least two weeks. He has our good wishes toward a quick recovery.

Mr. John Hendry, Engine Yard Foreman, Minneapolis, met with a rather serious accident while performing his duties but reports are now that he is getting along and we all hope that it won't be long before he will be with us again. He surely wasn't lonesome while at the hospital as he had a host of friends continually calling on him and he reports that there is no place like the Northwestern Hospital for the sick and for such fine nurses. Mr. Hendry surely will miss the nurses.

Mr. James Nellins, Editor for the magazine for the South Minneapolis Shops is laid up at his home and we miss the happy smile he always has when approaching his fellow workers. We surely will miss the column he has been so faithful to and we are all in hopes that it won't be long before he will be beaming around the shops again at his usual post.

A meeting of all officials of the Northern District was held at Minneapolis the forepart of the week in the Mayor's room. Efficiency and economy were the subjects under discussion at this meeting. Efficiency is our goal and it behooves all of us to practice economy. The interest of this meeting was manifested by the large attendance. Assistant General Manager C. Q. Bradshaw was the speaker of the evening and he gave excellent statistical information in regard to expenses of the railroad. In addition to this he had with him exhibits which showed the cost and the comparative costs of all

activities such as overtime, cost of switching, etc. Undoubtedly this information will have a far-reaching effect and results for everyone on the River Division is going into their work with great zeal and enthusiasm and our Superintendent D. E. Rossiter can be assured of the heartiest co-operation of all on the division.

Operator Walt Smith at Winona has a boat house for sale or trade for a "house for two"—Aha—Leap year caught you at last, did it?

Conductor James Wheeler has been confined to a hospital at Minneapolis due to sustaining injuries in an accident which occurred at Newport. His many friends wish him a speedy recovery.

J. T. Brandt, formerly Agent at Wabasha, has accepted a position as clerk in the freight office at Winona.

At the Safety First Meeting that was held at Minneapolis and conducted by Trainmaster J. W. Blossingham a very good suggestion was offered and all employes who are owners of automobiles and were in attendance were asked to sign a pledge which asked each driver of an auto to stop when they approached a railroad crossing. If railroad employes would all do this it would set an example for the other drivers of cars, and impress upon the traveling public the necessity of this action and thereby practice Safety First not only for themselves, but also aid to instill the importance of Safety First in the other folks. Let's all do this and be conspicuous by our cautiousness. A. W. Smullen, Genl. Supervisor of Safety First was in attendance.

Mr. J. H. Foster, Asst. to Vice President, attended the funeral of W. H. Rafferty at Wabasha, April 10th.

We have on our division a man who has a distinguished record and one which I am sure will be of interest to his many friends,—Geo. Sainsbury who is agent at Lamolille. Mr. Sainsbury came to this country in '69 and his service date with this company is May 10, 1874, being a total of 50 years. A characteristic feature of these years of service is that these fifty years have all been spent on the River Division, the greater majority being spent at Lamolille.

He learned the telegraphing from H. R. Williams, who was then dispatcher. Mr. Sainsbury is 77 years of age and is enjoying good health. His congenialty and likeable personality have gained him many staunch friends. Three of his sons have followed the railroad game,—Edward Sainsbury who is dispatcher at Minneapolis, John F., dispatcher for the Northwestern at Huron and Chas C., Supt. for the Northwestern at Kenosha. In addition to this record with the company Mr. Sainsbury has been postmaster for 40 years at Lamolille.

Engineer Maurice Wheeler went to Minneapolis to visit his brother, James, who is confined to a hospital at that place. Now, you did go, didn't you Maurice?

We just challenge any division to present a force of passenger conductors like the River Division, not only for courtesy but beauty. Notwithstanding the fact that there was beauty sublime to be found among them along comes T. T. Conley in passenger uniform. Some shiek!

W. W. Dinnels was called to Winona, Sunday to repair wires at that place. Too bad that wires must be damaged by target shooting. But suppose you have no objection.

E. S. Pattison of Durand called at Wabasha the forepart of April in the interest of the company. Somehow or other I am led to believe that there were other attractions at Wabasha. How about it, Mr. Pattison?

Mr. J. O. Jones, Valve Setter, was looking over the valves on the engines of the River Division the past month. He arrived at Wabasha accompanied by a real snow storm. Anyway we are always pleased to have you call, Mr. Jones, come again, but never mind the snow storm.



PRIME'S PLUGS

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## Union Spring & Manufacturing Co.

Manufacturers of  
Steel Castings, Coil Springs,  
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PITTSBURGH OFFICE--300 GRANITE BLDG.

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Todd Building, Louisville, Ky.  
Mutual Bldg., Richmond, Va.  
Munsey Bldg., Baltimore, Md.  
226 South 15th St., Philadelphia, Pa.  
Chemical Bldg., St. Louis, Mo.

John Wagner and F. E. King were on a trip of inspection over the division and when they arrived at Wabasha discovered that their supply of spark plugs had been exhausted. They were delayed considerably in securing spark plugs.

W. F. Garvey, Traveling Freight Auditor, called at Wabasha and spent some time at the freight depot and on the C. V. Division.

### La Crosse Division C. W. Velsor

It becomes our sad duty to mention the sudden death of veteran baggageman Al. W. Rice, who is the oldest train baggageman on the La Crosse division, being in the service over a half century. Mr. Rice became a brakeman at the age of 18, being in the service 51 years and passed away at his home on April 11th at the age of 69. The sympathy of all the employes is extended to the bereaved family.

One yard engine at Portage was pulled off upon the return of Tom Bloomfield from Hot Springs. If this is the effect Hot Springs leaves the switchman of the La Crosse terminal, better hold their breath when Nick Weber gets back.

Engineer John Rigney who pulls the Pioneer Limited will finally take upon himself the high and solemn obligation of matrimony. Great care, with many years of deliberation has been given to his final consent to become a benedict, which we understand leap year has prompted. The newly-weds will go to little cooing under the palm trees before returning to Milwaukee. Congratulations and best wishes that all your troubles are little ones.

Bridge Foreman Ferd. Prien of Watertown, recently suffered severe injuries when he fell down into a concrete cellar twenty feet deep breaking four ribs. Mr. Prien is now confined to the St. Mary's Hospital.

Brakeman Ray J. Kawatzky and Miss De-

# Guaranteed GENUINE LEATHER Pocket Book 98¢

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## The American Bankroll

1924 model. Beautifully made of Black Grained Genuine Leather. Strongest, neatest and most convenient pocket book you ever saw. Contains 48-page memo-diary full of useful information and has separate roomy pockets for coins, bills, checks, stamps, etc., book and photo or identification card (under transparent celluloid face). You couldn't buy this anywhere else for less than \$2.00. A wonderful bargain at our special price of ONLY 98¢

23-

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Don't send us a penny in advance! Just send the coupon and tell us what you wish engraved on the pocketbook. Then when you actually receive it, simply pay the postman our remarkably low price of 98c and postage (plus extra charges as shown if you want address, etc.) If you don't think this is the best buy ever made, return it to us and we will refund your money at once, including postage. We have been selling these pocketbooks for 20 years. You take no risk! Send the coupon!

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Send us your genuine Leather "American Bankroll" 1924 model pocketbook. When it arrives I will pay the postman your special price of only 98c and the few cents postage, plus extra I have checked below. If I am not more than satisfied I will return the pocketbook and you will return my money, including postage. Send your free folder along with the pocketbook.

Name..... (Engraved)  
St. No.....  30c Extra.  
City..... State.....  30c Extra.  
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Send me your special Agent's proposition

Laney of Milwaukee will be married on May 7th. Ray has been working hard planning and addressing invitations for this all important event, beside having his lakeside country home at Pewaukee all remodeled and redecorated to suit the wishes of the new mistress, where their honeymoon will be spent. Congratulations are unanimously extended to the newly-weds. When Earl Volderson asked how this was accomplished, Ray said, "he could only attribute his success to his winning smile."

Commendation was given C. & N. W. Ry., Engineer Albert Lenth, of Adams, Wisconsin who on March 13th, reported the water hose between tank and engine on train 58 disconnected while passing Grand Crossing. No. 58 was stopped at West Salem where engine crew made the repair, thereby avoiding what might have resulted in a serious accident.

Operator Lonnie Farnham who is at present working third trick at Elm Grove, recently spent Sunday at Kilbourn. Lonnie has an interest in the bank there but we didn't know that the banks were open on Sunday. Lonnie must be planning on stepping off soon by the way he spends his evenings looking over Sears-Roebuck's catalogue.

A. M. Killian, Chief Despatcher, is now supporting a new Studebaker sedan, and is under the impression that no one can pass him.

T. P. Horton, Trainmaster, who has been approached all winter by automobile agents, fell

for one of them on the 9th, and now has a six cylinder Nash sedan to support.

R. W. Perry, Milwaukee, is now located at Portage in charge of perishable freight in place of A. B. Estes, who has again returned to Mitchell, S. D., where he was formerly employed in that capacity. Estes was our perishable freight inspector during the past six months.

Miss Bessie Woodman, Stenographer in Division Storekeepers office at Portage, took several days off last week. In the meantime Mr. Elmer Blank, Hostler at Portage Roundhouse, also was found missing at this same time. It developed that the two young people met at Milwaukee on April 1st per agreement, and were quietly married on that date. Some joke. Mr. Blank has verified this statement and has passed the cigars. Mr. and Mrs. Blank, purchased a bungalow on Wisconsin St., Portage, and will make this their future home. Congratulations and good luck to both as they were both very popular amongst the railroad men at Portage.

Miss Elsie Hess, Dtr. of Car Foreman, A. J. Hess, is now stenographer in Division Storekeeper, J. M. Hackett's office in place of Miss Bessie Woodman, who became Mrs. Blank on April 1st.

Miss Agnes Leeg is temporarily employed in Supt. Fricks' office in place of Lucile Stowell who was granted a leave of absence.

Miss Katherine Ryan, Stenographer in Trainmaster Horton's office has undergone an operation in St. Xavier's Hospital at Portage and will be absent for a month. Miss Matke of the Superintendent's office is temporarily taking her place.

Our switchman Anton Saley in checking up his income tax found that he made more from the sale of fresh eggs and young pullets than he did switching. He has his coops electric lighted and steam heated and at midnight he turns on the lights for an hour or two, all the hens start laying eggs that gives him 2 eggs a day from each of his 600 hens. 24 hours service. He sells these eggs to his fellow workers and the balance to grocery stores.

Switchman Lorenz Bright owns a large auto truck and recently laid off for a month, bought up a few old buildings and is now selling the lumber making a good profit. He also owns a lot of good black soil which he is disposing of to grass planters; at the same time he owns a gravel pit and is hauling the gravel to cement mixers. See him before building.

Yardmaster N. J. Weber is spending a three weeks vacation at Hot Springs. Geo. E. Smith is performing the day work and Frank Larkin is working the night job.

Engineer Geo. Bates returned from a three months visit in Florida and has gone back to his old job at Sparta. His grip was bulging and understand he took a trip to Cuba before starting home. We haven't received any invitations to the party yet, Geo.

Machinist Helper Michael Heintz, LaCrosse Roundhouse, who has been off for six weeks while undergoing an operation at the hospital for appendicitis and ulcers, has returned to work. Glad to see you back, Mike.

Edw. King of LaCrosse Roundhouse is after a second marriage license; got cold feet the first time. We are all in hopes that he will have better luck this time. Don't forget the cigars, Edw.

Clerk Stuart Devine has taken the third trick tick job at LaCrosse.

The six operators and three levermen in the LaCrosse yard have no further troubles now that Operator R. D. Fischer has created a swing job to keep himself busy on account of the scarcity of work on the line. He worked two days for Ed. Manning, four days for B. N. Larson at Grand Crossing, four days for John Miller, three days for C. J. Higgins, one day for C. S. Schroeder and two additional days for B. N. Larson.

## One of the Radio Fans

Irate Citizen (from his bedroom window): "Say, you down there—who are you talking to?"

Intoxicated Romeo: "Nobuddy 'n perticler. I'm jesh broadcastin'."

Illinois Central Magazine.

## Running Wild

"What has become of the tin locomotive and train of cars I gave you on your birthday?"

"All smashed up," replied the little boy. "We've been playing government ownership."

Illinois Central Magazine.

## Maybe They Both Need It

A small boy was taken by his father to Washington to visit Congress. He was much interested in the chaplain, who always opened the session with prayer. Both in the Senate and the House he had observed this procedure.

Finally he asked: "Papa, why does the minister come in every day and pray for Congress?"

"You've got it all wrong, son," replied the father. "The minister comes in every day, looks over Congress, and then prays for the country."—Los Angeles Times.

## Special Commendation

(Concluded from page 24)

floor as he walked. Mr. Blue inquired if he had lost something and was told that the man had lost a pocket book containing one thousand dollars. Mr. Blue produced the missing property and asked the gentleman to count the money, which he did. Finding the contents intact he presented Mr. Blue with a substantial recognition and went back to the train with an added appreciation of his already high opinion of "Milwaukee Service".

The following employees have been successful in solicitation of passenger business:

Mr. Osborne, Car Accountant's Office, Chicago—2 passengers, Chicago to Spokane and 2 passengers, Chicago to Kansas City.

T. A. Biggs, Conductor, Sioux City—2 passengers, Sioux City to Chicago.

C. B. Phillips, Conductor, Channing—3 passengers, Marinette to Chicago, enroute Columbus, O.

Lester Cornish, Clerk, Oriental Freight Department, Chicago—4 passengers, Seattle to Chicago and 1 passenger Minneapolis to Chicago.

A. E. Rupp, Conductor, Savanna, Ill.—2½ tickets, Des Moines to Chicago, enroute New York.

F. T. Bollow, District Adjuster, Aberdeen—1 passenger Letcher, S. D. to Chicago, enroute Florida.

A. J. Arthur, Agent, Edgewood, Ia.—5 tickets, Edgewood to Kansas City, enroute Los Angeles.

M. W. Brewster, Attorney, Wells, Minn.—2 tickets, Minneapolis to Seattle.

W. L. Finnicum, Train Conductor, Des Moines—3 passengers, Des Moines to Omaha, enroute Denver.

Mrs. Wm. Gilbert, Wife Engineer, Beloit, Wis.—1 ticket Beloit to Chicago, enroute Newburyport, Mass.

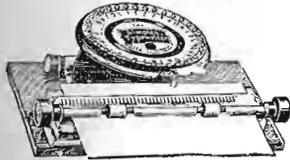
Harry L. Hoskins, Asst. Chief Dispatcher, Sioux City—15 tickets, Chicago to Sioux City and return.

F. W. Schaefer, Sleeping Car Conductor, Chicago—7 passengers, Chicago to Sioux City.

Fireman Frank Schwartzinger on Train 167, March 29th, 7:30 A.M. between Samoa and Green Island discovered a broken rail on Eastward track about 4 miles east of Green Island about one foot broken out of the ball of the rail making track impassable until repaired, he reported it on arrival at Green Island in time to run Eastward trains over Westward track. Mr. Schwartzinger is to be commended for his watchfulness. In this case he saved serious delay to a passenger train and possibly something more serious.

# Attractive Gifts Without Cost

See your neighbors and get several of them to order Better Farming from you—ONE YEAR 25c—TWO YEARS 50c—FOUR YEARS \$1.00. If they are already subscribers, the new subscription will be added to the old one. The prices are so reasonable you will have no trouble in getting your list. You can include your own subscription if you wish. Get One year, Two year or Four year subscriptions: it doesn't matter, just so you collect the amount required for the gift or gifts you want. The important thing is to start right NOW! Read over the offers—Pick out YOUR gift and GET BUSY.



## SIMPLEX TYPEWRITER

This little typewriter will be found useful and instructive. Children, especially, should have one, as it interests and teaches them. It has all the letters, figures, spaces and stops. It will write on envelopes, postal cards and note size paper.

Gift No. 39. Sent postpaid for \$2.00 in subscriptions.



## WATER COLOR PAINTS

In handsome enameled box, complete with brushes. These colors are high grade in every respect.

Gift No. 25. Sent postpaid for 50c in subscriptions.

## Beautiful Bluebird Pendant

A delicate neck-chain, safety clasp, with oval pendant enclosing "Bluebird for happiness." Bear in mind that this is not cheap jewelry. We guarantee it to please the most discriminating.

Gift No. 103. Sent postpaid for \$1.50 in subscriptions.



## COMB AND BRUSH

Ebonized brush and comb made of excellent materials and guaranteed to please.

Gift No. 15. Sent postpaid for \$1.00 in subscriptions.



## RIBBON WRIST WATCH

A beautiful Ribbon Bracelet Wrist Watch in very latest style and shape. 10 1/2 ligne. 25 year White Gold filled case. Excellent cylinder movement. We guarantee that you will be delighted with this watch.

Gift No. 101—Sent postpaid for \$7.00 in subscriptions or for \$4.00 in subscriptions and \$1.50 in cash.



## WEATHER PROPHET

A miniature house, eight inches high, finished in rustic style. The figures enable you to foretell the weather 24 hours in advance. Has accurate thermometer. Makes an attractive, durable and useful gift.

Gift No. 26. Sent postpaid for \$1.00 in subscriptions.



## TWO BLADE KNIFE

This is a Jim Dandy knife that will give good service. Stag handle; one large blade and one punch blade. A good sized, sturdy knife.

Gift No. 104. Sent postpaid for \$1.00 in subscriptions.



## SCHOOL COMPANION

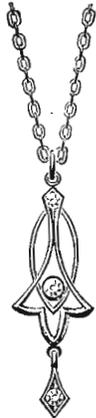
A big handsome writing set in folding leatherette case. Contains an assortment of high grade pencils, pens, erasers; pencil sharpener, blotters, etc. 18 pieces all told. Sure to please any school boy or girl.

Gift No. 21—Sent postpaid for 75c in subscriptions.

## BEAUTIFUL SILVERED PENCIL

This is a real all-metal sharp, all-metal pencil, pleasing to the eye and built for service. Illustration exact size. Barrel beautifully chased and durably nickel-plated. Extra leads in chamber. High grade in every way.

Gift No. 12. Sent postpaid for 75c in subscriptions. State whether Gents, with clip or Lady's, with ring is desired.



## CHAIN AND PENDANT

An exquisite ornament that must be seen to be appreciated, sterling silver; pendant set with small ruby and brilliants. The sort of thing a person of refinement would choose.

Gift No. 102. Sent postpaid for \$1.50 in subscriptions.



No. 287



No. 323



No. 288



No. 321



No. 281

The rings illustrated here are all good quality and are guaranteed to be exactly as represented. In ordering be sure to mention ring number in full and give size, using gauge below.

Ring No. 287. Gold filled chased belcher with small, pure white stone of great brilliance. Sent postpaid for 50c in subscriptions.

Ring No. 323. Sterling silver Friendship

ring with five white brilliants in hoop setting. A beautiful ring. Sent postpaid for \$1.00 in subscriptions.

Ring No. 288. A fine, handsome, gold filled ring with a remarkably brilliant, pure white stone in dogtooth setting. This stone has 24 facets, which means that it will retain its brilliancy for years. Sent postpaid for 75c in subscriptions.

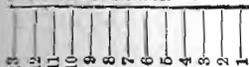
Ring No. 321. The popular "Pinkie" ring

in sterling silver. Has flat, oblong ruby set. Men wear it on little finger, girls any finger. A novelty and all the rage in the east. Sent postpaid for \$1.00 in subscriptions.

Ring No. 281. A beautifully finished gold filled ring set with five matched turquoise stones in a dainty hoop setting. A real ring value. Sent postpaid for 75c in subscriptions.

## HOW TO DETERMINE THE SIZE

Cut a strip of thick paper so that the ends will exactly meet, when drawn tightly around the second joint of the finger. Lay one end on the diagram at O and order the size the other end indicates.

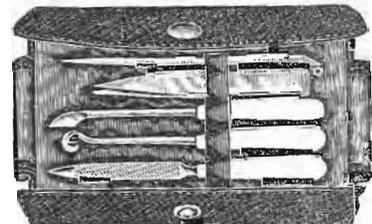


## RING SIZES

STANDARD RING GAUGE

## MANICURE SET

Every girl will want one of these fine sets. Five pieces:—tweezers, file, orange-stick, button-hook and cuticle knife. All in folding case with snap fastener. Sent postpaid for \$1.00 in subscriptions.



Write subscribers' names and addresses plainly and enclose with money collected. Be sure to give your own name.

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SUMMER or winter—hot or cold—The Bunn Special can be depended upon to keep excellent time.

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is adjusted to SIX positions (exclusive of temperature adjustments and Isochronism)—will run in excess of forty hours on each winding and is unaffected by temperature changes.



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