



Do You Wear Overalls? Yes

Why not wear the best when it costs no more?

Won't you try a pair?

Ask and keep on asking for

Finck's Detroit Special Overalls

Until you secure them

W. M. Finck & Co., Detroit

If your local dealer can not supply you send us his name, or the name of a good wide-awake dealer, and we will send him a supply.

COUPON In the mean time, if you are in a hurry for a pair, send us \$1.00 and we will send parcel post paid.

My measurements are: Waist..... Inside Leg.....

Breast of Jacket.....

NAME

Address.....

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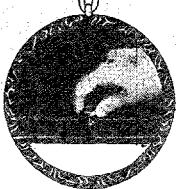
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Announcing the NEW MODEL ROYAL No. 10

**"The Machine with a Personality"
FEATURE No. 2**



No Matter
What Your
Personality
May Be—
The ROYAL
MASTER-
MODEL 10
will fit it:



"Just
Turn
the
Knob"

EVERY keen-witted stenographer, every office manager, every expert operator on the firing-line of "BIG BUSINESS" will grasp at once the enormous work-saving value of the *New Royal Model 10.*

Because it is "the machine with a personality"—*your* personality! Think of a master machine with an adjustable touch—a typewriter you can "tune up" to fit your own *personal* touch, simply by "turning the knob" until it strikes the keynote of **YOURSELF.**

Think of getting through your week's work with the *minimum* of effort and banishing the dull grind of "typewriter nerves."

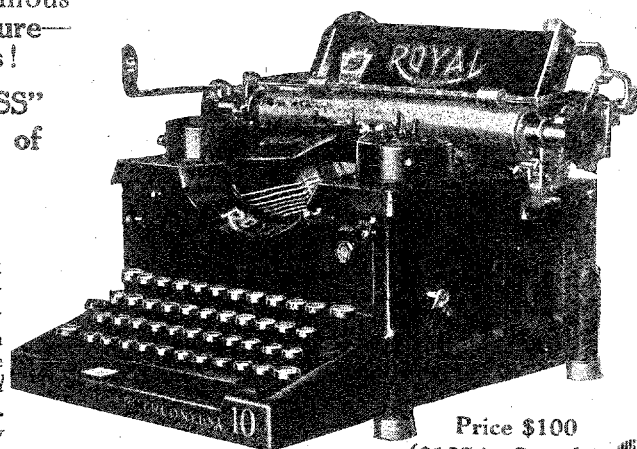
That's only *one* reason why the No. 10 Royal is the *master machine.* There are many other big, vital new features. Combined with the personality of its *regulated* touch, you get a typewriter with 100% speed—100% accuracy—100% visibility—100% durability—making 100% **EFFICIENCY.** A machine with 1,000 working-parts "*minus*"—a typewriter of *long-term service,* that need not be "traded out" and won't "die young."

The No. 10 Royal introduces many exclusive Royal features not found on any other typewriter in the world. It carries all standard improvements: **Tabulator, Back Space Key, Bichrome Ribbon and Automatic Reverse,** and has the famous **Royal Triple Service Feature**—it writes, types cards and bills!

BUILT for "BIG BUSINESS" and its GREAT ARMY of EXPERT OPERATORS.

Get the Facts!

Send for the "Royal man" and ask for a **DEMONSTRATION.** Or write to us direct for our new brochure, "Better Service," and a beautiful Color Photograph of the new Master Model 10, showing *all* of its many remarkable new features. This advertisement describes only one. "Write now—right now!"



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(\$125 in Canada)



ROYAL TYPEWRITER COMPANY, Inc.
Royal Typewriter Building, Broadway, New York
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FOR RAILROAD MEN

THE *B. W. RAYMOND* is a slim, trim timekeeper that meets the present day demand for a practical thin railroad watch. Its slender gracefulness pleases the eye, while its inner mechanism has greater clearance than is usually found in a railroad watch.

Its timekeeping character is beyond question—the Elgin watchmakers guarantee it—watch inspectors endorse it. The *B. W. RAYMOND* is, and has been through many years, the trusted faithful friend of thousands of railroad men. It began railroading in 1867 and wears nine service stripes. It will retire from service when correct time is no longer needed in railroading.

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ELGIN NATIONAL WATCH CO.
10 S. Wabash Ave., Chicago

Enclosed find 50 cents for Combination Billfold,
Cardcase and Timebook.

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NATIONAL
WATCH COMPANY

Elgin, Illinois

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The Milwaukee Railway System Employes' Magazine

Railway Exchange Bldg., Chicago

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

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ASSOCIATE EDITORS.

VOLUME I

FEBRUARY, 1914

NUMBER 11

The Need of the Hour

The voters of this country are today realizing as they have never realized before, that there can be no widespread commercial prosperity unless the railway companies are upon a sound financial basis. Commercial and manufacturing business has been on the wane since the close of the last fiscal year, owing largely to the uncertainties of national legislation, and in consequence the transportation companies have been deprived of a large share of the traffic which results from the establishment of new enterprises and the enlargement of existing plants and facilities, while the abandonment of all construction work and the most rigid operating economies are imperative. While the main legislative questions, viz., the tariff and the currency, have been disposed of to the satisfaction of the dominant political party, and many voters of other parties, and the purchasing power of the farmer is at or above the normal, it is quite evident that some further embargo must be removed before satisfactory commercial and manufacturing conditions will return.

If you ask the representatives of the steel, lumber, cement and many other large industries what is the cause of the present stagnation, they will answer with one accord, "The railroads are not buying." What is true of these industries is equally true of a thousand smaller

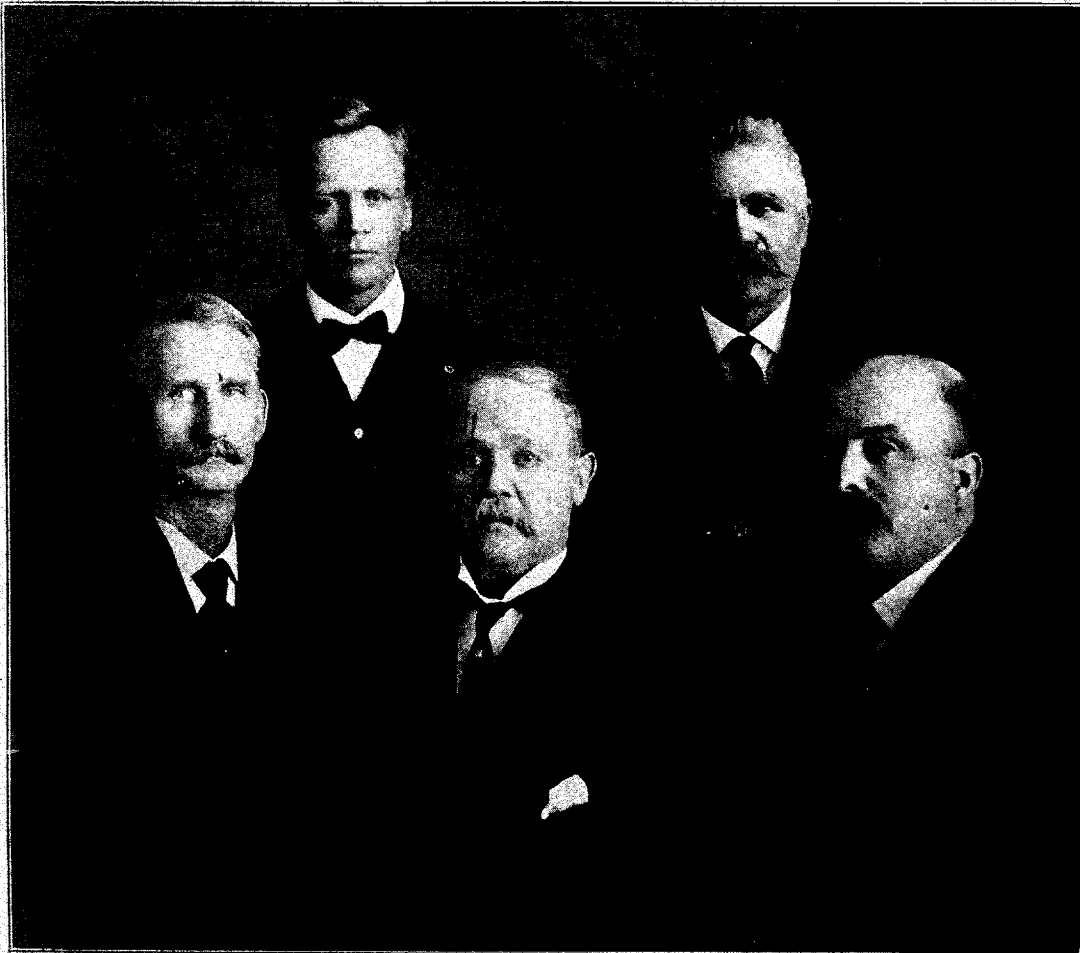
ones, a large share of the output of which goes directly or indirectly into the construction or operation of the railways. But why are the railways not buying? Because it is recognized by the investing public that railway securities are no longer on the preferred list, and are only desirable when they can be purchased at a decided discount from previous prices. Because those charged with making large investments are obliged to keep in close touch with all movements which make for the enhancement or impairment of their investments, and they have observed during the past ten years that all administration and legislation, state and national, bearing upon common carriers, has been restrictive, tending to decrease their earnings, or increase their expenses, or both. Realizing that there can be but one outcome of such a condition they are holding aloof pending some certain evidence of a contrary policy on the part of those who shape legislation, and those who administer it. With borrowing power thus restricted the railway companies cannot procure the necessary funds for construction, for betterments, and for new equipment, except at prohibitive rates of interest.

Individuals, associations of manufacturers, and commercial bodies in large number, have voiced their appreciation of this situation during the last ninety

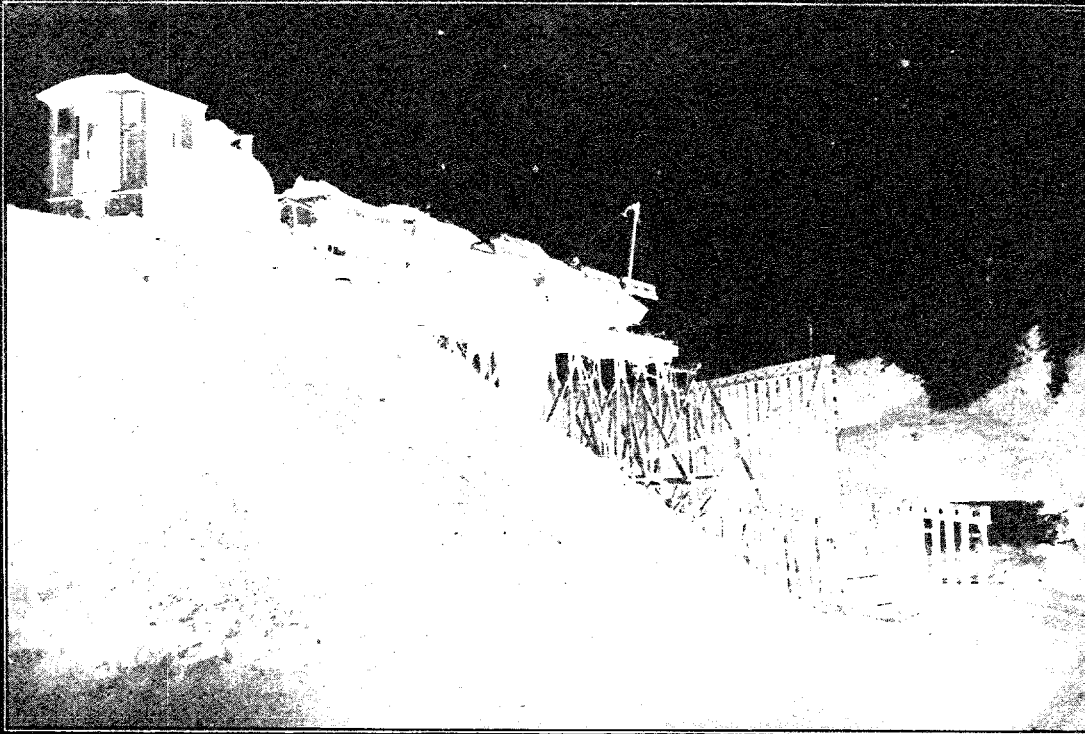
days, by advocating the five per cent advance in freight rates asked for by the lines between the Atlantic Seaboard and the Mississippi River, and now pending before the Interstate Commerce Commission. The granting of this advance would not be of material benefit to the C., M. & St. P. Company directly, as it would affect but a part of the traffic between Chicago and Savanna only; but indirectly, as an evidence that the people of this country are desirous of having granted to the railway companies that relief from burdens imposed by legislation which is justly their due, it would be of very great value to all railway companies, to their patrons, and to the country at large. Men of affairs know this and have spoken. We now need an expression from the rank and file, from the small tradesman, the man in the counting house, the store, and the shop; the man on the street corner, and

most of all from the farmer, who more than any other has been misled on the railroad question.

This is not an abstract proposition, but a condition in which every employe of this company should feel a personal and a vital interest, and in the protection of that interest devote a portion of his spare time to making the facts known to his friends and acquaintances, in order that all who have not declared themselves may do so individually or collectively; and by letters, petitions, or resolutions of organized bodies, or by editorials in the newspapers in the smaller cities and towns, make apparent to those who are charged with the administration of such affairs, that the demand for fair play for that industry which, far in excess of all others combined, has made possible this country's greatness, is not confined to classes or localities, but is widespread and general; in the highest sense national.



General and Car Foremen, Southern Minnesota Division.



Crossing of New Line Over Old, Near Madrid.

Improvement Work on the Chicago & Council Bluffs in Iowa During 1912-13-14

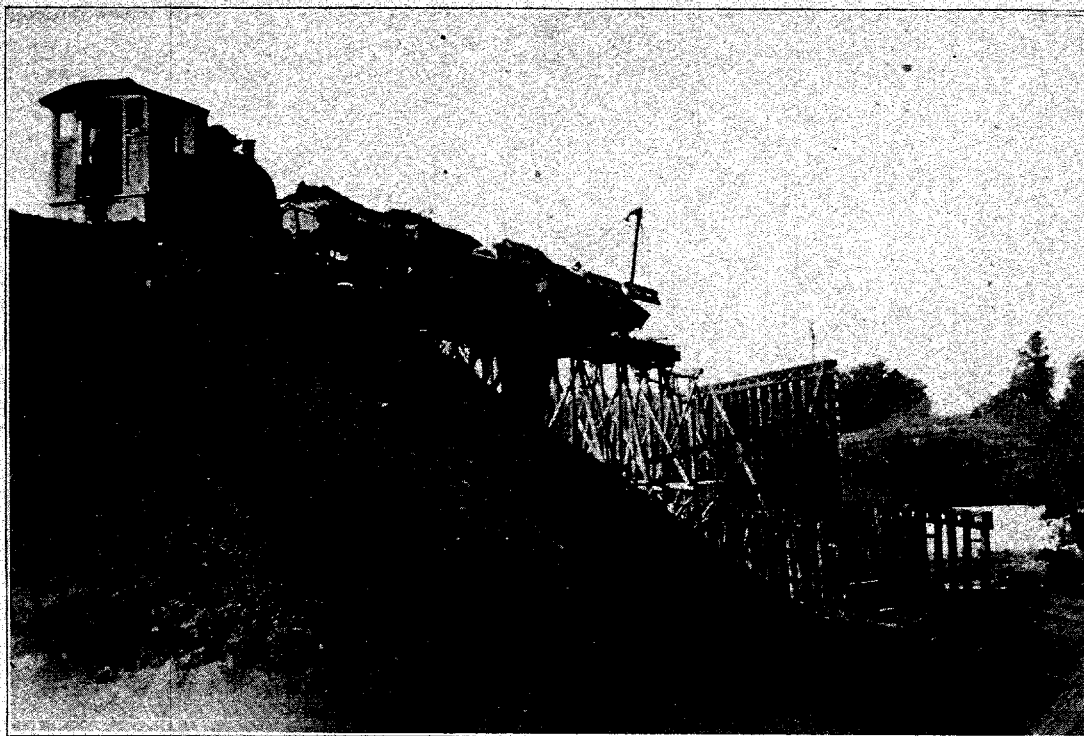
A. G. Holt.

In April, 1912, the first grading contract was let for the reduction of grades and building of a second track on this division, and as it now nears completion, the magnitude of the work becomes apparent. On January 1, 1914, the grading and bridging on the 275 odd miles of work was practically completed. Second track has been laid and is now in operation over 182 miles of the division—between Lost Nation and Elberon, and between Capron and Coon Rapids. That remaining to be done next year is between Green Island and Lost Nation, Elberon and Capron and Coon Rapids and Manilla.

This has been one of the largest pieces of railroad construction carried on during this period, in the country; and when the traffic of the division is considered, and the fact known that all of the work was done without interruption to that traffic, it will be seen to be all the more remarkable.

The contract work and bridging on the entire job was handled by the Engineering Department. The grading was let on competitive bids to thirteen different general contractors, who in turn, either sublet the work to others or did it with their own forces. The designing of the bridging and construction of the concrete work, as well as the erection of the steel work, was done by employes of the company under the direction of the Engineering Department. Track-laying and ballasting was done entirely by the forces of the division superintendent.

W. E. Wood was the division engineer, and the assistant engineers were: F. H. Haskell, from Green Island to Oxford Junction; J. F. Young, Oxford Junction to Elberon; E. L. Sinclair, Elberon to Madrid; G. S. Stayman, Madrid to Coon Rapids; D. C. Fenstermacher, Coon Rapids to Manilla. Since July 1, 1913, Mr. J. Osmond has been assistant



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engineer, in place of Mr. Sinclair, who was made assistant district engineer. There were also resident engineers on each twelve miles of the line.

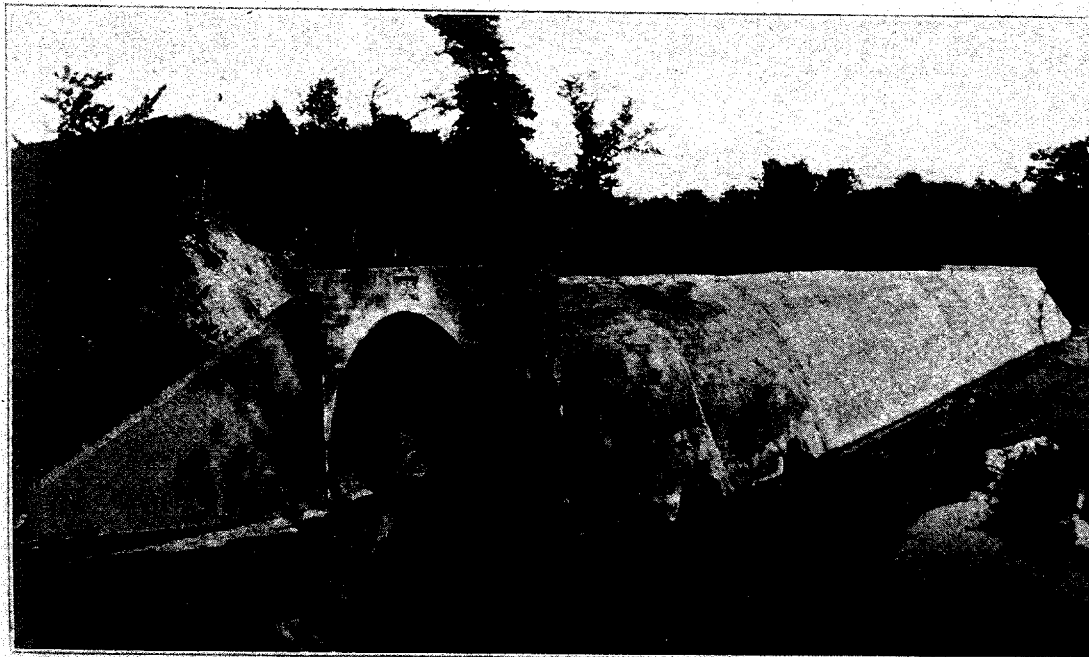
The steel erection was handled by General Foreman of Steel Erection, E. Greenwald, under the supervision of Assistant Engineer E. S. Melroy, excepting at the Des Moines River Bridge, where the entire work, both steel and concrete, was handled by General Foreman Ed. Howell.

The track-laying and ballasting was done under the supervision of Superintendent C. H. Marshall, between Marion and Manilla; and Superintendent B. F. VanVliet, between Marion and Green Island. The roadmasters in charge of the forces were George Barnoske, between Green Island and Marion; M. Murphy, between Marion and Perry and W. E. Barnoske, between Perry and Coon Rapids. George Barnoske had as assistant roadmaster, Wm. Zimmerman; Mr. Murphy had J. Barnoske and J. Flanigan, while W. E. Barnoske had for his assistant, H. Netzel.

Previous to the work now in hand, this division had been revised at various places and its grades and curves reduced to conform to the grades and curves commonly in use on busy lines of railroad, everywhere. But the revision which is now nearly completed, will place the Milwaukee far in the lead of

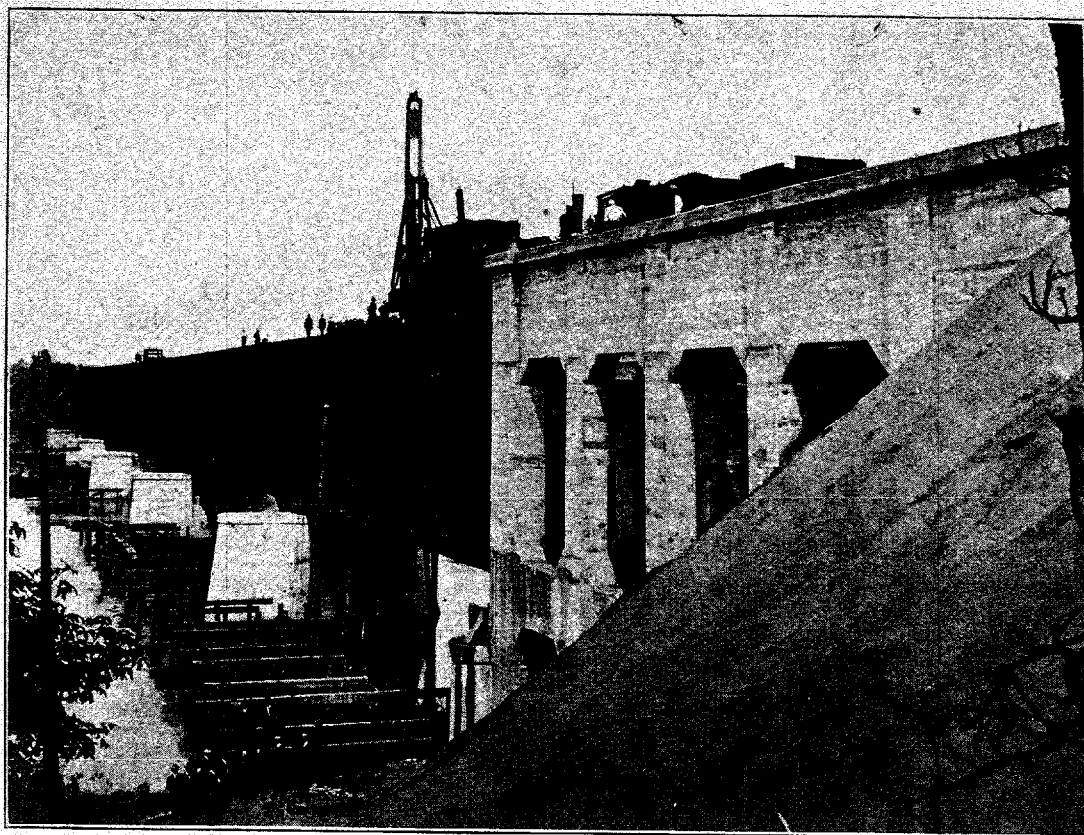
other east and west roads operating across the state of Iowa. For instance, the grades east of Marion have been reduced from sixty-seven one-hundredths of one per cent to one-half of one per cent; and between Marion and Manilla, from one per cent to sixty-six one-hundredths of one per cent. All curves have been reduced to one and one-half degrees, the old maximum being four degrees. If you are at all acquainted with the rolling surface of the good state of Iowa, you will know that this meant some heavy cutting and big filling and the construction of some long, high bridges. There were 15,750,000 cubic yards of earth moved; 143,000 cubic yards of concrete masonry built; 12,400 tons of bridge steel used in the bridges. All of this brought about the elimination of 1,000 feet of rise and fall; 3,230 degrees of angles, or almost nine complete circles, and reduced the entire length of the line, three and one-half miles. A traveler on one of the trains over the division while the work has been in progress, expressed surprise that with the apparent elaborate elimination of curves and general straightening out, the distance was shortened so little. But in respect to that feature the line had been so well located previously that it was impossible to make much improvement.

Sixty steam shovels, one hundred loco-



Type of Concrete Culvert In Use on C. & C. B. Iowa Revision.

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New Cedar River Bridge, C. & C. B. Division.

motives, thirteen hundred cars, six hundred scrapers, fifty grading machines, four drag-lines and wagons and horses galore, with thousands of men to operate this complicated equipment have made these parts of Iowa through which our revised double-track road has been under way, look like a section of the Culebra Cut—while the rattle of the concrete mixers and the presence of the elaborate steel erecting machinery gave the spectator a feeling of construction times at the lock chambers and gates of Gatun.

The changes of grade line at Madrid and Cambridge were the most noteworthy—not only on account of the operating advantages gained thereby, but by the perplexing difficulties which were encountered. The Madrid change extends from Madrid to Woodward, a distance of seven and one-half miles along the old line, but about five and three-tenths along the new. In addition to the cutting out of this two and three-tenths miles of distance, the new location, by following almost an air line crosses the

broad valley of the Des Moines River on a steel viaduct 2,400 feet long, with the base of the rail one hundred and thirty feet above the bed of the river. This remarkable bridge has been more fully described in a previous number of the Magazine. This revision eliminates more than two hundred feet of rise and fall and eight hundred degrees of angle, and the road can now be operated through here without the use of helper engines, which were necessary on the abandoned line. At the east end of the new viaduct there is a long fill, more than one hundred feet in height and containing 1,000,000 cubic yards of earth. At this point the total change in direction of the revision is marked, for the new line crosses the old almost at right angles, the old tracks lying on the floor of the valley and following the course of the river out of sight.

The change of line east of Cambridge also reduces the rise and fall and the curvature in the operated track. The most interesting feature of the construction was the Summit Cut. This was

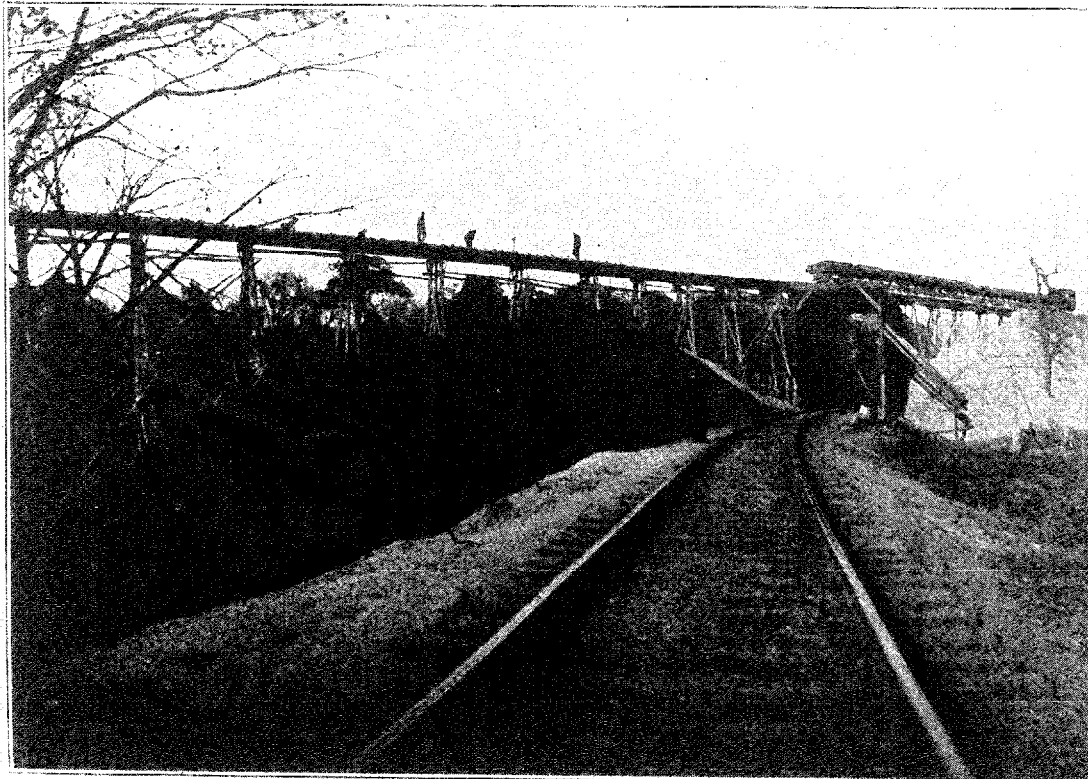
over one mile in length and lay partly in an old lake bed. Here again was Culebra on a small scale. Slides and upheavals gave the contractors their troubles before the old lake bed was finally removed, but after the excavation was completed and the track laid, it shows as one of the most stable sections of the new line.

One of the great things accomplished in this construction is the elimination and improvement of grade crossings. Fifty-two of these have been entirely removed by means of substantial concrete highway under-crossings, viaducts carrying the line overhead; or equally substantial and ornamental concrete elevated highway bridges. When these are all completed the general appearance of the railroad grade with its high embankments and many concrete culverts and viaducts is pleasing, as well as convincing to the public that the Safety First idea has entered strongly into this great undertaking.

The revision, in many instances, has taken the line quite away from old town sites, or transferred it from one side of

a town to quite the opposite. In such cases, the towns and the people will move bodily, where the new road has left them high and dry. Where the line touches the opposite side of a town, the company has or is preparing to remove the station buildings and facilities to the new location. In some places, notably at Aspinwall and at Cambridge, the new grade lies twenty feet above the old depot and an incline will be necessary to reach the level of the yards at those points. The depots will be raised to the new elevation. The track laying was done without the aid of a machine, under the supervision of the roadmasters on their respective districts. Ninety pound rail A. R. A. Sec. A. was used with Webber and Bonzano joints for all new tracks. The ballast came from pits located at Sabula, Des Moines River, Springville and others. The Sabula gravel was loaded by contract, with a drag-line outfit. At other pits, the gravel was loaded by company shovels.

It may be interesting to know that when our revision work is completed, ours will be the shortest railway between Chicago and Omaha—and it certainly will be the best.



Over Crossing and Arch, C. & C. B. Iowa Revision.

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How Employes May Help

By Lester Fredericks.

As somewhat of a traveler I have often thought that the success of railway management depended more upon the employes who come in daily contact with the public than upon any other class. The Milwaukee road management doubtless realizes this, for that must be the reason why it seems to pay such strict regard to the kind of men who manage its local stations and operate its trains. You may search the system from Chicago to Puget Sound, and southwest to Kansas City, and you will not find many men in these branches of the service who are not clean-cut and courteous.

I sometimes wonder whether these men themselves realize how much they may increase the company's favor with shippers and travelers by little acts of courtesy, such as described by Mr. C. B. Reynolds in our December issue. My own attention was called lately to a specific instance where a sleeping car conductor had shown such courtesy to a passenger on one of our transcontinental trains that this passenger on his return to British Columbia showed his appreciation by re-routing the St. Paul-Chicago end of his shipments, which amount to 30 or 40 cars a month, so that they now travel over the Milwaukee rails, instead of those of an esteemed competitor. I took some pains to learn the identity of this conductor for I thought he was worthy of special commendation, and I intended to bring the matter to the notice of one of our higher officials, who would doubtless write him a nice letter which he could show to his children and children's children.

What do you think he said, "Oh shucks. That's nothin'. All the boys do what I did. It's the day's work. Forget it! No you needn't. Don't mention my name, but if you want to know who is responsible for this courtesy act and all this 'What-may-I-do-for-you,' 'Is the dinner all right this evening, Sir,' business, I will tell you; it is the superintendent of dining car and sleeping car service. C. M. & St. P. Ry. You get me? Getty! that's the guy. He drills us. See? He says, 'Service, boys, service.' Now get busy. You're on. So long."

The Faces That Smile

Brother, you are gazing backwards toward the scenes of your mistakes;
You are weeping o'er your errors till your proud heart almost breaks.
You're repenting and regretting, you are sighing, "O alas!"
And you're missing all the glories of the present as they pass.
Leave the grim and gruesome picture—look the other way a while.
For the face that's toward the future is the face that wears a smile.

You are lost in contemplation of the blunders you have made;
You are sighing o'er the countless times your soul has been dismayed,
But the future's sun is shining on the future's verdant trees,
And the future's birds are singing—you are missing all of these.
Cease that useless gazing backward, look the other way a while,
For the faces toward the future are the only ones that smile.

When your back is to the future then the blazing lamp of hope
Throws your shadow o'er your landscape and with blinded eyes you grope
For the blessings that had vanished with the times they strove to bless;
Face about and you'll discover all your groping's fruitlessness.
You'll be dazzled by the glory of the prospect for a while,
But with face turned to the future you will learn to wear a smile.

—S. W. Gillilan in *Baltimore American*.

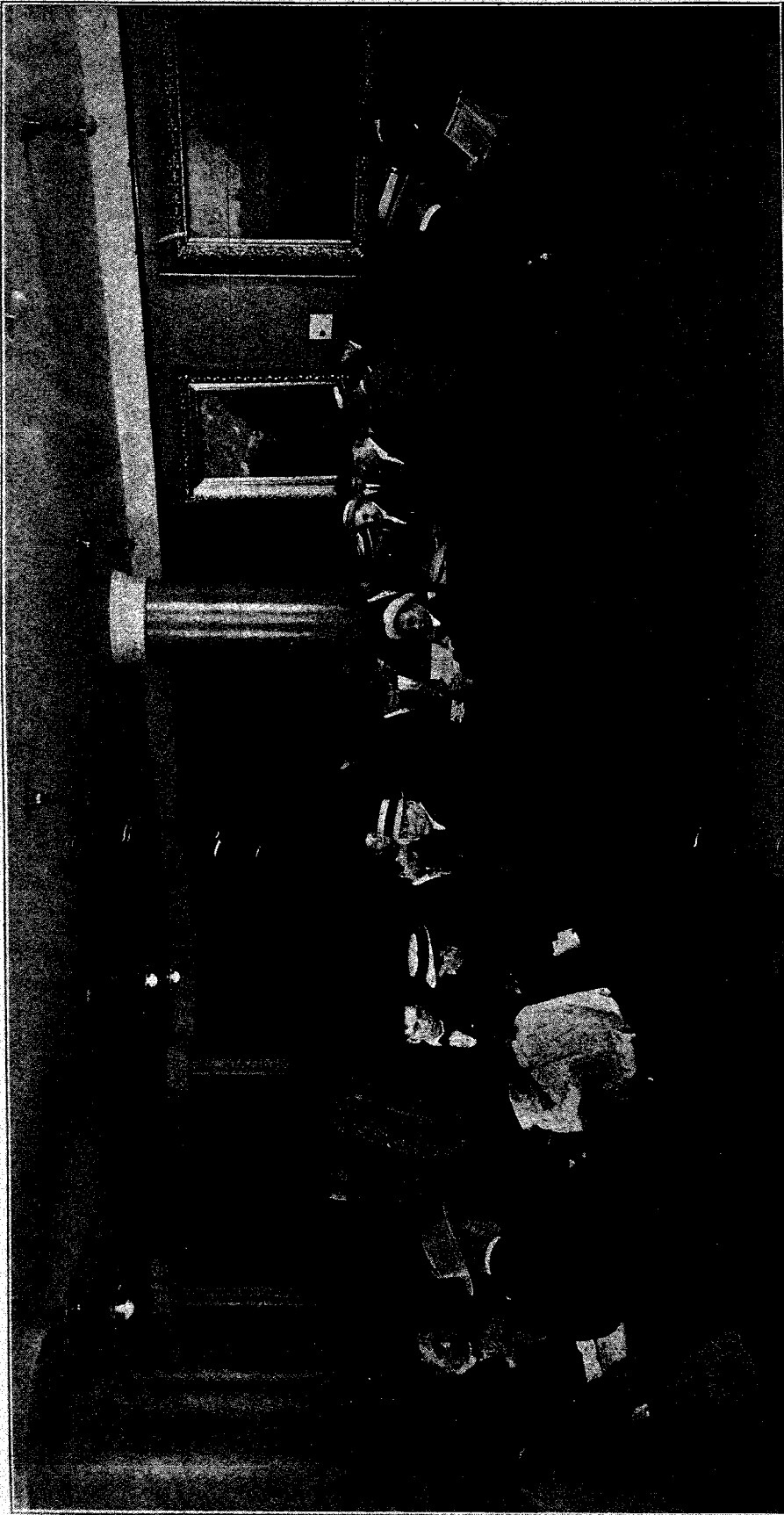
From a Railroad Carriage

Faster than fairies, faster than witches,
Bridges and houses, hedges and ditches;
And charging along like troops in a battle,
All through the meadows the horses and cattle;
All of the sights of the hill and the plain
Fly as thick as driving rain;
And ever again, in the wink of an eye,
Painted stations whistle by.

Here is a child who clammers and scrambles,
All by himself and gathering brambles;
Here is a tramp who stands and gazes;
And there is the green for stringing the daisies.

Here is a cart run away in the road
Lumping along with man and load;
And here is a mill and there is a river;
Each a glimpse and gone forever.

—R. L. S.



The Chicago City Ticket Office

The Chicago City Ticket Office in the Marquette Building is one of the busiest ticket offices in the country and during the summer months when the great volume of travel moves to the numerous resorts of the north, this office will challenge the world in the amount of work they dispose of during the summer vacation period.

From morning till night it is as crowded as a department store

at Christmas time. C. N. Souther, general agent, and C. L. Keith, city ticket agent, have a force of ticket and passenger agents who handle this business with unfailing courtesy. The crowds go where they are treated with consideration. It is logical, therefore, that the thousands who cross the threshold of the city ticket office door every day appreciate the quality of service that this efficient force renders.

Since the issue of the awaited numbers, the reminders holds one's the various by the expected trusted columns for a minds of their wisdom

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On Maintenance of Way

F. H. Buffmire.

Since the appearance of the initial issue of the *Employees' Magazine*, I have awaited the coming of the successive numbers, with a pleasant expectancy; the reminiscences of the "Old Guards" holds one's interest as do the articles on the various phases of railroading, penned by the experts into whose hands is entrusted complicated and intricate problems for a correct solution, excite in the minds of their reader's admiration for their wisdom and accomplishments.

I have awaited each number with the hope that the Maintenance and Way department representatives would "blaze the way" with articles on matters pertinent to this branch of the service, as in the days of early railroad construction they practically "blazed the way" for the steel rail. Since the birth of our publication, I have had an inclination to add my humble mite in the way of contribution to its columns, but was somewhat backward in submitting my thoughts for the reason that I date away back. Having now had the pleasure of reading articles from the pens of my colleagues, Roadmasters Hickey and Callahan, who I presume, believing as Shakespeare wrote, "our doubts are traitors that make us lose the good we oft might win by fearing to attempt," have blazed the way for the Maintenance and Way, and I gather courage to offer for publication what I thought might perhaps claim a few moments of attention from the many employes in the Maintenance and Way department.

To the many thousands of St. Paul employes to whom I am unknown, I must, I presume, write some few words of introduction before they can determine as to whether my period of service with the company would entitle me to be recognized with the courtesy of a publication of my thoughts.

My service with the company dates back to the Civil war period. I remember when a boy employed as a section hand, at the settlement called Le Roy, now Oakdale, Wis., I with a few of my companions, went to Sparta and pre-

sented ourselves at the recruiting office for enlistment in the army. I had some misgivings as to whether I would be accepted on account of my youth, and had adorned my body with all the available clothing I could secure to increase my bulk and stature, to at least the appearance of a grown man, but I was rejected after the surplus raiment was removed, and an examination showed me to be of too tender an age for service, so instead of becoming a veteran of the Grand Army of the Republic, I became an old vet in the Grand Army of the St. Paul. I have sometimes since wished that I had got rid of some of the warlike spirit with which my being seemed possessed in the real warfare, which would have redounded to my own personal benefit during my railroad career. During the years in which I have been employed in the position of roadmaster, my first appointment being to the Wisconsin Valley division, I have worked under Messrs. W. G. Collins, E. W. McKenna, R. R. Minturn, D. C. Cheney, P. C. Eldredge, F. M. Melin and J. A. Macdonald, all of whom during my roadmastership have been division superintendents on the divisions to which I was assigned to service.

To me the Maintenance and Way of a railroad is its most important factor, I presume I am partial in this instance for the reason that I have grown from boyhood to manhood, and am now approaching the old age period of life in this department of the service. I have always looked upon the construction and maintenance of track as the foundation and groundwork of the great railroad systems, and it appears to me that with this foundation secure and perfect in its building and upkeep, the first essentials for a record of good service and a claim for popularity have been accomplished. It has been my lot in life thus far, to witness the evolution and growth of this railroad system, beginning my career in the day of the chair iron and the iron rail with the light rolling stock equipment, through the periods of va-

rious transformations, until today we witness the steel belt of 90 and 100 pound rail, fastenings of the most approved type, secure as the ingenuity of man can make them, carrying the traffic in ponderous locomotives, steel passenger equipment, freight cars of mammoth dimensions and capacity; all of this improvement in ways and means of the transportation problem has come upon us so rapidly that it is with some difficulty that we are able to recall with distinctness the trials and tribulations with which we had to contend in the early days. When I try to recall the past from my experience, it now appears to me that while we were beset with difficulties and handicapped in some instances by serious obstacles, that had to be overcome in the performance of our assigned duties, yet the present day far exceeds the demands of the past and taxes the best ability of man, to successfully cope with the intricate problems and sometimes exasperating conditions that have to be met with and satisfactorily disposed of to meet the requirements of a competent employe.

In comparing the old conditions with the new, and I know of no other way of determining a medium than by comparison, I am inclined to believe that in the present day our greatest handicap is in the labor problem, in the securing of a sufficient number of men who feel, that in giving their services, they realize that the interest to be taken in the performance of their labor should also accompany their desire for employment. I do not mean to convey the impression that in the track department today there are not good, industrious, conscientious, competent employes; far from it, but what I do contend is, that, taking the men in the aggregate, compared to the men of olden days, the balance scale of equality tips in favor of the old school. One of the reasons I can advance for the fact is that in the earlier period, nearly all work was performed in the nature of a challenge, one employe to the other and the practice became one of mere physical strength and skill and a resolution not to be outdone by his fellow employe in the amount of work accomplished in a given period of time. Another reason is that many of our track

laborers today are recruited from a foreign race, who while their intentions and desires may be of the best, the results obtained are not as satisfactory as were those obtained from the crews manned by the men of German and Celtic descent, who were able to understand and be understood, while those of the races today must be communicated with and instructed through an interpreter, a very unsatisfactory and unprofitable practice for the results obtained. I will never forget the retort of the foreman of a section in the old days, of Celtic descent, who, on being complimented on the condition of his section made reply, "Yes and more trains run over my section than any other section on the division." In this belief he harbored an honest delusion, regardless of the fact that the joining sections on both ends of his section, carried the same amount of traffic with the same number of trains, yet so interested was he in his work and so wrapped in the good results he was showing, he yet believed his assertion to be true. To the many faithful employes of the track department, who gave the best years of their lives, from youth until incapacitated by age, we must give credit for such success as we have obtained. A roadmaster's berth is no bed of roses. As a company representative; he serves as a buttress for the complaints of the inhabitants tributary to the company's right of way, and the longer his period of service becomes in a fixed location and assignment of territory, the more it seems to me, he loses favor, for in endeavoring to secure for his employer a just and amicable settlement of disputes, claims and controversies, in the performance of his duties, the more he is considered arbitrary, unreasonable, antagonistic to every principle of fairness and withal a man of narrow, bigoted, sour disposition for the only reason that he has his own views and dictates of his honest judgment to preserve. While the position of roadmaster carries with it no over abundance of pleasures, yet there is much satisfaction and some recompense that with all the difficulties he has to contend with, he may be producing results and this is only obtained through the faith-

ful, competent, energetic department, subordinates not lacking one word from the roadmaster favored with the chance. Some little a roadmaster for administration, due organization and real results are faithful foremen from day to day many instances of life, give their of their duties—given the lion's share without their assistance ability counts for

In the severest in my position time when my the utmost, require nightly attention also the most direct instruction over the division, was brought to a conclusion without assistance, because of the men subordinate, of their own expectancy of reward, culmination of and energy consumed. After these matters experience has been practicability issues. I may be pardoning some peculiar track maintenance like to this day to couple up the things, bolting them the opportunity track, shift in a of placing in one with fastenings a certainty, a grade can be laid in practice with the as under the situationally in vogue. spike for the divider locomotives standardized to of which we r

ful, competent, energetic men in the track department, subordinate only in position, not lacking one whit in loyalty in which the roadmaster has been fortunately favored with their service and assistance. Some little credit may come to a roadmaster for the success of his administration, due perhaps to ability for organization and supervision, but the real results are accomplished by the faithful foremen and their laborers who from day to day, year to year, and in many instances through the period of life, give their all in the performance of their duties—to these men must be given the lion's share of the credit, for without their assistance, their superior's ability counts for naught.

In the severest trial I have ever had in my position as a roadmaster, at a time when my services were taxed to the utmost, requiring a daily and almost nightly attention to the work, I think also the most difficult and largest construction over which I ever had supervision, was brought to a successful conclusion without assistance in supervision, without assistance in way of clerical duties, because of the only reason, that the men subordinate to me worked willingly, of their own initiative, without expectancy of reward, happy in that, in the culmination of the work, their efforts and energy contributed to its success. After these many years in the Maintenance and Way department, where experience has been largely my tutor and practicability issued out of its schooling, I may be pardoned perhaps, for entertaining some positive ideas concerning track maintenance and construction. I like to this day in the relaying of rail to couple up the lengths with the fastenings, bolting them into position and when the opportunity comes for placing in track, shift in an entire section, instead of placing in one rail at a time, following with fastenings and bolting. I know for a certainty, a greater number of rails can be laid in track under the former practice with the work as near perfection as under the single rail plan now generally in vogue. I believe that the track spike for the divisions carrying the heavier locomotives and trains should be standardized to the $6\frac{5}{8}$ -inch dimension of which we received a consignment

some weeks ago for trial. I believe our track bolts for certain makes of fastenings can be diminished in length and in no way affect the safety of the joint; it appears to me that a bolt, that will fit through the bars and rail just long enough to permit the burr to be tightened on to it, the thickness of the burr is sufficient in length for all purposes and when necessary to remove bolt for any cause, the burr can be removed by wrench instead of it becoming necessary to knock off with hammer on account of the thread end of bolt extending beyond the burr becoming corroded by the elements preventing a removal in any other manner, reducing many bolts to a scrap value that, were it possible to remove by wrench, would be fit for replacing in the joint. I favor hardwood tie for its wearing qualities and the security in which the spikes remain in position after driven into this tie. We have at Pewaukee, near freight depot cedar ties that were placed in main track in the year 1888 fitted with plates, twenty per cent of the original number are still in service; between Rio and East Rio, we have some untreated yellow pine without plates that were placed in track in the year 1902, fifty per cent of the original number placed are still in service with indications of lasting a few years more before it will be necessary to replace them. While these facts are a good showing for the longevity of the softwood tie, my experience has been that the hardwood tie far surpasses the softwood in the cost of maintenance of track. I am in hopes that in the near future our push cars will be changed to a lighter type, the car of today weighing on an average eight hundred, ten pounds is too heavy and cumbersome to admit of an economical handling of the work performed in connection with the car service. I am patiently awaiting the day when our section of rail will be changed to one of wider base and decreased height, when the material now entering into its height shall be expended in the width of the base and strengthening of web. I presume this may be termed a hallucination and the direct opposite of scientific and theoretic argument, but to me from a practical standpoint and for a serviceable rail the base



New Missoula, Mont., Freight Office.

and web must be strengthened and I have yet to be convinced that I am wrong in my opinion. It is indeed a pleasure to glance back into the past and ponder upon the wonderful progress made by the St. Paul Railway, evidenced today by its splendid service, and I sometimes wonder if the generation of today will be as fortunate as we oldtimers in witnessing so vast an improvement in the same space of time; to have prophesied thirty years ago the conditions today would have been defined as lunacy.

We, the "Old Guard" of the Maintenance and Way, if we are granted another decade of years in life may go to our reward on the motor car of Progress, traveling over the St. Paul route with tracks fully ballasted, full spiked and bolted, braced with the loyalty of the trackmen, when we round the curve may we find it in perfect alignment, with the elevation true anchored by the P. & M., equipped with the Ramapo switch at turnouts, may we enter into the great unknown Future beyond the curve, confident that in doing our best we did our most.

Be Watchful

By Joseph O'Neil, Engineer C. & M. Division.

Due to the strict legislation and regulation of the past few years, the revenue of the railroads has been greatly decreased. But they suffer losses in other ways, that should and could easily be avoided if each and every man in the employ would be watchful of all things that are in the interest of his company. For instance: do you happen to know of a large consignment of lumber, merchandise or perishable goods—or any other commodity about to be shipped, say from the Pacific coast, or any point on our line? And did you recommend the company you are working for, as giving the most reliable service? Do you happen to know of a car of merchandise billed to some point on a certain date, which is stranded many miles from its destination? If so, have you notified the proper person? Have you a friend or friends about to take a trip? Do you insist on them availing themselves of the splendid service your company offers?

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Little Talks To Ticket Agents

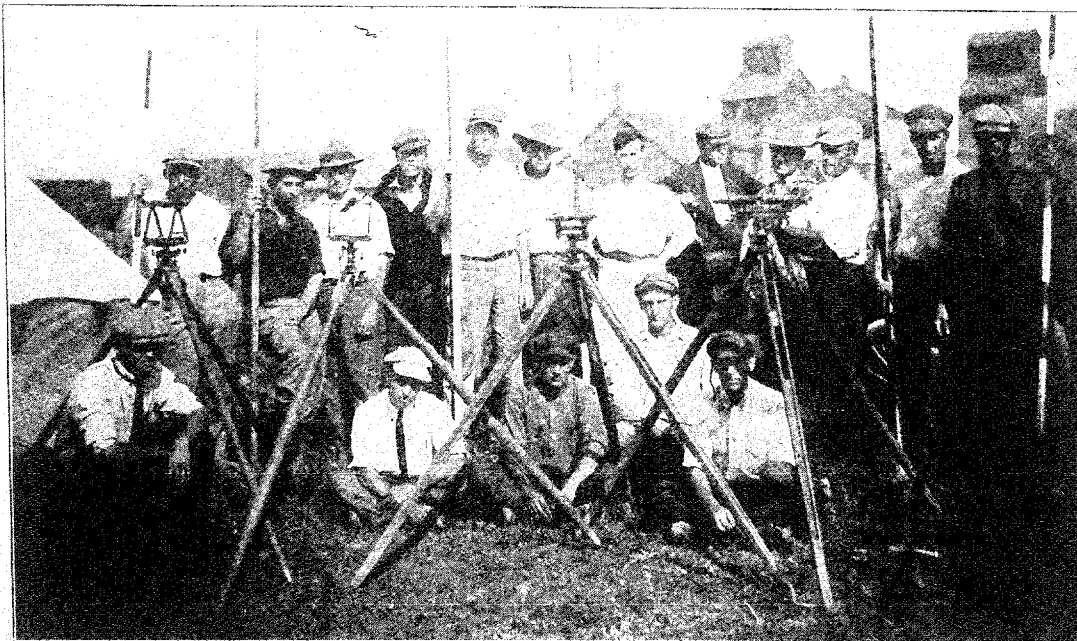
One of the most trying positions in railroading is that of ticket agent, particularly in the large city office in any great center of population. But at the same time the ticket man is a mighty force for or against the railroad and its future traffic results. The timid school-marm or the bustling stockman have never heard of the president, may never meet the general manager and possibly no other official of the company. But the ticket man is the one they deal directly with and it's up to him to not only make himself personally agreeable to them, but by his courtesy he is building up something for his own future as well as establishing a reputation for the railroad.

The trains are going out crowded each day. That is quite true, but remember that the timid school-marm is making her first trip and how easy it is for you to slip one of your cards out of your pocket, merely writing on it a few words to the conductor or the Pullman conductor or the dining car steward as the case might be, hand it to the young woman telling her to present it and her trip will be made more agreeable. How

pleased she will be; how great a favor that will appear to her and she will remember it many years and think of your line when traveling next summer.

Or perhaps the stockman is looking for sixty head of beef cattle and a couple hundred head of sheep to send to a certain point for a certain purpose. How nice it would be if it should just happen that you have a friend in the freight department next door that knows just where those sheep and cattle are grazing and just how they can be brought through. You are only the ticket agent, but there are half a dozen freight men sitting idly by in the next room or possibly next door (freight men always have nothing to do according to the passenger man's idea) who will be glad to work up this little deal in cattle. You will have sold a ticket, secured some freight and made a lasting and valuable friend for the road.

Are you getting the most out of your office from every legitimate standpoint? Are you alive to the popularity of steamship travel? Do you realize that you are the agent, generally speaking, of every steamship company on the At-



An Engineering Crew on H. & D. Division, Summer of 1913.

lantic or the Pacific and that nearly all of them are legally permitted to pay you a commission for the sale of a steamship ticket? If you are living in a small town, have you made up a list of your two or three rich men who have been living there for years without thought of taking a trip? Do you know anything about Alaska? Have you ever tried to sell these three men and their families tickets to Alaska? Are you alive to the possibilities of the wonderful trip from Seattle or Vancouver to the Orient, or have you followed the movements of the Imperator and the other big ships on the Atlantic? You are agent for all of these ships and if you are a little timid about making up a steamship ticket or sending a party of young girls up to Alaska, just write to your next T. P. A. or C. T. A. or D. P. A. or even the dignified G. P. A. The last named is the most appreciative of the bunch and if one of his agents from Snyhoomish should write in and say that he had half a dozen steamship passengers he might faint, but upon recovery he would certainly compliment you on your ability, and the line of descriptive dope that he will hand out ought certainly to cinch the business for you.

One ticket agent we have in mind, located at a very small and somewhat retired point, cleaned up last month \$65 in commissions, all of which were strictly in accordance with regulations, and in accomplishing this, he did not take one moment of the railroad company's time, but on the other hand, greatly added to the future popularity of that line.

The public wishes to travel. The public has plenty of money for this purpose and all it asks is information as to how, when, and what. Courtesy is the chief asset of the ticket man and the very first requisite in meeting the insistent demands of the traveling public. The man with courtesy, with a knowledge of every hotel and resort along the line, of dainty meals that can be procured, of little motor trips or launch rides, down a shady river, with ability to write a card to the chief clerk of the hotel in Seattle or Nova Scotia, it doesn't matter where, with suavity at all times—he is the man that will not only sell the tickets, but greatly help the road.

—*Railway and Marine News.*

For The Information of All Concerned

The attention of agents and all concerned is called to the changes in Per Diem Rules 5 and 6, by which you will note it is very important that our records of the receipt and delivery of foreign equipment should be carefully and correctly kept, and I believe a careful study of the rules and the situations at our junction points will result in considerable saving in per diem. The changes in both rules will be effective commencing with January 1, 1914.

G. E. SIMPSON,

General Supervisor Transportation.

The definitions will read as follows:

DEFINITIONS.

Subscriber.—A road which is a subscriber to the Per Diem Rules Agreement.

Non-Subscriber.—A road which is not a subscriber to the Per Diem Rules Agreement.

Rule 5 of the Code of Per Diem Rules will read as follows:

PER DIEM RULE 5.

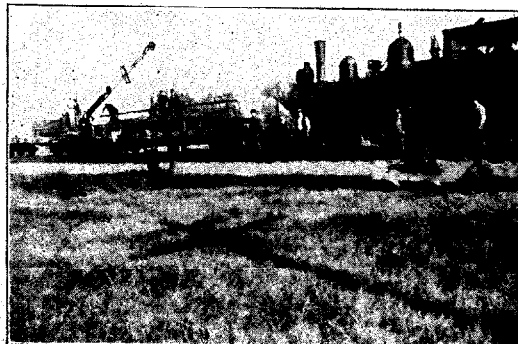
An arbitrary amount for each car in switching service may be reclaimed by each individual switching line from the roads for which the service was performed. This amount shall be based upon the average number of days, not to exceed five, actually required in such switching service, to be determined annually by an examination of the records of each individual switching line by the roads directly interested for each local territory.

No reclaim shall be allowed for an intermediate switching movement.

No reclaim shall be allowed under this rule to a non-subscriber.

Rule 6 of the Code of Per Diem Rules will read as follows:

6. In case a subscriber delivers a car of another subscriber to a non-subscriber it shall pay to the owner an amount equal to the per diem accruing on the car while on such non-subscriber road. The owner will accept settlement for the use of the car only from the delivering subscriber, who must make settlement with the non-subscriber.



Work Train Rail Loader, C. & M. Division.

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Blizzard Experiences on the Southern Minnesota

A. A. Horton.

The article in the December number by Mr. C. B. Reynolds, regarding early events and employees on the Southern Minnesota Division, reminded me of some of the "blizzard" experiences during my first year of service, which may be of interest.

It was during the winter of 1885 and '86, I was about seventeen years of age, and when I received the appointment as agent at Kinbrae, Minn., I imagine that my feelings of responsibility must have been very similar to those of Mr. Reynolds on the occasion of his appointment as relief agent at Spring Valley.

At that time Kinbrae contained a store, postoffice, two elevators, a "hotel" and about a half dozen dwelling houses. My mother and sister lived with me and we occupied the living rooms up stairs in the depot. Winter had begun early—there had been frequent and heavy snows and the cuts were well filled when one afternoon the east bound passenger No. 4, Bart Lewis conductor, and the west bound way freight No. 91, Beardsley, conductor, received orders to meet at Kinbrae. The division point was then at Fulda instead of Jackson as now, W. D. Sheehan was chief dispatcher, "Danny" Sheehan and C. H. Ervin working tricks.

No. 4 arrived in due time, but the freight did not appear; instead a flag-

man came in with the information that the freight was stalled in the cut about a mile and a half east of town. The storm was rapidly growing worse, snowing heavily and drifting from the northwest. It soon became apparent that the freight would be unable to reach town without assistance, and orders were issued for the passenger train to return to Fulda, the first station west, but when they attempted to back up, found that they also were unable to move in either direction. Night soon came on and by this time the storm had developed into the worst kind of a blizzard. Passengers to the number of fifty or more and the train crews proceeded to make the best of a bad situation, and to make themselves as comfortable as possible. The hotel could furnish but scant accommodation, so that most or all of the passengers remained in the coaches.

In the morning the storm still raged as fiercely as ever and the paramount question was something to eat. I asked my mother and sister if they could get breakfast for the train crews, they said they could, but before they got through had fed about fifty people. In the middle of the forenoon H. R. Williams, superintendent wired Conductor Lewis, asking if the passengers were comfortable and if they were getting enough to eat. Lewis, who could always find



Repair Track Crew, Dubuque Shops.

something amusing in every situation, replied "Passengers comfortable, well fed. We butchered a hog this morning." As a matter of fact there was a dressed hog in the freight room which a farmer had brought in for shipment, which we confiscated; we happened to have potatoes and some other vegetables and we secured what edibles we could at the "store"—canned goods, apples, crackers, etc. The passengers pronounced the hotel "impossible" and during the remainder of the storm, which lasted until the third day, we continued to feed both passengers and train crews.

My parents were early Minnesota pioneers, coming to Olmstead County in the early 'sixties, and for a number of years, besides running the farm kept what was known as the Gaskell House, or "Half Way Hotel," about ten miles south of Rochester, where farmers stopped while hauling their grain to Rochester, the nearest market, mainly by ox teams, from points in territory south, now tapped by the So. Min. Div. (Spring Valley, Grand Meadow & Dexter), before the Southern Minnesota Railway was thought of. My dear old mother (now in her eighty-ninth year) knew all about Minnesota blizzards, and she also knew how to feed a lot of hungry passengers.

The storm lasted two days before it was possible to do anything for relief. Pat Fay, the veteran section foreman, was kept busy with his crew shoveling snow into the engine tank and carrying coal to keep the engines alive and passengers comfortable. Beardsley and crew helped to keep his engine alive. Maires was baggageman on the passenger, and I remember was very solicitous for the comfort of the lady passengers, especially the younger ladies. The bulk of the passengers, however, were men and all made the best of a bad situation. It was a great relief to everyone, however, when on the third day the storm abated, the track was cleared, and the passenger returned to Fulda for a new start. Provisions were also getting low and if the blockade had lasted much longer, Lewis would have had to "butcher another hog."

Later in the winter an east bound time freight got stalled in the snow in a cut about three miles west of town,

Conductor Matt Curran came in with the engine, explained situations to the dispatcher, and asked for assistance. The dispatcher replied that he had no engine to send to his assistance, but for Curran to return and try and get through alone. It was a bad storm and the dispatcher finally realized that he had made a mistake in sending the engine back and asked me if I could get any one to go out and tell Curran to give up and get in with the engine. The section men were out and there was no one else to send, so I volunteered to face the storm and take the message myself, which I did. About all that could be seen of the train by the time I arrived, was the tops of the cars in the cut, but Curran and crew were fighting bravely, determined to obey orders or "go down with the ship." They succeeded in getting in with the engine and were compelled to remain a couple of days, before the tracks were again cleared.

After another severe storm, during the same winter, a snowplow was being run ahead to clear the tracks, it was late at night, the passenger was blocked at Fulda, and the dispatcher asked me to "O. S." as soon as plow passed, so he could let passenger go.

The plow passed, but my O. S. was not very prompt, I was busy trying to find the instruments under a couple feet of snow and broken glass—the force of the snow when struck by the plow had broken most of the glass in the bow window.

I presume it was partly because of my youth and inexperience, but it has always seemed to me, that I was not only "initiated" but received the "third degree" during that winter. No later storm has ever seemed quite so fierce as some of those and no later experience has ever contained quite as many thrills as were then experienced.



Passenger Station, Aberdeen, S. D.

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Safety First

A. W. Smallen.

Chicago Terminals Meeting.

Geo. E. Waugh.

There is one consoling feature connected with reporting the Chicago Terminal's Safety First meeting held at Occidental Hotel, Saturday, January 17. There will only be about two hundred men on the Milwaukee System who will know how incomplete the report is. They are the boys who attended. There was too much action, too much interest, and too much enthusiasm at that meeting for cold type to do more than give a meager description of the proceedings.

P. L. Rupp, superintendent of the Chicago terminal division, called the meeting to order at 8 p. m. The attendance numbered close to 200. Think of two hundred train men assembled at a "Safety First" meeting on a Saturday night in Chicago where the dance, the theater or a visit to some comely young lady, all contrive to divert the attention. But this terminal crowd put another "First" in the slogan "Safety First" meeting, and their interest was generously rewarded.

The addresses made were instructive and interesting. A. W. Smallen, chairman of the Safety First Committee, delivered the opening talk, which included an array of figures regarding accidents and fatalities unfortunately due in many cases to violations of the "Safety First" code.

Mr. J. T. Gillick, assistant general manager, was next introduced, although this formality was unnecessary, as he said his acquaintance with the men antedated the meeting. Talking for the management, he clearly put before his audience the attitude the company assumed with reference to "Safety First." Mr. Gillick's treatment of the subject was not only "Safety First" for the individual, but also for the "other fellow."

Co-operative "Safety First" will add many advantages to the movement as Mr. Gillick expressed it. The man who discovers a dangerous spike in a plank and steps to one side to avoid it is not doing his full "Safety First" duty. His thought should be of the other fellow, who, walking over the same ground, does not see the spike and runs it into his foot. He may get blood poison or lockjaw. In other words, when you discover a dangerous spot, remove it or report it. Extend "Safety First" to the other fellow. Do it without delay, delay may mean an accident.

Mr. Gillick also spoke of the drastic measures that the company was compelled to enforce when rules were violated. He referred to this with considerable feeling, as he said many of his best friends were in train service. When men are disciplined or dismissed for the infraction of rules the management encountered its most unpleasant duty. To deal

severely with your friends is a hard matter, but to administer justly for the entire organization is a duty which is by far more important.

Mrs. Carpenter Kendall, editor of the Magazine, was next introduced by Mr. Rupp and the enthusiastic welcome they gave her was a noisy and sincere tribute to the Employees' Magazine. If any man there had an idea that the columns of the Magazine were not open for his good ideas and news, Mrs. Kendall's speech put the notion in the discard. She told them it was their Magazine and it would be as good as they made it, that the Milwaukee Road has the most loyal and intelligent railroad employees in the country, and that a magazine for circulation among them could not and would not fall below the standard of its readers.

Dr. W. N. Lipscomb, representing the Red Cross Society, was next introduced. His discourse on "Safety First" and "First Aid to the Injured" took up about one hour and a half. The doctor is a nervously energetic little dynamo of magnetism and information. His talk was keenly interesting to the last syllable.

Dr. Lipscomb is a young man who is convincing and sincere. Thousands of the men over the line will pleasantly remember him as the field representative of the American Red Cross Society in charge of car No. 2, that has just completed a tour over the Milwaukee, covering over five thousand miles. Of his hundred and fifty-seven meetings on the system, the first and last were held in Chicago. After meeting scores of our employees in all lines of the service, Dr. Lipscomb paid as fine a tribute to the organization as it ever received. He stated that he had met over fifteen thousand Milwaukee employees and found every one of them "boosters" and not one "knocker." That statement coming from a man who gets as close to men as Dr. Lipscomb is a compliment describing the best asset the Milwaukee Railway possesses, the loyal, earnest co-operation of its army of boosters. We hope he will soon come our way again. Fifteen thousand does not take in all our employees nor does five thousand miles cover all our line. The work of the American Red Cross Society in the interest of the "Safety First" is of too great a value not to have every man on the system know of its mission and see their demonstrations of first aid to the injured.

Supt. Rupp at the close of Dr. Lipscomb's address, threw the meeting open for discussion from the men on the subject of "Safety First." W. H. Fesler, agent Division street; N. W. Pierce, agent Union street; C. S. Chambers, transfer house foreman, Union street; A. Young, roundhouse foreman, Western avenue; J. Costello, trainmaster, Galewood; M. Burke, roadmaster, Western avenue; Wm.

Hartman, switchman, Galewood; J. J. Carroll, section foreman, Fullerton avenue; F. S. Robertson, switchman, Galewood, and R. O. Farmer, yard clerk, Galewood, made suggestions and told of the progress "Safety First" is making. The fact that every employe who spoke at this meeting made some complimentary reference to the Magazine is encouraging; their voice of approval is a stimulant to do bigger things.

Supt. Rupp and his splendid assembly of clean-cut, clear-eyed men, who attended this meeting are to be congratulated. The statement was made a few days ago by a man who attended, and who has probably been to more "Safety First" meetings than any other man at that meeting: "The Chicago terminal meeting was the best I have ever seen. I have been to larger meetings, but never to one where the spirit and interest of the men was as great as this."

Some Ideas on "Safety First."

It seems to me, that a great deal more could be accomplished, along the line of "Safety First," if the following suggestions or their equivalent were followed out:

The "Safety First" committees on this division have only held one meeting since its inauguration. At this meeting a number of things were brought up and discussed, and as a result, many dangerous things were removed and repairs were made to buildings, bridges, walks, etc. In fact, everything that was brought up at the meeting has been attended to.

This meeting was held nearly one year ago, but we have been as active as possible since then; what we need is meetings, and more of them, but I don't believe we can benefit ourselves or anyone else by having a meeting consisting of one engineer, one conductor, one brakeman, one fireman, one machinist or roundhouse man, one switchman and one car repairer.

My idea is this: Take for instance the district of road directly under the supervision of Superintendent Marshall. Let us call a meeting of all the roundhouse committeemen in his district, and I believe more good will be done in the roundhouses, and I will venture to say that the same will hold good among the other crafts. These men could hold their meeting and return to their several homes inside of 24 hours, and the expense would not be great.

Another thing this would do would be to arouse competition for the position of "Safety First" committeeman, and it must be conceded that no one has a hankering after the office just now, in this district anyway. I know that the company has been very busy with the double tracking of this division, and this fact, no doubt, accounts for the apparent lack of interest.

I don't want you to think I am a knocker, because such is not my intention, my only desire is to make the work more effective. The good that we have accomplished so far has more than repaid us and the company for time and money expended.

If you think my ideas of separate committee meetings are good, then propose the same to your superintendent, and I will be glad to hear or rather see your opinion in our magazine.

The Red Cross car has just been here and I consider that the work of this car is of inestimable benefit to everyone, and will enable us to take better care of our injured fellow workmen, but still we must admit that "First Aid" to the injured is the most important consideration. For one, I suggest that the company place a Red Cross First Aid box at least in every shop and roundhouse, and if possible, on every train.

WALTER N. FOSTER,

Safety First Comm., Marion, Iowa.

In the Milwaukee Terminals.

The "Safety First" Movement in the Milwaukee terminals has reached a point where it is no longer considered a joke by the employes and they are giving their co-operation with a feeling that the matters brought to the attention of the committee will be acted upon, and if conditions are such as to permit of a possible change for the better, it will be made. If not, the reason is stated and the men know why their suggestion is not acted upon.

Among the many things that have been done to better working conditions in the Milwaukee terminals have been the raising of over 200 low overhead wires to the standard clearance. The moving back to clearance of lumber and other commodities which have always been allowed to be piled so close to the track it was barely possible to get cars by, let alone a man on the side of them. The changing of some close switchstands to ground switches and the widening of narrow centers. Also the manufacturing firms having doors and gates entering their buildings and yards with low clearances have been instructed to erect "tell tales" and in nearly, if not all, cases, this has been done. Also the "yards" have never been kept so clean of rubbish within the memory of the oldest employe as at the present time. So I say "let the good work go on," and if the men who are working in the various yards of the Milwaukee terminals will bring to the attention of the committeeman nearest them or mail same to Mr. Hinrichs, chairman, anything they may find that needs attention. I am sure they will see an improvement and will be satisfied their interest in this work is appreciated.

E. A. BROWN,

S. F. Committeeman.

Sioux City, Ia., December 12, 1913.

Dear Editor: I am in receipt of a letter from our superintendent advising us to take more interest in writing articles for our Employes' Magazine.

It is true, some of us are not taking the interest in this matter that we should. Simply ask yourself, dear reader, the reason why. You will perhaps answer, no time. Just a

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few moments would answer the purpose and will put you in line. It may be the same with a piece of work you have to do. You will probably think, well I will do this tomorrow, I will have more time. But tomorrow, my friend, may be too late. Let us do these things at once and not put them off until tomorrow. Let us pay more attention to the little flaws that need repairs today and not put them off until tomorrow; it is the small things neglected that develop into serious accidents.

A few days ago I was riding over the C. & C. B. Division, and I want to say that the work completed on the middle division of the C. & C. B. has taken money, skill and time and is a credit to the Milwaukee Railroad as well as the employes who did the work. This piece of work will be there for generations to come, and is one to be proud of. I saw but one or two grade crossings. The crossings are all underneath or overhead and ballasted with the best grade of ballast. I think you will not find any track better anywhere than this is, and if you will ride on one of those up-to-date observation cars, which are in service there now, and stand on the rear end of the car, you will perhaps think, why don't I take more interest and help build up the Great Milwaukee Railroad?

Many times the remark is made, that Safety First doesn't amount to anything. Now as you will study those two words "SAFETY FIRST" whenever you undertake anything in your daily life, you will soon observe that two-thirds of the accidents could be avoided; and in conclusion I want to say, unless we pay more attention to Safety First when we do our work, we are not going to be wanted. Who will be to blame, you or the company?

A. CARLSON,
Roadmaster.

Safety First Among School Children.

The Safety First Movement has been drilled into the minds of the older people, but very little has been said to the children in regard to this movement.

School children, especially those living in rural districts, very often walk along the railroad tracks in going to and from school. Many times mischievous or thoughtless children place stones or other small objects on the rails for the purpose of watching the train pass over them and seeing the wheels crush or knock off these particles. There have been cases where children have picked up small pieces of iron or bits of track or car scrap that have fallen along the track, and placed them on the rail, resulting in the derailment of the train and loss of life to the train crew and some of the passengers.

I remember of being on a passenger train one day last fall, the train going along very smoothly, when all at once there was a great bumping along on the rails and a sharp grating noise. The passengers all looked around wondering what was going to happen, when the train passed by a crowd of school children all laughing and clapping their hands.

They had evidently placed gravel along on the rail. Now that was fun for those children to hear the train grate over the stones and listen to the bumping along of the wheels, but imagine those same children, had that train been derailed. Think of the punishment that would have been in store for them.

Another instance I recall to mind of how obstacles are put on the rails. Last July a passenger agent, roadmaster and a clerk who happened to be myself, were pulling into a station on a small inspection motor car. Just crossing the tracks about thirty feet ahead of us were three men—full grown men—not school boys. One of them stooped over and picked up a little stone and put it on the rail. Of course the car could not be stopped suddenly, and the weight of it was not enough to crush the stone—and it was only by an act of Providence that the car bumped back down onto the rails, and that all three people were not thrown off and either killed or badly injured.

Another trick that seems to be more than boys can resist is to throw stones or snowballs at a passing train. Their aim is generally to throw over the car, but it more often hits the side of the car, and nearly always hits a window. Just stop and think, children, of a person riding along on a train, and suddenly having a shower of broken glass come in upon them. Just think how you would feel were that to happen to any of your own people, and do know that it was the result of some boy—maybe your own age—throwing a snowball at the train just for fun.

Do not throw at railroad crossing signs or at the glass insulators on telegraph poles. Every time you do you are destroying other people's property, and placing yourself liable to punishment in the way of the reform school or maybe the state's prison. Some boy is going to be made an example of for the rest of the boys, and it is just as liable to be you as any one else, if you are in the habit of doing such tricks.

Girls, too, are sometimes just as thoughtless as the boys. How many times do we see girls place hairpins, nails or pennies on the rails just to see the train flatten them out. Now that in itself isn't anything that will injure the train or the rail either, but you are setting a bad example for your little sister, or the little girl that is watching you do this. She will try to do just as she saw you do, and probably not old enough to realize the danger. Teach the little children to be afraid of the trains and the railroad tracks.

Very often, when children come onto the right-of-way, they neglect to close gates that they may have occasion to open. This allows stock to get onto the right-of-way and be killed, the damages of which cost the railroad company many thousands of dollars every year. The leaving of gates open may not be the cause of killing the stock, but it may derail the train. Just stop and think that the engineer on every train is some little girl's or boy's father. Some little girl or boy is anx-

iously waiting for the whistle of their papa's engine and to know that he will soon be coming home. How badly you would feel to think that your thoughtlessness might be the cause of him never coming home to his children, or of being brought home injured for life. Just such things are happening every day.

Never run along a moving train to see how long you can keep pace with it, and above all never hold out your hand to let your finger tips touch the cars. There is a strong suction along a moving train that has been known to draw people under. Do not scratch a stick on a moving train. It probably wouldn't hurt you, but it scratches the paint and varnish on the cars, and you should train yourself to respect other people's property.

It is dangerous to stand under a bridge when a train is passing as coal or parts of the trucks are liable to fall at any time and you are in danger of injury.

So many times you will see grown people, as well as children, run ahead of a train, then stand leisurely on the opposite side and watch the whole train pull by. Now both sides of the track are alike and why not watch it from the safe side? Above all never crawl under a train to get across. You cannot tell when the cars will suddenly move and catch you.

The writer of this article works in an office located on a street crossing the railroad tracks, and where a great many children pass daily going to and from school, and the above habits have been noted from actually watching the children go back and forth. The writer has also read with interest many articles on Safety First, but has noticed that not so much has been said to the children. While the above is written more for children, it will do no harm for older people to read, and I especially hope that same will find its way into the hands of the teachers of schools located near the railroad tracks, both in the city and rural districts. The Safety First Movement should be brought into the school-room. The teacher can do a great deal toward helping the good work by occasionally drilling her pupils along this line.

KATHRYN MADDEN,
Roadmaster's Clerk, Sparta, Wis.

"Safety First" Items, West I. & D. Div. M. C. Corbett.

West I. & D. Division holds regular "Safety First" meetings first Monday of each month. Considerable interest is manifested in these meetings. A great many suggestions of interest and importance are brought up and discussed.

Acting Chairman C. A. Anderson is installing a "Safety First" bulletin board at points where conductors and engineers' bulletin boards are located. The minutes of "Safety First" meetings and other items of interest of "Safety First" will be posted thereon. The object of this is to inform

all employes of what is being accomplished, and to keep the thought of "Safety First" uppermost in minds of all employes.

Division Committeeman Chas. Alexander, conductor on Nos. 97 and 98, recently had end of second finger, left hand, badly crushed by door of combination car slamming shut and catching his finger. It has been suggested that he be suspended for thirty days as a member of "Safety First" committee for failure to set a good example.

Engineer Chas. Allen was seriously injured last Sunday about three miles west of Boyden. He thought brake rigging on his engine was dragging, got down on step of engine to look under and was struck by cattle guard while train was running about twenty miles an hour. He was thrown clear across the road, a distance of about sixty feet, a gash about six inches long was cut in his head back of left ear, was taken to Dr. Cram's hospital at Sheldon, and last report received indicates that he is getting along nicely. This case should bring to our minds the importance of "Safety First."

At the Safety First committee meeting, held at Sioux City, Ia., Oct. 18, a good attendance was shown.

The meeting was called to order by Supt. L. B. Beardsley, who acted as chairman. The minutes of the last meeting were taken into consideration and accepted. Many new suggestions were made, some were acted upon, and others referred to the general committee with a recommendation that some action be taken by them and a means provided for carrying out the suggestions.

I. & D. Division.

With the closing of the year 1913 the I. & D. can feel that she has held her own in the way of improvements. The officials have done all in their power to improve conditions.

Our passenger service since before Thanksgiving has been somewhat tardy, but we can be thankful that the holiday season has passed without an accident. The parcel post, the express and the traffic have been the heaviest ever known on this division.

The men on this division wish to express to President Earling and the management their appreciation of the treatment received from them in the past year, and all wish for them a happy, prosperous, coming year, with nothing to mar the harmonious relations now existing between them and us.

We extend to them our hearty co-operation in the Safety First movement and in carrying out the laws laid down by the same. We will use our best endeavors to maintain discipline and improve the service, and still keep within the laws of Safety First.

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The Get Together Section

A Card of Thanks.

In the pages of this most excellent magazine, by courtesy of the Editor, I wish to extend to all on the great Milwaukee system my sincere thanks for a very pleasant and successful trip. The interest and attendance, the never-failing courtesy and co-operation of every man I met made it truly a record breaking run and I do appreciate the good will of the men, of which I have all evidence. There is a fine spirit among you—a spirit of broad-minded and accurate service, of pride in the work to be done, of open friendliness and the "glad hand" that extends over the entire lines, and makes not only a great railroad but truer, greater men, and this spirit will grow, never relaxing. Technically and "outside" the fact that you made me "one of the boys" means much to me. Traveling over 5,000 miles, holding 157 meetings and meeting over 15,000 men in two and one-half months is a record of which you and I are justly proud.

To extend thanks to each individual would mean mentioning every man I met, and you will excuse me if I thank you collectively. This I do but I wish to mention Mr. Gillick's office and Mr. Manchester's department, Mr. Rupp's terminals, the B. of R. T. at Perry and Marion, the B. of L. E. and O. R. C. at Savanna for the courteous loan of their halls, as the car was not large enough; to the Tacoma shops for mention in the Magazine and last but by no means least, Mr. William Davis, engineer Missoula Division, for my first Christmas present, a box of fine cigars. Each of you are an important part of a great system; so live and act as to be a factor in its upbuilding, which means your own. You will be proud of deeds and records that will go down as proof of loyalty to one's calling, no matter what or where. I will not say "farewell," because I expect to see you once more. A further report will follow. Thanking you again personally and as field representative of the American Red Cross Society, and to which great institution you may be grateful for what service I have rendered you, I am,

Most sincerely yours,

W. N. LIPSCOMB, M. D.

American Red Cross Car No. 2.

The "Hill Boys."

There are seven of them, and patrons of the Pioneer and the Southwest Limited know them well and when riding those trains pleasantly recall the smiling faces of these long-time porters and waiters. One by one, for the past twenty-seven years, five of them have served their apprenticeship on the diners and sleepers of those trains, and three of them are

now in charge of business cars. Two sons of one of them are clerks in the legal department of the company.

James M. Hill, who is now in the service of Vice President J. H. Hiland, was the first of the family to be employed by the company as third cook on a dining car. From that position to waiter nine years in the Pioneer dining car, then on the buffet smoker of the same train, he went to the car used by W. J. Underwood, remaining with him a couple of years; since which time he has been with Mr. Hiland. "Jim," as he is popularly known, has two sons: George and Lewis, who are valued clerks in the legal department.

Every one on the railroad knows "Walter" Hill, cousin of James M. His genial smile and general efficiency are recognized everywhere. He came to the company in 1887 as dining car waiter, and when Assistant Superintendent of Dining and Sleeping Cars Smith went to the Lackawanna Line he took Walter, as a beginning for the efficient organization he intended to build up. Walter soon attracted the attention of President Truesdell, who captured him from the dining car department and put him onto the president's car. He worked on the Lackawanna six years, but as he expressed it, he "was always homesick for the Old Milwaukee, and finally just quit the New York job and came back home." He is now in the service of General Manager Hart. In speaking of the work of himself and his relatives on the road, he said, "We all have to work and we figure it's better to work here than anywhere else, on any other railroad. Better people and better conditions for us in every way." Walter's brother, James G. Hill, has been five years in charge of The Snoqualmie, the car used by Vice Presidents H. R. Williams and H. B. Earling.

W. N. Hill, for seventeen years on The Pioneer, is a brother of James M. Hill, while S. N. Hill, on the Southwest ever since it commenced running, and before that, on the old local between Chicago and Kansas City, is a brother of Walter and James G.

This is a remarkable record for one family, and is something of which all our faithful colored boys may and should be justly proud.

The pessimists discovered that the rain falls on the just and the unjust. A finer discovery these optimistic times is that the sun shines for all, and no man's allowance is measured by his deserts. The sunshine is the Creator's smile, greeting us in the morning, and cheering us all through the day; remaining with us in glorified memory and hope for to-morrow.

What a blessed thing it is with the high cost of living affecting everything else the smile is still on the free list.—*J. R. Katherns.*

His Last Run

The oldest engineer on the Coast Line, George S. Perry, passed from life with his hand on the throttle, "died in the harness" as every earnest man wishes to do. He was affectionately known by the boys on the west end as "the Daddy of us all." His death, due to heart disease, occurred on January 12, while he was pulling the Olympian up the east slope of the Cascade Mountains. Near Easton, Washington, our line parallels the Northern Pacific, and the "crack" trains of the two lines, the Olympian and the North Coast Limited, had been having a speed contest, with victory to Perry, when Fireman W. A. Holton noticed something wrong with his chief. "I thought 'Dad' was pleased with passing The North Coast," Holton said, when he first noticed Perry leaning out of the cab window with a smile on his face. A few seconds later crossing to the other side of the cab, he was grief-stricken to find that Perry was dead. Holton stopped the train and while the body of the dead engineer was being carried to the baggage car the North Coast passed with a shriek of challenge to another race. But Perry's race was done, and Holton took the train to Laconia at the top of the mountain, where another engineer was secured to pull the Olympian into Seattle.

Perry was one of the oldest engineers in our service, having been "in the cab" forty years, and he died on the eve of his sixty-third birthday when a surprise party to celebrate the anniversary had been planned by his family and friends.

He was popular with employers and employes, was a member of the Masonic order, and his burial took place under their auspices, with full Masonic honors. The Magazine extends its profound sympathy to his widow and family.

Daniel Webster in the Senate in 1833.

"There are persons who constantly clamor. They complain of oppression, speculation and pernicious influence of accumulated wealth. They cry out loudly against all banks and corporations and all means by which small capitalists become united in order to produce important and beneficial results. They carry on mad hostility against all established institutions. They would choke the fountain of industry and dry all streams. In a country of unbounded liberty, they clamor against oppression. In a country of perfect equality, they would move heaven and earth against privilege and monopoly. In a country where property is more evenly divided than anywhere else, they rend the air shouting about agrarian doctrines. In a country where wages of labor are high beyond parallel, they would teach the laborer that he is but an oppressed slave."

The New Folder.

The revised and enlarged edition of the general folder issued by the passenger department is a more comprehensive arrangement of one of our most important publications.

Page 12 shows the through sleeping car service. For quick reference it is one of the best additions made in the folder. The tables have been re-arranged in better territorial order and more complete representation given the lines west of Mobridge. In order to do this it was necessary to increase the size of the folder eight pages, so that we now have a one hundred and eight page folder. It is one of the largest printed by any American railroad. By this adjustment, the green-covered folder formerly issued by the Puget Sound Line has been discontinued and the large yellow folder covers the lines of the entire system.

Another new feature appears on the cover. Instead of the month appearing in which it is printed, the folder is marked "Number one, 1914," indicating that it is the first issue of the year.

The passenger department have learned from experience that the folder distributing companies and the public frequently doubt the reliability of the information a folder contains, because it is marked January, and they happen to refer to it during February, while in reality the time of the trains is the same during the current month as the one preceding; consequently, the folder with a back date is thrown away and a current issue selected, when the discarded folder would answer their purpose just as well. The numbering of the folders instead of dating them will, therefore, tend to eliminate the waste. Of course it will be necessary to advise agents and distributing companies when the contents of the folder is made void by extensive or general changes of time, but as this only occurs two or three times a year, the elimination of waste during the interim will amount to considerable and it is important that the supply should be conserved. When a passenger wants information regarding strictly local service and you have the small leaflets, as many agents have, supply passengers with those instead of the large general folder. The small leaflet is more convenient for the passenger as he can tell at a glance the time of departure and arrival without looking through the index of the large folder for a station and then delving through a number of pages to locate the table showing the service.

Also—the cost of one new general folder represents approximately the same amount that a passenger pays to carry him a mile and a quarter.

The passenger department will be glad to have the new folder examined carefully and receive the benefit of any suggestions that will improve its utility.

Mechanical Department

Locomotive Reminiscences.

Chas. Lapham.

In the early years of railroad development, when the companies annually expended large sums of money to keep their brass and German silver trimmed locomotives as clean and bright as the apparatus of a well conducted municipal fire department, a locomotive was a thing of beauty as well as an expression of power and was an object of pride not only to the company officials, but to the men that were assigned to take charge of the engine. In those days it was quite the proper thing to give an engine a name as well as a number, and it was considered something of an honor to have an engine named after one. So it may be well to record the names of the engines on the St. Paul system as they were in the early 70's, as a matter of interest to the old time employe and in a sense to perpetuate the honor cast upon those who had locomotives named for them. The practice of naming engines was abandoned by the St. Paul Company about the year 1876 when there were only two hundred engines on the road, consequently there are many of the present employes who never saw a named engine. Hence a few words for their information. Usually a locomotive bore the name of a director or officer of the company, or else the name of some town along the line of the railway, although this was not arbitrary and instances occurred where a locomotive was named for some faithful and popular employe of the company that owned the engine. In still other instances, the names of famous military men or some fancy names were used.

So far as the writer has been able to ascertain the named engine bearing the highest number was the 199, a six-wheeled 16x24 inches switch engine that was bought from the Milwaukee Iron Company at Bay View. This engine, which was named the Stephen Clement, was the first engine with six drivers ever owned by

the St. Paul Road, and was considered a very effective switch engine when it came into the Reed street yard soon after its purchase.

The list of named engines on the St. Paul Road shows some duplications owing to the absorption of other roads by the St. Paul Company, but in most cases these duplications were soon eliminated by renaming the engine; as an example, when the Milwaukee, Watertown & Baraboo Valley R. R. was acquired, that road had seven locomotives; the following list gives the numbers, the names of the engines and of the engineers who ran them:

No.	Name of Engine	Name of Engineer
1.....	Luther A. Cole	Chas. Sanborn
2.....	Oconomowoc	Patrick Lyon
3.....	Watertown	Luther Sanborn
4.....	Charles City	J. K. Tremaine
5.....	Hercules	George Buck
6.....	Columbus	O. C. T. Hammond
7.....	Fowler	C. W. Washburn

These engines were numbered from 40 to 46 inclusive among the St. Paul engines and their names were changed so that the No. 1 which became the No. 40, and was rebuilt at Watertown, was called the L. B. Rock; and the others in succession were named the Minnehaha, D. A. Olin, Nebraska and Minneapolis, engines numbered 6 and 7 being left without names in the St. Paul list.

When the Milwaukee & Prairie du Chien R. R. was bought, fifty-four locomotives were added to the St. Paul Company's equipment. Prairie du Chien No. 1 became the St. Paul's No. 71 and the others followed consecutively to No. 124, the last of the Prairie du Chien Company's engines. If these engines had names under the old company the names disappeared when the engines were repainted by the new owners, but many of them were named afterwards by the St. Paul Company.

By the acquisition of the St. Paul & Chicago Railway which now forms the River Division between La Crosse and St. Paul, ten locomotives were obtained and they were numbered



The Old Pay Car Engine, Fred F. Merrill.

from 170 to 179, inclusive, and engines 180 and 181 were obtained by the purchase of the Hastings & Dakota Railway.

It may be surprising to many to learn that some of the first locomotives owned by the Milwaukee & Mississippi R. R. and by the La Crosse & Milwaukee R. R., which were the earliest railroads in the state of Wisconsin, were built in Milwaukee, yet such is the fact.

Between the years 1852 and 1858 there were eleven locomotives built by the Menomonee Locomotive Works which were situated near the corner of Reed and South Water streets. W. D. Walton & Company were the proprietors and Mr. James Waters was the superintendent and designer. The first of these engines was completed in October, 1852, for the Milwaukee & Mississippi R. R. and was named the Menomonee and became the No. 3 of the Milwaukee & Prairie du Chien R. R. and later the No. 73 named the Chandler on the C., M. & St. P. lines. This engine weighed about twenty-six tons and was built on the inside connected plan, a type which has now gone entirely out of existence.

At the time this engine was built, West, Water and Reed streets were connected by a narrow timber floating bridge and some anxiety was felt about the method of delivery of the engine from the works on South Water street to the end of the tracks just north of the bridge, but a temporary track was laid along Reed street to and across the floating bridge to the tracks of the Milwaukee & Mississippi R. R. and oxen were used to furnish power to move the engine which narrowly escaped landing in the bottom of the Menomonee River while crossing the bridge.

It is certain that the pioneer railroad builder had many difficulties to overcome in securing the delivery of equipment that are not now thought of and if we consider the great increase in weight of the engines would be almost unsurmountable if encountered at the present time. It is related that when the track on the La Crosse & Milwaukee R. R. reached Greenfield, now Tunnel City, it was found that there would be considerable delay before it could be laid through the tunnel and as the grading was finished beyond the tunnel, it was decided to haul material around the tunnel and take an engine over the top of the hill to do the work beyond. Engine No. 15 was selected and temporary track laid over the hill. The engine took a run with a full head of steam and went as far as possible up the hill; from that point to the top it was drawn by a combination of ox and windlass power and then was snubbed down the steep incline to the track on the west end of the tunnel. This information was given to me by one of the old time La Crosse Division engineers.

The accompanying picture shows engine 37 named the Fred F. Merrill standing at Waukesha showing how the trains ran through the original Waukesha depot. This engine was one of the smallest owned by the St. Paul Company and for many years was used to haul the pay car on its monthly trips over the lines. Car and engine were painted to match.

Talks With Engineers.

G. T. Spalding.

First Engineer—Bill, you are an old head and have been successful as an engineer, what could you say to a young fellow like me in the way of advice?

Second Engineer—Well, Johnny, I'll tell you, the average young fellow just going running does not appreciate the importance of his position, he merely assumes, well now my hard work is over, all I care now is to keep from getting "fired" and I will cash the big check each month and I don't care if I'm not considered one of the best engineers.

First Eng.—Well, Bill, now if I can manage to get through the first year and hold my job, I'll have done well, won't I?

Second Eng.—No; you can do more and you have not done your duty if that is all you have accomplished. Only about one out of a dozen of us, Johnny, were what might be termed, natural born engineers, the other eleven of us had to learn how to be an engineer after we were promoted, and you can learn to be an engineer during that first year in addition to holding your job and drawing that big check, and you must remember that you are overpaid until you learn, as you are paid as much for your services as the man who has spent the better part of his life time to learn the trade. As to keeping out of trouble, most engineers who get into trouble on the road do so through trusting to the other fellow. You must have self-reliance, Johnny, depend on yourself and not on the other fellow. You assume a very important position when you are promoted to engineer; you are entrusted with the care and management of an expensive and complicated machine, the king of traffic and transportation when handled skillfully, and destructive and death dealing when handled unskillfully. You, now, Johnny, will be "the man behind the gun." the success of a great railway depends upon the successful performance of their locomotives, the successful performance of the locomotive depends upon "the man behind the gun." Johnny, you are now promoted to a position that is the highest type of skilled labor. You should think seriously of the importance of your position, you are in a position to feel proud, but not unless you can fill your position with credit to yourself and your employer. Be master of yourself and in so doing you will find it easy to master the powerful machine entrusted to your care. Take good care of your body and cultivate your mind, when off duty obtain your rest before looking for recreation or entertainment, continually bear in mind that your conduct and your associates while off duty have much to do with your success while on the road. Your duty to your employer is to do your best and in so doing you will improve your ability and when you find that your ability is slowly and surely improving it will be a greater pleasure to you than cashing your biggest check.

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The greatest problem on a railroad today, Johnny, is to find men who will do their work WELL. You should try and make your services so valuable to your employer that they cannot afford to dispense with your services. Instead of working for wages work to see how proficient you may become, the wages are a small part of our success in life. Ask questions and study books, but never tell how much you know; book learning with experience makes the thoroughly competent man. If you should feel tired and worn out, lay off and go away for a few days and if you are made of the right kind of stuff in a day or two you will want to be back at work and it will have new interest to you. Never permit yourself to have a grouch, Johnny, as there is no reason for having one if you have a job as engineer on the C., M. & St. P. Ry. and there are about a million men in this world who envy you your position. Good luck and success to you, Johnny.

Tendencies in Locomotive Construction.

An analysis of the statistics of locomotives ordered during 1913 develops two facts. First, that the superheater is being applied to practically all locomotives, except those of the smallest size, and second, that the big engine is principally in demand. The superheater has evidently proved its advantages to every one and this year nearly 79 per cent of the new steam locomotives of modern and large size were equipped with it. Last year the percentage was 63 for the same classes. Nearly 63 per cent of the total number of locomotives ordered this year were of the Consolidation, Mikado or Pacific type, and over 18 per cent were of the switching types. It is somewhat surprising to find that the Consolidation is in the lead of all other types this year and forms over 23 per cent of the total. While it is known that new possibilities are being discovered in this type it is hardly believed that they have been sufficiently demonstrated to bring this class to the position of greatest general popularity. Further analysis shows this to be actually the case since, of the 823 ordered during the year, 435 were for the Pennsylvania, leaving less than 400, or but little over 11 per cent of the total, for all other roads. Last year the Mikado type formed 29 per cent of

the total number ordered and the Consolidation 19 per cent, but this year the Mikado is below the Consolidation and forms less than 23 per cent of the total. Over 16 per cent were of the Pacific type this year, while last year but 13.2 per cent were of this type. The 10-wheel type seems to hold its place at about 8 per cent, but the Atlantic type, due entirely to the development on the Pennsylvania, has risen from obscurity for new power to 1.32 per cent of the total this year. There were distinctly fewer Mallets ordered and the percentage dropped from 3.7 per cent last year to but slightly over 2 per cent this year. While these statistics give very interesting information in connection with the number of locomotives ordered, they do not, in any way, indicate the remarkable improvements that have been made in the design and capacity of locomotives during the year. Not only are the larger types forming the principal part of the orders, but there is a general increase in the size of each type. The success of the mechanical stoker is beginning to show its effect on the size of the average locomotive and no doubt next year will see a continued increase in capacity, if not of weight, in the different types. It is quite possible, however, that the percentage of the total formed by the larger types will show a decrease in the future due to the ordering of more engines of the smaller sizes and lighter weights which will be suited to certain classes of light service and will give the maximum economy now generally associated only with the larger sizes.—*Railway Age Gazette.*

Annealing High-Speed Steel.

The most effective way to anneal high-speed steel so that it can be worked in any desired shape like soft machine steel is as follows: Procure a piece of iron pipe 5 or 6 inches inside diameter and 12 or 15 inches long and place the steel inside. Then fill the remaining space with cast iron borings, taking care to have the steel in the center and well surrounded with the borings. This is placed in a forge and heated slowly until the whole is red hot. Then while in the fire it is covered with ashes and fine coal and allowed to cool.—*J. W. Hornaday in Popular Mechanics.*

What's the Use of Saying

The Best Policy—or—The Newest Policy

They all say that—We simply say U. S.

And most everybody knows that the Policy issued to Railroad men by us has made famous the

United States Health & Insurance Company

— OF SAGINAW, MICHIGAN —

It covers every Accident and every Illness—no exceptions. It pays full principal sum for loss of one hand or foot. And what is equally important, the Company pays its valid claims promptly and without quibble. Write the Company at Saginaw, Michigan, for any information desired concerning our Policy Contracts.

At Home

Anna M. Scott, Editor

"Papa, What Would You Take For Me?"

She was ready to sleep and she lay on my arm,

In her little frilled cap so fine,
With her golden hair falling out at the edge,
Like a circle of noon sunshine;

And I hummed the old tune of "Banbury Cross,"

And "Three Men Who Put Out to Sea;"
When she sleepily said, as she tossed her blue eyes,

"Papa, what would you take for me?"

And I answered, "A dollar, dear little heart,"

And she slept, baby weary with play;
But I held her warm in my love-strong arms.

And I rocked her and rocked away.
Oh, the dollar meant all the world to me

The land, and the sea and the sky,
The lowest depth of the lowest place.

The highest of all that's high.

All the cities, with streets, and palaces,

With their people, and stores of art.
I would not take for one low soft throb

Of my little one's loving heart;
Nor all the gold that was ever found

In the busy wealth-finding past,

Would I take for one smile of my darling's face,

Did I know it must be the last.

So I rocked my baby, and rocked away,

And I felt such a sweet content,
For the words of the song expressed more to me

Than they ever before had meant.
And the night crept on, and I slept and dreamed

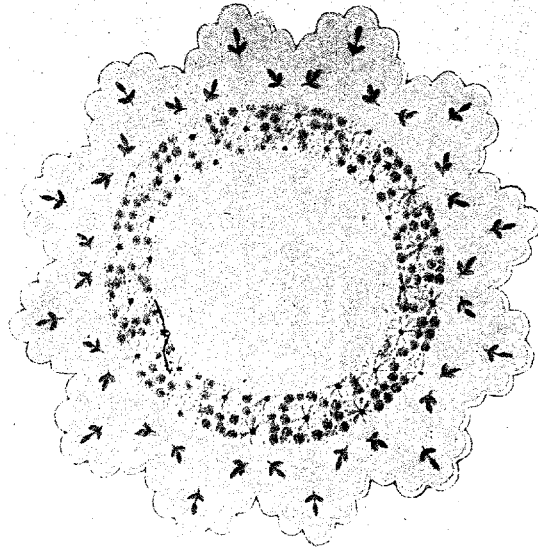
Of things far too gladsome to be,
And I waked with lips saying close to my ear,
"Papa, what would you take for me?"

—*Silas B. McManus.*

A great convenience are the slip covers for hangers. They keep the dust off suits and gowns. Purchase a yard and a half of flowered lawn, hem the edges, cut a hole in the center, buttonhole the latter, slip the cover over the hook of the hangers, and it is ready for work.

If your kitchen is small and crowded, take out the kitchen table and have a hinged shelf made. A shelf answers every purpose of a table and can be put out of the way when not in use.

When darning table linen it is best to use a raveling from the goods. Where there is a hole, put under it a piece of the same material carefully matching the pattern. If the darn is carefully done the hole will not be noticeable.



The new embroideries are fascinating, and every woman likes to have a supply of fine needle work for her table, her dresser and dressing table. Here is a pattern that is popular for table doilies and centerpieces. It may be done all in white, or in colors. For a doily luncheon set, it may be done in two shades of yellow or blue, in the regular French embroidery stitch, with French knots; or in crossstitch. These charming little sets come already stamped, or full pattern books with directions for stamping may be had from the Department Stores.

What Utensils to Use in Cooking.

Nothing is so essential to success and to economy in cooking as the use of proper utensils.

Study the following points and you will readily see a good reason for every one of them:

For cooking use only utensils made of copper, aluminum, tin, steel or nicked ware. These materials are good conductors of heat, and lose little by radiation.

Do not use granite ware—granite is a heat insulator.

Use utensils with straight sides, or nearly so, or with the sides tapering inward, like a coffee pot.

The contact of such utensils with the stove is greater, and the radiating surface smaller, compared with the volume of food.

Always try to use a dish with the bottom about as large as the top of the burner. Then you utilize all the heating surface.

You will appreciate this better when you realize that a dish $3\frac{1}{2}$ inches in diameter covers only *one-fourth* of the surface of a seven-inch stove.

When you have choice of two dishes with the same diameter of bottom, use the shallower one if it is large enough. Then you have less dish to heat and there is less surface to radiate the heat.

Never use a utensil with a bulging bottom. The bottom must be either flat or slightly concave.

Tin and nicked ware are not as good conductors of heat as aluminum, but it is far better to use a flat-bottomed dish made of either of these than an aluminum dish with a bulging bottom. Sometimes you can flatten the bottom by turning the dish over and using a hammer and a piece of wood.

Keep the dish covered. That confines the heat and is better for the food. If you haven't a metal cover use a saucer or plate; crockery is a poor heat conductor and serves very well.

And last but not least, bear in mind that you are transmitting heat by conduction (the transfer of heat between bodies in contact) therefore the bottom of the dish, inside and out, and the top of the stove must be clean and bright to insure contact.

All of the above applies principally to open burners. In ovens, where heat is applied all around the dish and food, the shape of the utensil, or whether it is covered or uncovered does not matter.—*Exchange.*

Good Things to Eat.

Oatmeal Macaroons.

Two and a half cups rolled oats, two and a half teaspoons baking powder, one-half teaspoon salt, three level tablespoons butter, one cup sugar, three eggs, beaten separately, one teaspoon vanilla. Cream butter, add sugar and beaten egg yolks, then oatmeal, salt and baking powder; lastly, the whites of eggs, beaten stiff. Very good.

Coddled Apples.

Select tart apples of uniform size. Wash; core, place in a shallow stew pan and fill cavities with granulated sugar; add hot water to the depth of one inch; cover closely, add more water as needed and allow to steam until the apples are tender. Remove the apples, boil the juice to a thick sirup and pour it over them. Serve plain or with whipped cream.

Chicken Patties.

Patty cases may be bought in any good bakery and will save time and trouble in preparing this dish. For filling, cut up cold chicken in cubes, with mushrooms and a teaspoon of chopped onions; make a white sauce and add the mixtures of chicken and mushrooms, with seasoning of salt, cayenne pepper and a few grains of mace. Serve in heated patty cases.

(Continued on Page 56)



The Friend That Never Fails

This is the friend you can go to any hour of the day; the friend that fills your wants and saves your money; the friend that ministers to every member of the family—Montgomery Ward & Company's Catalogue.

It offers you the lowest prices on clothing in the height of fashion, on the latest ideas in household goods, in tools, light machinery—on everything from pins to automobiles. Though an article is in big demand you can buy it from this Catalogue at a bargain price. The thousand-page display of merchandise is a never-failing source of wonder in variety and values.

The Montgomery Ward & Company Catalogue fills every want, meets every emergency according to a forty-one year single standard of honesty. All articles are priced by an unvarying rule. On any purchase which does not satisfy, your money is refunded without question or a quibble.

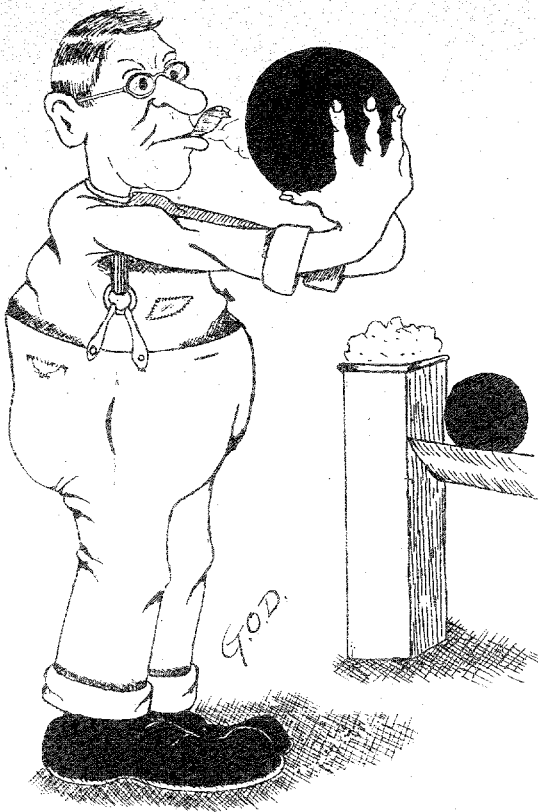
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Send for your copy now.

Montgomery Ward & Co.

New York Chicago Kansas City
Fort Worth, Texas Portland, Oregon

Smiles



The bowling team of the M. P. Dept. at Milwaukee Shops would like to arrange games with teams of any departments in Milwaukee or other points. Arrangements can be made by addressing C. Sanhuber, care of Mechanical Engineer's office, Milwaukee Shops.

Prayers That Counted.

One hard winter, when sickness came to the poorly-paid pastor of a certain New England church, his flock determined to meet at his house and offer prayers for the speedy recovery of the sick ones and for material blessings upon the pastor's family. While one of the deacons was offering a fervent prayer for blessings upon the pastor's household there was a loud knock at the door.

When the door was opened a stout farmer boy was seen. "What do you want, boy?" asked one of the elders. "I've brought pa's prayers," replied the boy. "Brought pa's prayers? What do you mean?" "Yep, brought pa's prayers, an' they're out in the wagon. Just help me an' we'll get 'em in." Investigation disclosed the fact that "pa's prayers" consisted of potatoes, flour, bacon, cornmeal, turnips, apples, warm clothing, and a lot of jellies for the sick ones. The prayer meeting adjourned in short order.—*Exchange.*

Johnny, the baggage master (who is having an outing with Buck, the conductor)—Say, I ain't going' t' stand that!

The Conductor—Ain't goin' t' stand what?" The Baggage Master—That last flounder you punched I ketched myself. Give him back here an' I'll check him.—*Once a Week.*

Wanted a Chaser Sent.

November the 28, 1913.

Dear Sir:

From Harry Kilby I have moved to Charley City Iowa. I was over a month at Water Loo Iowa waiting for Some Frait I had sent to Water Loo Iowa and if is so you could have it left of at Charley City Iowa I had it sent over the Milwaukee road and I want it sent to one place or the other at one I have waited just long anaught. I want you to send a chaser at once or it will cost the company if they don't see on to it at once here is the derminchens of the Stuff.

from Lewiston mont to Water Loo Iowa

1 box harness weight 25 lbs

1 chair created 50 lbs

1 tub and washboard 15 lbs

4 wagon wheels

2 springs

1 bolster

1 neck yoke

1 dubletreas

1 snag saw

1 tonge

1 seat

the number of the bill 1065 shiped Oct. 20 and if so pleas transfear it to Charley City at once Please let me hear from you at once to see where my goods are for I need my wagon from Harry Kilby and let me know if you can have them sent here and save me a trip to Water Loo to Agence A. C. Hohman.

Out of His Mind.

Delmar Juct 21 Dec. 1913.

Mr. G. Askle

Div. Eng.

Dear Sir:

By my present I caught the time to write you a few lines and explaine you something whitch large times I had been talk you. Now I am coming to recall you by my present because always you are busy and that makes you to be out of your mind

Please pay attention on my writing and as a reasonable man take the polite kindness to furnish me one bunk car of which I am in need. You can figure up yourself that is impossible 20 men to live in two bunk cars

Trusting you will do the best you can to furnish me one more car

I remain

Yours very truly

"Interp."

Mayer HONORBILT SHOES

DRY-SOX Shoes will keep your feet dry and warm in all kinds of weather. They are made to afford complete protection against snow and slush, rain and cold. They are stylish-looking, too.

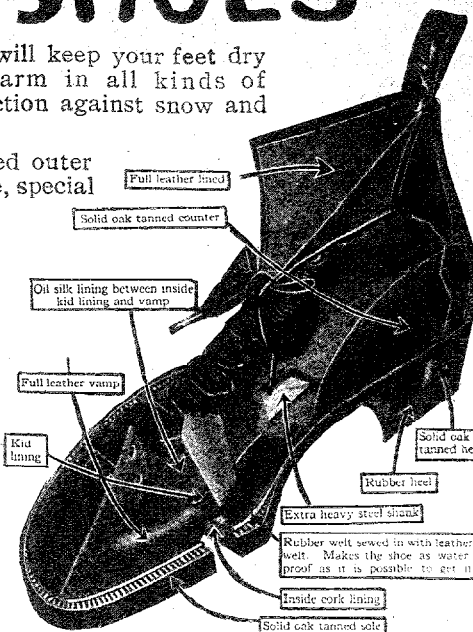
Note how these shoes are built. Heavy oak tanned outer soles; inside cork lining between outer and inner sole, special oil silk lining between upper leather and inner lining; rubber welt sewed in with leather welt; double layer of leather over toes; solid oak tanned counters; steel shank to strengthen and hold the shape; extra high quality uppers; leather lined throughout; rubber heels.

CAUTION—Be sure to look for the Mayer trademark on the sole

We make Mayer Honorbilt Shoes in all styles for men, women and children; Yerma Cushion Shoes and Martha Washington Comfort Shoes. If your dealer cannot show them to you, write us.



F. MAYER BOOT & SHOE CO.
MILWAUKEE, WISCONSIN



Tell Your Passengers

that the prices at Hotel Sherman average one dollar per day less than those of any other hotel on the same plane of excellence in all America.

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Single with bath	Double with bath
\$2.00	\$3.50
2.50	4.00
3.00	5.00
3.50	6.00
4.00	Suites \$5 to \$15

offers every luxury and convenience that the equipment of a three million dollar hotel can provide. 750 rooms—every room with bath. Service organized through years of experience. The unsurpassed cuisine of America's most famous restaurant, the College Inn.

Special Commendation

Conductor D. C. Guilfoil on train No. 65 the night of January 8, discovered a piece of flange about one foot long at Spaulding. He immediately reported it to the train dispatcher, who stopped 1-61 at Elgin and 2-61 at Fox River to inspect their trains. Car was found in the latter train and was set out without causing any damage.

This no doubt saved a derailment and one which would have resulted in considerable damage.

Conductor Guilfoil is deserving of credit for his prompt action.

W. P. MORAN,
Trainmaster.

On January 14 while on an extra east just east of Spaulding, Conductor C. L. Down noticed that a telegraph wire was hanging low across the track and would not clear a man standing on a car. He reported the matter to the train dispatcher promptly and it was taken care of.

He has been given credit for his prompt action which probably prevented a serious accident.

W. P. MORAN.

Section Foreman E. E. McLallen of Ludlow, Mo., has received a letter of commendation from his superintendent on account of finding a broken rail while a passenger on another section of the road.

On January 1, 1914, train No. 1 at Calmar, I. & D. Division, Car Inspector I. N. Stromsodt found a wheel with eleven inches of flange gone. Had this wheel continued in service, undoubtedly would have caused serious derailment.

Mr. Henry Lang, engine inspector at North McGregor, I. & D. Division, avoided serious wreck on January 8, 1914, in finding loose right No. 2 tank wheel on journal on passenger engine 716. This engine runs between Savanna and North McGregor; he also discovered loose engine truck on journal engine 443 in passenger service between North McGregor and Elkader.

This man deserves special mention for locating these defects.

L. P. RHINE,
General Foreman, I. & D. & B. H. Div.

On December 21, Max Manske, night towerman at Anderson tower, while going to work discovered a broken rail, and by prompt action prevented an accident.

On December 28 Operator W. Cook, at Hennepin avenue, Minneapolis, while watching train 65 pull by, noticed a pair of wheels sliding and stopped the train, preventing damage to the car and possibly broken rails. His attention to the interests of the company is creditable and worthy of special commendation.

On train 291 January 13, Conductor F. C. Brown acting as head brakeman, discovered the derail at the interlocking plant with the Dan Patch Railroad at Lakeville, Minn., broken, the defect not affecting operation of the signals, which showed the way to be clear. If the defect had not been noticed, an accident would have occurred.



Section Gang Who Found Broken Rail at Bagley, Iowa.

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A Good Letter of Appreciation.

New York, December 29, 1913.

Mr. W. S. Cooper,
General Superintendent,
Chicago, Ill.

Dear Sir:

Just a few lines to you in praise of one of your train crews.

I was a passenger on 2-26 train from Omaha to Chicago on the 23d of December, 1913. A serious misfortune overtook a lady passenger on the train in the death of her husband.

The train crew acted to the standards of thorough gentlemen, and I can not speak too highly in their praise.

I took up a collection in aid of the poor lady, as her circumstances were not of the best and in doing so I met with the hearty co-operation of the following members of the train crew: Train conductor, J. O. Adams; sleeping car conductors, O'Brien and Brooken, and especially Electrician Newlin.

Hoping this scant praise may meet with your approval, I remain,

Yours truly,

JAMES J. GIANA.

986 Lafayette ave., Brooklyn, N. Y.

On the morning of December 6, at 3:25 a. m., Brakeman Guy Blackert of the Rochelle & Southern Division, was at Davis Junction waiting for C. & C. B. Division train No. 65 to pass the station, when he discovered a broken flange twelve inches long on K. & M. car 27145. He endeavored to stop the train with his lantern signal but could get no response and feeling that this train must be stopped he caught the caboose and pulled the air, stopping the train and thereby avoiding what certainly would have been an accident.

An Efficient Crew.

Conductor Harvey, and Crew, C. & C. B.
(middle) Iowa Division.

This train crew has been handling during the past year, all material of the engineering department between Elberon and Madrid. They have a record of seventeen cars of sand and crushed stone in one day, these being unloaded by the concrete crews.

Engineer Wagner of this crew deserves commendation for his efficiency. He has not allowed an engine to die while in his charge (even on Saturday nights); and considering the class of engines given to work-train service this is certainly a good record. He has also done a regular day's work, including heavy switching, with but one tank of water.

F. L. Holdredge of the crew is an old-timer, and is in every way worthy of special mention for efficiency.

C. N. Brown, now in the passenger service, is an excellent switchman and a hard one to beat when it comes to good railroading.

This crew has made it possible to handle cars for at least \$1 less per car than in any other territory.

R. R. LUNDAHL,

General Inspector, Tama.

6%

That is the dividend we have paid on savings for twelve years.

This is a mutual savings society operating under strict state supervision.

All of our net earnings are divided equitably among our shareholders.

Dividends are declared July 1 and January 1 each year.

Write for a booklet explaining our plan

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Your Time Is Worth MONEY

On request

We Will Send You a Book

to keep a record of your
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We Will Insure Your Time

and pay you for it when
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MINNEAPOLIS

WM. H. DUNWOODY,
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A. V. OSTROM, Cashier
R. E. MACGREGOR, Asst. Cash.
H. P. NEWCOMB, Asst. Cash.
W. M. KOON, Asst. Cash.
S. H. PLUMMER, Asst. Cash.
H. J. RILEY, Asst. Cash.

Affiliated with the
Minnesota Loan and Trust Co.

Combined Resources
\$40,000,000

Starting a Savings Account

is a serious matter and ought to be done as the result of a careful consideration of all the qualifications of the bank seeking your business.

The record of consistent and conservative banking; the large capital and surplus, together with the services and facilities afforded, should materially aid you in selecting

**Dexter Horton
Trust & Savings Bank**

**The Dexter Horton
National Bank**

Seattle, Washington

Superintendent Sawyer Writes.

Malden, Washington, Jan. 6, 1914.
Mr. M. H. Hawley,
Section Foreman,
Ellensburg, Washington.

Dear Sir:

I am told that while working a short distance west of Ellensburg when No. 16 passed on the afternoon of the 26th of December, you saw a brake beam dragging on the observation car, followed the train to the station, called the conductor's attention to it and assisted in securing it so there might be no possibility of an accident.

While it is, of course, a part of your regular duties to observe passing trains for defects in the cars, the location of the brake beams on our passenger equipment is such that it takes a very quick eye as well as careful attention to observe one that may be out of place.

I remember having had occasion to commend you some time ago for your prompt and intelligent action in discovering and extinguishing a fire in one of the company's buildings.

It is apparent from these two cases that you are paying unusually careful and intelligent attention to your duties and the company's interests. The matter has been called to the attention of the general officers, and on behalf of the company I want to thank you for your efforts and to assure you that they are highly appreciated.

Yours truly,
MOTT SAWYER,
Superintendent.

This Speaks for Itself.

Minneapolis, Dec. 19, 1913.

Mr. D. L. Bush,
Chicago, Milwaukee & St. Paul Ry.
My Dear Mr. Bush:

I travel back and forth a great deal between Minneapolis and the East, and especially between Minneapolis and Chicago, and in the majority of cases avail myself of the excellent service of the Pioneer Limited.

In the management of our business, I am very much interested in efficiency matters, and know what a strong part courtesy plays in connection therewith.

On several occasions I have noticed your conductor, J. W. Hare. Something occurred last evening which brought him prominently to my mind in this connection and I asked him for his card as I did not know his name before.

I am not familiar with the railroad business to any great extent, but I feel that I have some considerable knowledge of human nature and it seems to me that here is a man who deserves reward in some manner and I should think he is too good a man to be punching tickets even on as important a train as the Pioneer Limited.

In any event, I am glad to add my testimony of appreciation because I think he is the best man I ever saw in charge of a passenger train.

Yours very truly,
W. M. HORNER,

General Agent Provident Life & Trust Co.
for Minnesota, Iowa and South Dakota.

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A few weeks ago Lester Canar, assistant ticket agent, at the Milwaukee Union depot, while on duty discovered a well stuffed wallet. Upon examining the contents he found that it contained \$145 and the name of the owner, an Arabian who was a "stranger in a strange land." Canar promptly wrote the man requesting that the man call at the depot as he had something that would interest him. The gullible foreigner thought it was a government summons and hastened to the depot. His surprise at having the money returned to him was only exceeded by his joy in getting it back. He rewarded Canar for his honesty and asked permission to keep the letter notifying him of the find. The Arabian has the letter and he thinks that "man's inhumanity to man" is a fallacy.

The traveling public enjoys a feeling of security in dealing with men like this and the Milwaukee Road is proud to have Lester Canar as one of its public representatives.

Lineman E. Lindblad of Mitchell deserves special mention for finding a broken rail at east end of Jim River bridge a few weeks ago while looking for wire trouble. He notified proper parties promptly, and probably prevented a time freight extra from going into the river.

Colonel Boyle received this interesting letter from a little ten-year-old girl who traveled alone on "The Columbian" from Milwaukee to Seattle. She was supplied with a letter to the conductor en route and the appreciation expressed in her letter is a splendid indorsement of the attention and care that busy train crews exercise with tots traveling alone:

Seattle, Wash, Sept. 23, 1913.

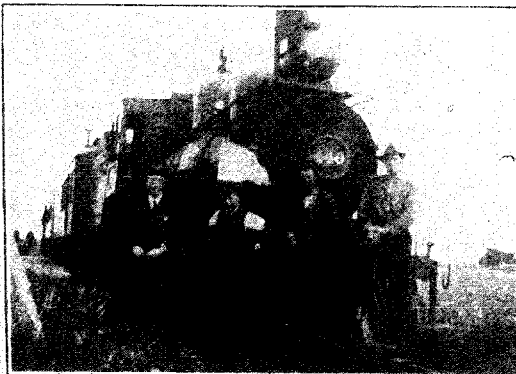
Mr. W. J. Boyle, General Agent,
Milwaukee, Wis.

Dear Sir:

I reached Seattle safely and was very nicely treated by all the train crew. It is a very fine road for a little girl to travel alone. I am sure it was due to your kind thoughtfulness and I appreciate it very much.

My mother joins me in thanking you, and if you ever should visit our city, we hope we can see you and thank you personally,

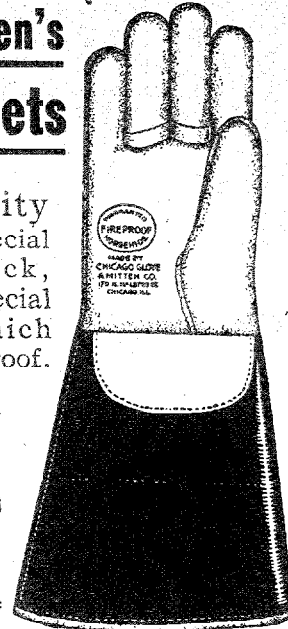
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On The Steel Trail

Minneapolis Roundhouse Notes.

B. M. Benson.

River Division Fireman Martin Kearns and Miss M. O'Brien were married at Minneapolis on November 12. Brother Kearns and bride have our heartiest congratulations and wishes for a long and happy married life.

Minneapolis roundhouse is waiting patiently for completion of the new modern coal shed that is being erected to replace the old coal shed which has done duty here for over thirty years. The fine weather we have had has given the B. & B. Department an opportunity to rush the work, and we expect to coal engines from the new shed by January 10.

River Division Fireman Guy Amundson and Miss Margaret Reed, daughter of River Division Engineer Harvey Reed, otherwise known as "Barney Oldfield," were married at Minneapolis Wednesday, December 17. Brother Amundson and bride have our hearty congratulations for a long and happy wedded life.

Galewood Note.

Miss Lillian Quill, bill clerk, was married to Mr. George Green on Thanksgiving day at St. Charles Church. The bride looked very lovely in a gown of white crepe de chene and bridal veil. Hearty congratulations to Lillian and her husband.

I. & M. News Items.

D. C. Jorgenson, agent at Bixley, Minn., spent a few days visiting with relatives at Beloit, Wis., recently.

An item that may be of interest to the readers of the employes' Magazine is the wedding which took place at the Danish Lutheran Church at Bixley, Minn., when Miss Laura Jorgenson, daughter of Section Foreman Louis Jorgenson, became the bride of Mr. Harvey Spear of Beloit, Wis. Mr. Spear is well known at Austin, having worked out of there for years. They have gone to house-keeping at their new home in Beloit, Wis., where Mr. Spear is lineman. The Milwaukee Railway employes join in hearty congratulations.

Section Foreman Louis Jorgenson and wife spent Christmas day in Owatonna.

I. & M. (West) Division Notes.

C. Halvorsen.

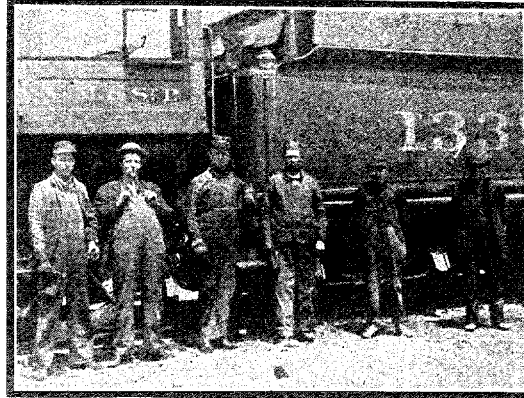
Engineer Geo. Ferguson is back on his passenger run between Mitchell and Sauborn, looking well, after having spent a couple of weeks visiting friends in Iowa.

Engineer Chas. Woodman was called to Ironton, Wis., suddenly by the death of his father-in-law.

Engineer Frank Neelings is back on his passenger run between Mitchell and Sauborn, after a couple of weeks' vacation spent at

Mason City, Iowa. Frank looks good, same as usual.

Traveling Engineer J. B. Johnson of Minneapolis was here on the 11th and 12th inst.,



instructing the enginemen on the operation of the electric headlights. He delivered three lectures while here.

Manilla News Items.

Roundhouse Foreman J. H. Bell.

Richard Kling and wife of Ottumwa visited the past week with Boilermaker Cruise, and also called on his old friends at the roundhouse. Rich says there's not a place in it with old Ottumwa, even if it is dry.

Wm. A. Boyens of the car department was off duty several days last week account of mashing one of his fingers while loading timbers.

A. V. Milligan of the freight house force returned from a pleasant vacation with friends and relatives in Dakota.

Miss Lorena Jackson, clerk at the freight house, spent a ten days' vacation with friends in Chicago.

Yardmaster James is now conveniently located in a new yard office just west of the depot. The old office will be used by the record clerk, Miss Amy Entery, who sure is there when it comes to keeping records.

Earl Kessler, who expects to be a full fledged switchman in Manilla yard, is learning the art from the old heads, Buffington and Henshaw.

Car Foreman McDermot spent Sunday with relatives in Omaha and reports a fine time.

The Walsh Construction Company is again back at Manilla, busily engaged on the grade for the new double track.

Boiler Washer Inspectors Oli Hansen and J. Horan visited Manilla roundhouse the past week.

Assistant S. M. P. J. J. Connors and General Foreman Geo. F. Hennessey spent a few hours looking over the locomotive and car departments here last week.



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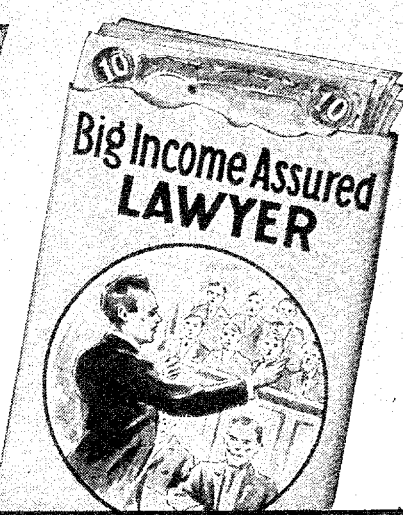
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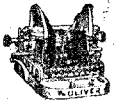
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North La Crosse.

H. J. Bullock.

Assistant Freight Agent J. P. Paulus of Milwaukee visited his folks and friends here recently.

Chief Electrician C. R. Gilman is pretty busy directing installation of an electric dynamo for service in the roundhouse.

Traveling Engineer A. J. Klumb and Chief Steamfitter Carroll transacted business here recently.

In spite of the remodeling and necessary renewals at the roundhouse, Master Mechanic H. M. Hauser and Chief Clerk W. H. Marshall have kept things moving, evidently applying Safety First methods, with little or no delay. Combined efforts appear to be two "square" men in a circle.

Telegrapher F. W. Krueger has been assigned second trick here. Earl F. Andres goes to Mauston as third trick man.

Traveling Passenger Agent James J. Roddy gave us a business call recently.

F. E. Nobes, stationer, of Milwaukee dropped in a few days ago on an inspection trip.

Locomotive Engineer W. Shipton on C., C. B. Division, Iowa, is visiting old-timers here. Mr. Shipton was in the engine department in and out of La Crosse 28 years ago.

Conductor W. H. Shafer made his maiden passenger conductor trip on the second section of No. 6 December 20—La Crosse to Portage.

Conductor Jerry Lyman has resumed duties on La Crosse Division after a ten-day visit at Elroy, Wis. It is reported poultry is very scarce in that vicinity since he left.

Train Dispatcher Fred L. Van Wie of Lewistown passed through here recently en route to his old home at Mauston, Wis. "Rip" looked well and says he likes the Western country.

It was our pleasure to meet W. H. H. Cash recently. Mr. Cash familiarly known as "Bill," is general manager of the Hillsboro & North Eastern Ry. He built the Sparta Viroqua Line for the C., M. & St. P. many years ago and the thriving town of Cashton is named after him.

A. F. Gielke and G. T. Gielke, painters, are applying the necessary priming to new woodwork on the roundhouse extension.

Superintendent J. W. Stapleton and Chief Train Dispatcher O. A. Anderson called recently. They were in charge of a test freight train on Dubuque Division.

Mr. H. H. Baker, investigating agent, called on us a few days ago.

Conductor P. J. Larkin and B. & B. Foreman Fred Priem recently re-railed a car at New Lisbon in one hour, using ropes and tackle blocks from Mr. Priem's tool car, thereby saving a blockade to main tracks and delay waiting for wrecking outfit. The car laid nearly bottom side up.

Engineer Chas. Whiting, who has been laid up for several months, has resumed his run on the S. M. Div.



Fred C. Rieboldt.

Fred C. Rieboldt, general painter foreman and an employe for thirty years, mostly in the middle district, was elected first vice president of the Maintenance of Way Master Painters' Association for the United States, at the annual meeting held in November at Louisville, Ky. Fred is well known in this neck of the woods and all hats should be lifted when he appears.

Pebbles From the Musselshell.

W. F. Maughan.

Conductor M. M. Galvin, who has run the night yard for several months, has gone on the road. Conductor D. E. Broden succeeds him.

Engine Dispatcher Anderson's son, Robert, had the misfortune to get shot through the side while rabbit hunting. The wound is not serious and the gun is all right.

Several of the old B. H. Division boys have made good on the Coast Line. L. B. Barrett is now a brass button man on the Coast Division and it hasn't changed the size of his hat, either.

Operator C. D. Picketts' sister and family have returned to their home in Nebraska.

I. & D. boys of the 70's, let's check up and see how many of us are still in the ring.

Mr. A. J. Harris, at the pumping station, was called to Minnesota recently by the death of his wife. She was a lady of excellent gifts and will be sadly missed by her family and friends. The railroad boys extend their heartfelt sympathy.

Conductors Kinney and Mulcahy took a trip to the Coast to see the sights.

Fireman George Anderson took a trip to

Not a Slip!



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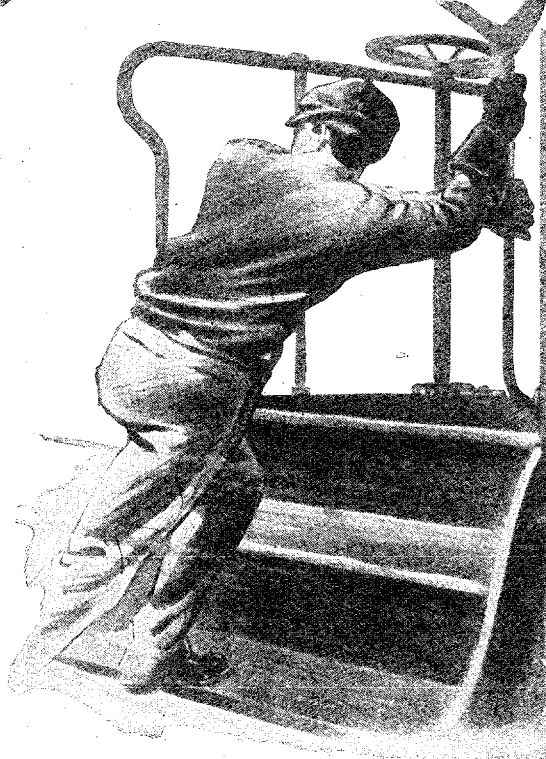
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TACOMA, WASH.

the Coast, going to Seattle, Tacoma and other points.

Engineer Harvey Cessford of the Coast Division spent the holidays with his parents, G. E. Cessford and wife, at Deer Lodge.

Roundhouse Foreman C. H. Arnold and wife enjoyed a nice Christmas dinner with friends on a ranch near Melstone.

Conductor Asa Freese has taken a lay-off and will visit our southern neighbors, Mexico, South America and South Africa.

A business man from the East, who had been out to the Coast was returning home over The Milwaukee. Being curious to know why he returned over the C., M. & St. P. when he could have saved several miles by going on another line, I enquired the reason. He said he considered our line safer and he got better accommodations all around. I thought this was a fine "recommend" for the old C., M. & St. P.

General Car Foreman F. D. Campbell passed over the Puget Sound Line on a tour of inspection recently, but he didn't stop off to see us.

So. Minn. Div.

T. P. Horton.

R. H. Selberg has been assigned second operator at Houston permanently.

E. H. Langlen has transferred his "lares and penates" from Jackson to agency at Isinours vice H. H. Berg, who has gone into business in N. Dakota.

H. R. Wood, agent at Lanesboro, off a few days relieved by Roy Wood and he by Reliefman R. C. Sackett.

Second Operator Knutson at Albert Lea off on account of sickness, relieved by Operator Schendel from Fairmount.

Extra Dispatcher Malone on days at Jackson; Operator Hayes on second; Stevens on third, changes occasioned by E. H. Langen bidding in Isinours.

Business is pretty quiet and weather has been favorable for handling summer tonnage.

News items are scarce as hen's teeth on this pike.

From Tacoma.

Geo. Pyette.

On the evening of December 19 the employees of the Milwaukee and Northern Pacific Ry. shops were the guests of the local Y. M. C. A.

The affair was something in the nature of a test of physical prowess in which we are sorry to state the Milwaukee boys came out second best.

The matches consisted of running, high jumps and wrestling. The main events, or rather the ones in which the greatest number participated were the tug-of-war and the free lunch, and in both of these the glory all belongs to our boys.

Council Bluffs, Iowa.

Mrs. Hackstock.

We were well pleased with the Christmas number of the Magazine. It seems as though the employes are anxious for each issue. The Xmas issue especially was of interest to us containing as it did the story written by our own "Jimmie" Gallagher. We feel rather flattered to think he did so well, and would really like to see the Magazine publish more stories.

The condition of Mrs. Jim Johnson, who has been very ill for several months, is improved so much that she will soon be able to return to her home. We wish a speedy recovery.

Mr. Oscar Kluth of the car department spent the holidays visiting with relatives in Kansas. He reports having a very good time.

Jas. Gillespie of the car force suffered a very severe blow on the forehead a few days ago, and says same has taught him to observe "Safety First" rules better in the future. He was employing a crowbar instead of a jack handle as he should have done, and got hit in the forehead with such force that he was almost senseless for a time. There is no teacher quite as good as experience.

Mr. Theodore Schmidt and wife enjoyed a short visit with relatives at Logan, Iowa.

Edith May Cooley, wife of Fireman Harry Cooley, died Tuesday afternoon, December 16 at Mercy hospital, following an operation. She leaves a husband and two small sons and her parents. We greatly sympathize with the bereaved family in the untimely death of wife, mother and daughter.

The American Red Cross car No. 2, under the supervision of Dr. Lipscomb, paid us a two-day visit, and during the stay here Dr. Lipscomb favored us with several interesting lectures and demonstrations with regard to first aid to the injured. We are forced to admit, after hearing his lectures and witnessing the demonstrations that the former methods employed by us in caring for the injured were far from correct, and that we reaped countless benefits from the lessons taught. We have replenished our supplies for first aid work and expect to be able to take care of our injured in a more scientific and humane manner in the future. We wish Dr. Lipscomb and the American Red Cross Association Godspeed in their excellent work for the relief of suffering humanity.

Car Foreman M. P. Schmidt spent a few days in Minneapolis where he went on a business trip.

Mr. M. Parkinson, general inspector of Milwaukee, accompanied by Mr. R. Walsh of the Galena Oil Company, paid us a short visit.

Mr. Philip Reneir, master car builder from Dubuque, spent a couple of days at Council Bluffs looking over car department matters.



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This rocker is only one of many bargains. It is strong in construction and most comfortably upholstered. It has a spring seat and is covered all over with a fine grade of black Fabricoid leather. No store keeper could offer you such a bargain. I can because it is made in my own Elgin factory and sold direct to you for only \$4.95.

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It is brim full of bargains, each properly pictured and described, many in beautiful colors. This book shows everything to completely furnish your home; also diamonds, watches, jewelry and clothing. Don't wait another minute. Send for the Book today. Special sale with special terms just started. Address postal card to—

ARTHUR LEATH, Pres. and General Manager
A. Leath & Co., 1461 Grove Ave., Elgin, Ill.



A Montana Chinook

A. J. Henry, Agent, Bearmouth.

Our monthly Magazine is always a welcome visitor in this office and is read with much interest. Among the portraits are many familiar faces, recalling railroad days of the past. The writer began his railroad career in 1869 as a section laborer on the C. & N. W. Ry. at the town of Lowden, about forty miles east of Cedar Rapids. Learning telegraphy there, he graduated from the section and became night operator at that point. This was in the good old days when the operator had to fill the wood rack and assist in putting it on the engine. And after the train had pulled out he had to fill the rack again and have it ready for the next engine, then fly back, to find the dispatcher calling for all there was in it. When the operator got a chance to answer, the dispatcher generally informed him that his absence from duty would not be tolerated, adding probably that a man would soon be there who would attend to business, etc., all of which the operator could not help but appreciate very kindly after wheeling wood in an old wheelbarrow for two hours. For these and a few other tasks that took about sixteen hours a day he got forty-five dollars per month as a token of faithful service.

Some of the above were my experiences and I usually took my little stipend and strolled up one side of the main street and paid my debts as long as the money lasted, when I would slip back down the alley to work again. Not having enough to pay on

both sides of the street, next pay day saw me on the opposite side, paying as far as I went.

In the fall of 1872 I went to Nora Junction, where the old Burlington, Cedar Rapids & Northern crossed the C., M. & St. P. The depot was a two-story structure and the station agent lived on the second floor. The winter of 1872-3 was one to remember. The snow drifted so high that the only way to get in or out was through the second story window. In some places the telegraph poles could not be seen at all, and in others they stuck out of the drifts from six to twelve inches. There was no train service for twenty-nine days, when the old seventeen-foot snow plow on the Milwaukee showed up. Every one turned out to see her work. With four engines behind her, she backed up about a mile for a run for the big drift. Superintendent G. W. Sanborn, who was directing movements and who knew how to use some forcible talk, gave the bystanders orders to get back—"condemn it"—and then gave the signal for the plow to come on. On she came and went out of sight. So did Superintendent Sanborn, who in his zeal for the safety of others, entirely forgot the danger to himself. He was buried under ten feet of snow, but was soon dug out and the first thing he said was, "Condemn it, I guess I'd better get back too."

After remaining at Nora Junction two years, the next move was to Whittemore.



Chief Dispatcher Ross and Staff, Rocky Mountain Division.

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Freight Station Force, Butte, Mont.

where there was nothing but a fine two-story depot and a lot of polecats. The entire country was one vast, level prairie and any of it could have been bought for \$2.50 to \$3 per acre, the same selling today for \$200 per acre. Here is one of the early instances of what the Milwaukee has done for the western country, putting it in touch with eastern markets. I relieved Mr. P. C. Hart at Whittemore, he going to Emmetsburg as agent. "Pete," as he was familiarly known in those days, was a jolly young fellow who had all friends and no enemies, and a kind word for all, regardless of their standing. All the boys who worked with him then, and who work for him now, will agree that every man having business with "Pete," whether he was rich or poor, whether he was in high or low position, received the same consideration. He was a young man of good moral character, always attentive to business and popular with railroad officials and public. The position he holds today on the Milwaukee was earned step by step, the same as you, kind reader, can do if you have the determination, loyalty and good nature that P. C. Hart has always had.

The next move was to Sanborn, Iowa, and the first message from that place I sent from a box car which was doing duty as a depot. I also held the agency at Hull, which was then called Pattersonville, and from this place drifted into politics, serving Sioux county as deputy and sheriff for nine years, leaving the office with honor, I believe. Railroading was in my blood and I drifted back to it. My actual service covers nineteen years and it has been one of the best schoolings possible, teaching much of value in the ordering of one's life and in contact with others. You can't be an agent for a score of years without thoroughly learning to be attentive to

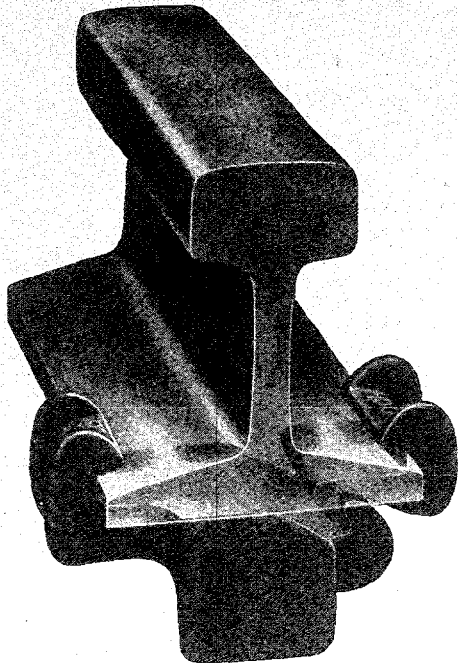
business; to give the best possible service; to work always for the advancement of the business at your station; to be pleasant and obliging, regardless of what may be said to you, even if you would much prefer to employ a good stout stick instead of a smile.

And now, here I am at Bearmouth, on the good old Milwaukee, where the Puget Sound drove its golden spike.

The Station Agent.

By Walt Mason.

Have you ever sat and waited for a railway train belated, have you hung around the depot half a day? Then you've marked that angry pageant marching round the station agent, and have ceased to wonder greatly that he's gray. All the rubes line up before him and denounce him and implore him, and they ask the same old thing a million times; and the agent, still politely, gives the information rightly, in an effort to deserve his meager dimes. Forty million times he answers all the snorters and the prancers, and he never groans or whimpers o'er his task; there are fat and fussy strangers, there are sour bewhiskered grangers, and they all have silly questions they would ask. There are women with their babies, there are gents who have the rabies, and they gather round the agent in a ring; there are jays of all descriptions throwing it's they call conniptions, and they all have fool conundrums they would spring. And the agent answers plainly, answers patiently and sanely. I admire the station agent for his pluck. In his place I'd rise in duceon, seize the nearest wet elm bludgeon, and among the question springers run amuck.—*Exchange.*



...THE...

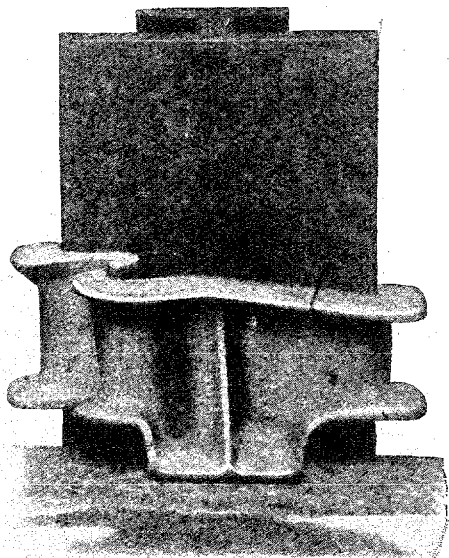
P. & M. Rail Anti-Creeper

can be easily and quickly applied, and once it is in place it will maintain itself until you want to take it off.

Requires no special tools for application and the work can be done by unskilled labor.

THE P. & M. CO.

New York San Francisco
Denver Chicago Montreal



General Office News.

Geo. E. Waugh

The Purchasing Department regret that they are losing the services of H. A. Heil, one of their own employes. Mr. Heil is going into the cigar business and will be located at 30 East Adams street, between State street and Wabash avenue. All the employes of the company who are users of the weed can make Heil's store their "Purchasing Department." He promises to use Wisconsin tobacco shipped via "The Milwaukee."

Miss Josephine M. Kiernan, who was employed in the Safety First Bureau, was married Wednesday evening, January 7, to Mr. Howard C. Capper, of the firm of Capper & Capper, haberdashers on Jackson boulevard.

Miss Kiernan was selected by Mayor Harrison and a committee as the most beautiful woman in Chicago. It was on this occasion she portrayed Queen Isabella of Spain in the Columbus Day Pageant given in Grant Park, celebrating the four hundred and twentieth anniversary of the discovery of America.

The boys will soon be out in new uniforms, for Hirsh's representative is on the line taking measures. Mr. Foard's trips over the System are welcomed by the men, because they are sure of getting the right sort of a uniform and a good fit. The neat and well set-up passenger man is an asset to the company as well as being a source of gratification to himself.

Frank Benjamin Was the Host.

A delightful Christmas party was given at the Nahant Hotel Christmas day, the host being Frank Benjamin, the popular engineer on the Milwaukee road. The dinner was complimentary to the roundhouse force of the Milwaukee at Nahant.

The dinner was all that could be desired and was greatly enjoyed and appreciated. There were appropriate toasts, stories and anecdotes to which all contributed, and a vote of thanks was tendered the hostess of the occasion and Mr. Benjamin for his thoughtfulness in furnishing the means by which "the boys" who labor 365 days of the year could enjoy a Christmas spread. At the table were Engineer Frank Benjamin, Engineer J. B. Smith, Fireman Walter Madill, Foreman Scott Leidigh, Employee Joseph Hasemiller, machinist; John V. Conner, boilermaker; John F. Sass, handyman; Lee L. Ware, hostler; William Preston, machinist helper; Emmett Philleo, boiler-washer's helper, and John McDonald, office clerk.

A queer error occurred some time ago. An order read as follows: Send box cars to Wis. Valley Div., furn. and carriage cars also. Car clerk at Camp 20 billed a number of box to Wis. Valley Div., and some furn. and carriage cars to Also. Upon arrival at Sparta the conductor asked train

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C. & C. B. Iowa West.

R. M. Eckman.

A. B. Cartwright, the worthy yard clerk at Perry yard, has been making frequent trips to Minburn, Iowa, where it is reported there is a young lady who boasts that her future home is to be in Perry. Dell has purchased a lot in Pattee River View Heights, which is located near the west terminals at Perry and expects to erect a home there in the spring. Caller Marlow Stotts of the train department force has also purchased a lot in Perry and expects to build a modern home in the spring, the matrimony germ also having struck him.

Brakeman Bert Combs spent a couple of weeks the first of the year in Chillicothe, Ill. It is reported that he joined the ranks of the married men during his absence.

Engineer George Donahue and wife will leave in a short time for California to remain until spring. Engineer H. A. Clark and wife having already gone to the sunny clime.

Conductor A. C. Hahn has resumed work on the short runs between Perry and Omaha after a couple weeks' vacation.

Brakeman Wm. Corbus has been compelled to give up his run for an indefinite period on account of failing health. His many friends hope to see him able to resume work again soon.

Joe Wagner, second clerk at the Perry roundhouse, enjoyed a visit with his parents the fore part of January. The senior Mr. Wagner and wife had just returned from a four months' trip to Germany and stopped off in Perry to see their son before going on to their home in the northern part of the state.

Engineer F. L. Hanner and wife have moved into their new home on West Second street. The house they vacated has been rented to Fireman Jack Kuykendahl and family.

Brakeman L. W. Lamb had the misfortune to get his hand caught while making a coupling with the result that he lost one finger.

Switchman Frank Mehan has resumed work after a few weeks lay off on account of having poisoned his hand.

Switchman Scott Carhill has resumed work in Perry yard after a month's lay off, during which time he went to Chicago to a hospital and had a surgical operation.

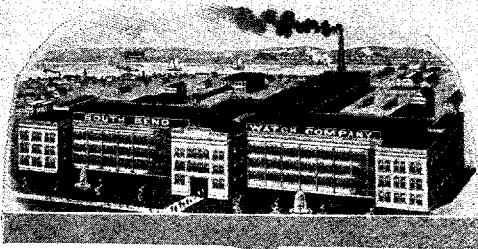
Eli Brotherson, storekeeper at Perry roundhouse, has gone to Excelsior Springs on account of an attack of stomach trouble.

Chas. Lally, a middle division brakeman, has gone to Chicago for a month's visit with relatives.

Brakeman C. E. Stannard and wife have been visiting with relatives and friends in La Crosse for a month.

Operator E. L. Nunn, who has been working extra at Portsmouth, applied, and was appointed, agent at Keystone, relieving A. J. Hasse, who in turn went to Elberon to take the place of E. H. Clausen, appointed to second trick at Elberon.

(Continued on Page 52)



Insured by the Factory to Pass R. R. Watch Inspection for 5 Years



YOU can work where you will and the Railroad watch requirements can be made twice as strict as they are today, and still you will have no cause to worry about your watch passing inspection, providing it is

The SOUTH BEND Studebaker

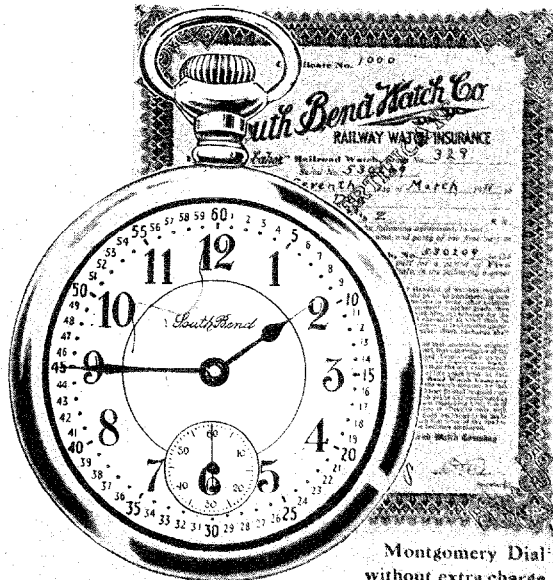
RAILROAD WATCH

We insure our South Bend "Studebaker" Railroad watches to pass inspection for 5 years and give you a written Insurance Certificate to this effect with the watch.

If, for any reason, it fails to pass inspection, we agree to give you free of charge one that will.

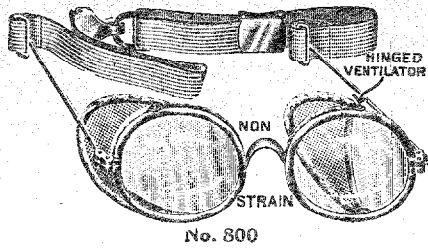
You can pay more for a watch but you can't buy more for your money than you will get in the South Bend "Studebaker." Write today for a copy of our Insurance Certificate. You can then see for yourself how well protected you will be.

SOUTH BEND WATCH CO.
Makers of Master Timepieces
South Bend, Ind.



Montgomery Dial without extra charge on all Railroad grades

Non-Strain Goggles



Look at this Clear Vision Comfortable Fitting Goggle



Ask Your Watch Inspector



Beware of Imitators! Take no substitute. See that our trademark—"NON-STRAIN"—is on the box. If your watch inspector cannot supply you pin a one dollar bill on your letter and we will send a pair to you prepaid.

Ophthalmoscope Co.

440 Dorr Street Toledo, Ohio



1208 Michigan Ave. Chicago, Illinois

**Insures More Railroadmen
Pays More Railroadmen
Employs More Ex-Railroadmen**

**THAN ANY OTHER
COMPANY**

Before I'm hurt tell me how little income insurance costs.

Name.....
Address.....
Age..... Occupation.....

A Northern Division Roadmaster.

B. H. McNaney.

The accompanying photograph shows Roadmaster Bob Whitty of the West End, Roadmaster F. W. Soutelle of the East End and Miss Kruger, clerk.

I understand this is the only picture of Bob in existence, and I send it to the Magazine so that his many friends can see that he is still alive. Bob is what may easily be termed an "old-timer." Not that he is old in years, but ripe in experience, having started as water boy on the Northern Division when about 12 years old. He took to railroading as a duck to water, and has stuck to it with the same spirit, a fact which he demonstrates by handling his district without any work.

Mostly along the line the farmers think Bob owns the railroad. He knows everyone for a space of five miles on each side of the right-of-way, and what he tells the people generally "goes," because he is uniformly courteous and good-natured with them. Recently his wide acquaintance stood him in hand, for Bob was sent by the superintendent to make a report on the number of vehicles, on an average, going over what is known as "Dutchman's Crossing." Bob reported that the crossing was not heavily traveled, there being probably not more than three vehicles a week.

Shortly after that the superintendent was riding over the division with Bob and as they were passing over this particular crossing a long line of vehicles was waiting for the train to pass.

It happened to remember that old Jones, a Welshman who had lived near the track, had died—and of course this string of vehicles contained all the Welshmen in the county on their way to the funeral. Luckily



the hearse was not yet out of sight, so Bob was saved. Bob has one of the cleanest divisions on the system. I had occasion to inspect the section car-houses not long ago, and I have to say they were models of cleanliness, and each house had no more than the required amount of equipment, demonstrating that Bob kept his division checked up and the surplus stock down to the minimum.

Investment Bonds

We offer, subject to prior sale or change in price, in amounts to suit purchaser, the FOLLOWING INVESTMENT BONDS:

\$25,000 Great Falls Power Co.

First Mortgage Sinking Fund 5% Gold Bonds; Interest payable May and November 1st; due May 1, 1940. Price 100 and Interest.

\$25,000 Puget Sound Traction, Light & Power Co.

Five-year, 6% Mortgage Gold Bonds; Interest payable February and August 1st; due February 1, 1919. Price 100 and Interest.

\$25,000 Chicago Telephone Co.

First Mortgage 5% Gold Bonds; Interest payable June and December 1st; due December 1st, 1923. Price 100 and interest.

\$25,000 Pacific Telephone & Telegraph Co.

First Mortgage Collateral Trust 5% Sinking Fund Gold Bonds; Interest payable January and July 2nd; due January 2, 1937. Price 100 and Interest.

\$25,000 Seattle Electric Co.

First Mortgage 5s; Interest payable February and August 1st; due February 1, 1930. Price 101 and Interest.

\$25,000 Portland (Oregon) Railway Co.

First and Refunding 5s; Interest payable May and November 1st; due November 1, 1930. Price 100 and Interest.

\$25,000 Chicago, Milwaukee & St. Paul Ry. Co. Puget Sound & Willapa Harbor Ry.

5-year, 5% Trust Certificates: int. payable June and Dec. 1st; due June 1, 1918. Price 100 and int.. Denominations \$100. Reg. coupons.

\$25,000 Chicago, Milwaukee & St. Paul Ry. Co.

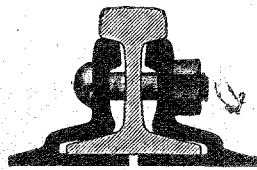
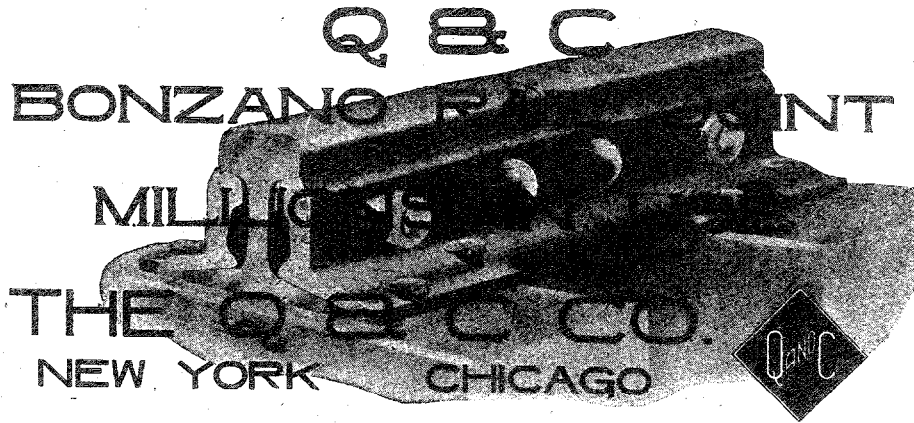
Convertible 4½s; Interest payable June and Dec. 1st; due June 1, 1932. Denominations \$100 Coupon Bonds. Price 102½ and Interest.

We invite inquiry regarding full particulars on the above bonds

JOHN C. FINNEY

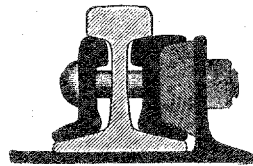
214 Stephenson Building

Milwaukee, Wisconsin



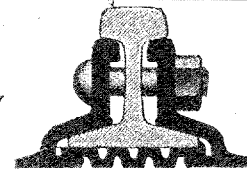
Continuous Joint

Over
50,000
Miles
in Use



Weber Joint

Rolled
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Best Quality
Steel



Wolhaupter Joint

The Rail Joint Company

General Offices:—185 Madison Avenue, New York City

Makers of Base-Supported Rail Joints for Standard and Special Rail Sections, also Girder, Step or Compromise, Frog and Switch, and Insulated Rail Joints, protected by Patents.

Highest Awards—Paris, 1900; Buffalo, 1901; St. Louis, 1904.

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- Chicago, Ill., Railway Exchange Bldg.
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- Portland, Ore., Wilcox Bldg.
- Pittsburgh, Pa., Oliver Bldg.
- St. Louis, Mo., Commonwealth Trust Bldg.
- Troy, N. Y., Burden Avenue.
- Montreal, Can., Board of Trade Bldg.
- London, E. C., Eng., 30 New Broad St.

KIRKMAN'S "Science of Railways"

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GROUP A—Motive Power Department
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Engineers' and Firemen's Handbook
Locomotive Appliances
Electricity Applied to Railways
Air Brake—Construction and Working
Operating Trains
Portfolio of Locomotives
Portfolio of Air Brake—Westinghouse
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Portfolio of Air Brake—Westinghouse
Portfolio of Air Brake—New York

Sold on the Monthly Installment Plan

Cropley Phillips Company

CHICAGO, ILLINOIS

You Can Prevent Such Losses by Installing

BOWSER
ESTABLISHED 1890

Oil Storage Equipment



Write for Literature

S. F. Bowser & Co., Inc.

Engineers and Manufacturers of
OIL HANDLING DEVICES

Box 2069, Fort Wayne, Ind., U. S. A.
Sales Offices in all Centers & Representatives Everywhere

WE MAKE A SPECIALTY of efficiency, engineering of plants, suggesting oil storage and distributing systems adapted for each condition and for securing the desired results.

C. & M. Div. Notes.

B. J. Simen.

Mr. J. L. Coffey has been appointed agent at Old Station, Libertyville. He comes from the C., M. & G. Ry. having been freight agent at DeKalb, Ill., for several years.

Mr. G. O. Ripple has been appointed second trick operator at Hebron tower.

A new industrial track is being put in at Libertyville to accommodate the Standard Oil Company's business. They have erected three tanks on their property.

Engineer Wallie Mann's son, Lloyd, is reported sick with diphtheria at Spring Green, Wis.

A new position as operator and clerk has been created at the Old Station, Libertyville. Mr. A. I. Derrickson is holding it down temporarily. The position is bulletined, no appointment having been made to date.

Mr. H. I. Derrickson, who has been doing extra work on the C. & M. Div. for the past six months, will return, within a few days to his regular position as second trick operator in Tacoma yards.

Baggageman C. H. Alberts of the Walworth milk run has been off a few days on account of the death of his child. This is the second child he has lost in the last three months. We extend to the bereft parents our heartfelt sympathy.

We have several changes in passenger conductors on account of Nos. 140 and 143 not running through from Madison, this arrangement taking one man out of the ring. B. H. Kress is back on the Deerfield local, A. Kirby on Nos. 56 and 57, A. Slade on the Fox Lake run and J Cahill working extra out of Milwaukee.

Conductor J. J. Corbett and wife are spending their Christmas with his wife's parents at Gladstone, Mich.

Conductor Al Kirby's wife has just returned from the hospital at Wankegan. She passed through a serious operation and we hope her health will now be materially improved.

Section Foreman Chas. Sowatzke of Libertyville is on a vacation visiting his parents at Pittsville, Wis.

Conductor E. J. Tobias of the Libertyville switch run spent Christmas at his home in Clinton, Iowa. He was relieved by Conductor James Gudden.

Agent L. I. Perry of Grays Lake had an encounter with a would-be highwayman recently. While on his way home with the contents of the cash drawer, as he neared a lonely spot on the road, a man sprang out, demanding his money. Perry was not disconcerted, but struck at the man, who fled. Agent Perry is to be congratulated on his lucky escape.

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A meeting of the Division Safety Committee was held in Supt. Morrison's office Friday, January 9th, at which all but three of the members were present.

Considerable excitement was caused on Friday, the 23rd of January, when fire was discovered in the attic of the Union Depot. In less time than it takes to tell, firemen filled the corridors and halls of the building and the street was crowded with fire apparatus. Passengers were ordered from the waiting rooms and, for a time, it seemed that the building was doomed. However, the fire was extinguished, but not before considerable damage was done to the roof and one or two rooms in the north end of the building.

General Superintendent and Mrs. Cooper, are touring the Western Coast. They will visit Seattle, Tacoma, Portland, San Francisco, Los Angeles and San Diego, returning via the Grand Canyon.

Mr. R. E. Sizer, chief dispatcher, has returned to work after a "vacation" of two weeks in the Isolation Hospital. He reports "good eats and lots of them" in addition to mighty good treatment and now smallpox has lost its terrors for all of us. "RES" certainly looks well after his illness and we're glad to have him with us again.

Brakeman "Don" Sullivan and wife are enjoying a trip through the West, visiting Seattle, Portland and Los Angeles.

Dispatcher C. E. Larson has been confined to his home with a case of "Grippe" for the past week.

Roadmaster Mau has just returned from a visit to Omaha and his old "stamping ground" on the Kansas City Division.

Brakeman J. W. Gerhardt has received the following letter of commendation from Superintendent Morrison:

"Your action in stopping the runaway train at Fox Lake, November 21, is highly commendable and I want you to know that it is appreciated by the division, as well as by the general officers, and to show our appreciation, we have placed a credit mark on your record."

Brakeman Gerhardt caught a runaway train at Fox Lake on the above date and, climbing over the cars, reached the cab of engine, shutting her off. He then ran back and flagged an approaching train. His prompt action averted a very serious accident.

Operator H. M. Willson at Lake, Wis., noticed fire flying from car in a passing freight train. He stopped the train and found brake rigging dragging on one of the cars.

Operator G. V. Utberg discovered brake rigging dragging on a car in passing train at Tower A-68 and flagged the train.

Operator G. W. Yates has received the following letter of commendation:

"I want to commend you for your prompt action on December 23 in stopping train No. 3 at the advance signal at Ranney when you discovered something dragging under the train, and want to assure you that your watchfulness is appreciated.

"It indicates that you are doing your share to make the operation of the division safe and increase the general efficiency."

The First National Bank of Missoula, Montana

ASSETS \$2,000,000

Oldest National Bank in Montana

3% Interest on Time Deposits — Depository of the United States, State of Montana and City and County of Missoula

Correspondence Solicited

Farmers-Merchants State Bank

Malden, Wash.

A Strong Bank — A Booster for
the Milwaukee Road and
Milwaukee Men

Any Correspondence Cheerfully Answered

First National Bank

HARLOWTON, MONTANA

Capital, Surplus and
Undivided Profits
\$62,000.00

We Do a General Banking Business
Pay Interest on Time Deposits
Your Accounts Solicited
Especially Interested in Railroad Men

Larabie Bros.

Bankers

Deer Lodge, Montana

Founded in 1869 Oldest Bank in Montana

Every banking facility extended to
our customers

Safety Deposit Boxes For Rent
Depository for C. M. & St. P. Ry. Co.

Pay day will soon be here

Let us cash your check
Your savings account or checking
account is welcome at this bank
4% interest on savings

**United States
National Bank**
Deer Lodge, Montana

First National Bank of Miles City

Organized 1887

Capital, Surplus and Profits . . \$ 375,000.00
Loans \$2,000,000.00
Deposits \$2,300,000.00

Open Your Account With Us
H. B. Wiley, Cashier

CITIZENS STATE BANK S. Dakota

Mobridge

5%

Interest Paid on Savings Accounts

S. H. COLLINS, Pres. W. F. MAILAND, Vice-Pres.
OSCAR A. OLSON, Cashier

W. L. ADAMS, Pres. G. H. EMERSON, Vice-Pres.
A. G. ROCKWELL, Cashier
A. M. CAMPBELL—Ass't Cashiers—F. H. SHAINHOLTS

The First National Bank

OF HOQUIAM

Capital and Surplus \$200,000

Directors

Geo. H. Emerson W. L. Adams Harry C. Heermans
O. M. Kellogg P. Autzen N. J. Blagen
Fred. G. Foster

(Continued from Page 47)

C. R. Posten is now located at Portsmouth, which station he got on bulletin after the extra work in the Perry dispatcher's office was at an end.

Wm. Uptegrove has been acting as agent at Templeton for a couple of weeks, taking the place of C. W. Hall, who enjoyed a vacation.

Agent N. N. Embree of Madrid has been visiting for a couple of weeks with relatives and friends in Wisconsin and Ohio, being relieved by Operator Oley Oleson.

Operator Merkle has been relieving Operator Keys at Madrid for a period of thirty days.

Operator H. V. Lewis has been at Herndon for a period of thirty days, taking the place of Operator Gustafson, who has been laying off trapping muskrats

W. O. Jordan has been relieving Operator Rittmeyer at Phildia station, Rittmeyer having been at Kansas City completing his course in penmanship.

Conductor Carl J. Brown of the western division was united in marriage January 14 to Miss Alice Gallagher of Council Bluffs. After a honeymoon trip to Chicago they will be at home to their friends in Perry, Iowa.

Engineer Henry Davis has returned to Moberge after a pleasant visit in Perry with his parents and friends. Henry was formerly on the C. B., Iowa, but noted many changes since he left here.

Jerry Briggie, at one time a conductor on the Milwaukee and known to most all the older employes, died in Chicago on New Year's eve. He had been visiting with his children there and had experienced no previous ill health till the day of his death. His remains were brought to Perry for interment. Mr. Briggie was the father of Conductor John Briggie of Marion and Mrs. James Briggie of Farley.

Brakeman Bradley Thomas, who has been very sick with rheumatism for a number of weeks, has gone to Excelsior Springs for a couple of weeks' treatment. He was accompanied there by Conductors Harold McElroy and C. E. Millard.

Switchman Dell Coltrin has been having an enforced vacation on account of a sprained wrist.

Zelman Lundy, who for some months has been working as timekeeper for O. H. Hasse's gang, has taken charge of the Perry coal-shed as day foreman.

The M. O. W. O. Club, composed of the wives of the Perry dispatchers, had a watch party New Year's eve at the home of T. C. Peterman, a session to which the husbands were invited. They all report a pleasant time. On the 15th of January they had another social session at the home of Mrs. F. E. Jackson, complimentary to Mrs. C. R. Posten, who leaves the city for her home in Portsmouth.

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News Items From Montevideo.

By R. E. Fisher.

We are having the coldest weather this week that we have had at this point so far this winter.

Francis Waldrom, Joe Admanson and Norman Anderburg have passed the time card examinations and also the automatic block signal rules and are now full-fledged engineers.

Election is now in session and from all the indications and from the talk throughout the roundhouse, the "Big City" is going to be dry this coming year.

Engineers P. Bay, Robert Starbeck, Bert Roberts and Dave Lankard are spending a week at their winter home on "Big Stone Lake."

Mr. H. S. C. MacMillan and Mr. F. Rogers, the district master mechanic and the assistant superintendent of motive power, came through Monte on the Olympian and stopped off while the train changed engines and had an interesting talk with Mr. J. C. Opie.

Mr. T. S. Manchester, the general foreman, was a visitor at the roundhouse Saturday, January 10, and attended to some business with Mr. J. C. Opie, roundhouse foreman.

Mr. E. J. Rhoades, machinist, Monte roundhouse, and the headlight expert will start on a trip to Florida about the 16th of January to speculate in some of the land in that state.

Mr. H. D. Vandenburg, the turntable operator at this point, will leave on an extended trip to Chicago, Ill. We wish Old Van all kinds of good luck.

Mr. Lew Fillmore, engineer, is now running in place of Mr. Spooner, on trains 1 and 6 on the East H. & D. and Mr. D. Thill has the floater job on the coast trains.

Mr. Payton Cook is back on the job as storekeeper after being off since "News Years" on account of sickness. He says he is feeling a little better at present.

The boys on the west end out of Montevideo must have gotten used to the soda ash as their complaints are very few now, to what they were when this was started here.

Mr. Lloyd Clark is now out of his apprenticeship and Mr. Ben Thill has taken his place. We wish Mr. Thill a great deal of success.

In looking over the delay sheet, sent us from the D.M.M.'s office I note that the delays this year are only 7 to the 27 we had last year. This is cutting the delays down some, and I wonder who will receive the credit for this kind of work?



Repair Yard Machine Shop, Dubuque, Iowa.

Save By System

Put System into your savings habit. Save a little each week and save that little religiously. Make it a binding obligation upon yourself.

Open a Savings Account with your next pay day and let the Merchants National Bank pay you 3% interest on what you are able to save for the future.

MERCHANTS NATIONAL BANK

Capital, Surplus and Profits \$4,000,000

SAINT PAUL, MINNESOTA

Pacific Mutual Life Insurance Company

Assets \$26,243,005.92

If you are interested, please complete this coupon and mail to Company

The Pacific Mutual Life Insurance Co.

RAILROAD DEPARTMENT
725 Peoples Gas Building, Chicago, Illinois

My occupation is _____

at _____

Please send information regarding
Accident and Health Insurance

Name _____

Address _____

We Insure the Employes
of the
C. M. & St. P. Ry.

Every Man—

Who rides on a passenger train or on any other train or in a street car or any other public or private conveyance.

Every Living Man—

Who leaves his home in the morning in good health may be brought home at night dead, or at least injured or maimed, and knows he is constantly in danger and should be fully protected by accident insurance.

THE BEST ACCIDENT AND HEALTH POLICIES

are issued by the

Midland Casualty Co.

903 Insurance Exchange Building
CHICAGO

Telephone Central 2459

Rollin S. Church

509 Chicago Savings Bank Bldg.

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RAILWAY TIME SERVICE

If you want clean hands—
use

VANCO

If your grocer does not handle VANCO, write us for sample and agents terms and we will make you an attractive offer to earn some extra money. It is the only paste soap that will not injure the skin.

The Robertson Vanco Co.
103 Park Avenue, New York.

Milwaukee Roadmasters' Association.

Elgin, Ill., Jan. 6, 1914.

To the Editor:

As I have never seen any mention in our monthly Magazine of the Milwaukee Roadmasters' Association, I take this liberty as secretary and treasurer to give a brief outline of the association and its work. Should it meet with your approval, you may pick up the low joints that are in it and print it for the benefit of roadmasters and others who have not had the opportunity of attending any of the meetings.

The name of the association is "The C. M. & St. P. Ry Roadmasters' Association." All roadmasters on the system are eligible and do not necessarily have to be elected by ballot or otherwise to become a member. All they need to do is to write me of their intention and their names will be entered as members.

The association has a president, a vice-president and a secretary and treasurer, and they meet once a year. The seventh annual meeting was held at Milwaukee November 19 to 21. The meetings are for the purpose of discussing track matters pertaining to maintenance of way in the interests of the company as well as to benefit the roadmasters.

Through the medium of the Magazine I wish to ask each and every roadmaster to belong to this association, and I hope when we meet next fall in Chicago that we will have at least three-fourths of the roadmasters on the system present to take part in the discussions.

Yours truly,

W. H. KOFMEHL,
Roadmaster, C., M. & St. P. Ry.

R. Hixon, brakeman R. & S. W. Division of Milwaukee, spent Christmas with relatives and friends at Lanark, Ill.

Lanark, which is the heaviest stock shipping point on the St. Paul road between Chicago and the Mississippi river, sent 27 cars of cattle to Chicago in one night, as follows: C. B. Cook 2 cars, Oscar Moll 1, S. N. Herrington 1, Forest Hawk 2, Oscar Tallman 2, E. E. Heath 3, Elliott & Kimmel 1, Nichol & Eckman 1, Walter Hawk 2, C. H. Roth 1, W. H. Sprecher 2, Wolf & Swartz 1, Putterbaugh & Flickinger 2, Lake Flickinger 1, Sam Thompson 3, Ed Putterbaugh 2. There were also 1 car of dressed poultry, 3 cars of hay and 1 of oats. The railroad company sent a special engine and train crew to handle this shipment. They got out of Lanark at 6 o'clock in the evening and at 5 the next morning were in the Chicago stock yards, striking a fine market.

Lost—By some clerks of the S. M. P. office when making a run to a fire with hose cart, the location of fire hydrants. Reasonable reward for proper information.

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H. & D. Division.

Jasper Richardson, engineer on the south passenger run, left recently for Tacoma, Wash., on a several weeks' vacation.

A. Tweeder, car foreman at Montevideo, has been in the city on official business.

John Johnson of Mason City, Ia., traveling representative of the Brotherhood of Railway Car Men, has been here on official business.

J. P. Dougherty of St. Paul, member of the contracting firm of Morris, Shepard & Dougherty, the company that has been grading the most of the new line between here and Minneapolis during the past two years, was in Aberdeen recently on business with T. H. Strate of the local construction department.

C. E. Lenon of Minneapolis, traveling investigating agent of the freight department, is in Aberdeen on business.

Fireman Frank Deal, left last night for Vandalia, Ill., where he will remain visiting relatives until February.

Chief Boiler Maker Charles Klink, who has been laid up for the past few days on account of sickness, is rapidly improving.

John Rossmiller, day roundhouse foreman, has returned from Minneapolis where he and Mrs. Rossmiller spent a couple of days visiting friends and relatives. Mrs. Rossmiller returned with him.

Martin Cavanaugh, clerk in the construction department office, has resigned his position to take a place on the income tax commission force of collectors.

Walter Brunette, clerk and stenographer in the superintendent's office, has left the force to enter other lines of work.

Locals, West I. & D. Div.

M. C. Corbett.

Mrs. Harry Britton, wife of former agent at Sanborn, died January 21. Harry, as he is familiarly known, was agent on I. & D. Division for many years, and railroad boys all extend their sympathy in sorrow.

Conductor Frank Brainard is attending O. R. C. convention at Chicago.

Conductor Geo. Herley is sojourning in California.

L. J. C. Disburg of dispatcher's office, and wife, recently returned from a week's visit at Manilla.

F. B. Cole, agent at Boyden, is attending court at Orange City for a few days.

We are glad to see Agent J. W. Shelby at Mitchell on duty again after being confined to his home for about two weeks with a threatened attack of pneumonia.

To illustrate the mildness of South Dakota winters, M. I. Ritchie, foreman of Chamberlain Bridge, has been taking his plunge in Missouri River, during month of January. Ask him about it.

Glenn Rowley of Mitchell freight office is visiting in Chicago and Milwaukee for a few days.

Found—A full grown water dog in the hose of engine 7564. Owner can have same after identifying and paying the cost of this ad.

A Friend of the Workingman

—IS THE—

National City Bank

—OF—

Seattle, Washington

We pay 4% interest on saving accounts.
We also offer our services in making investments which bear a higher rate of interest.

**The State
National Bank**

Miles City, Montana

U. S. Depository

Capital \$100,000 Surplus \$250,000

Interests: 4% in Savings Department
5% on Time Certificates

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Company**

SPOKANE, WASHINGTON

THE RAILWAY MEN'S BANK

Depository for the

Chicago, Milwaukee & St. Paul
Northern Pacific Great Northern
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Chicago, Burlington & Quincy Trains
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President
Suspenders**

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muscle—always

50¢

"Satisfaction or money back"
Be sure "Shirley President" is on buckles
The C. A. Edgarton Mfg. Co., Shirley, Mass.



The Milk and Cream used on the Dining cars of this company comes from this Sanitary Creamery, Woodstock, Ill.

A. J. OLSON CO.
Chicago Office, 227 West Chicago Avenue

EUROPEAN PLAN Rates: \$1.00 to \$3.00 per day

Sherman Hotel

Sherman Hotel Co.
J. R. HUBBART, Secretary and Manager

Aberdeen, South Dakota

Providing Every Up-To-Date Convenience

RESERVATION OPENING

CHEAP prairie land in central Washington, U. S. A. Known as the "Milwaukee" tract, along main line of C. M. & St. P. Ry. \$18.00 and \$20.00 an acre on ten years' time. For additional information, maps, etc., clip and send in this coupon.

COUPON

CALHOUN, DENNY & EWING, Seattle, Wash.
Send free maps and folders, "Milwaukee" lands.

Name _____

Address _____ [m. m.]

(Continued from Page 31)

Sweet Potatoes au Gratin.

One and one-half pints cold potatoes, two tablespoons of brown sugar, two tablespoons of butter, pepper and salt, half cup buttered crumbs. Cut potatoes into cubes and arrange in a loose layer in the bottom of a buttered baking dish, sprinkle with salt, pepper, sugar and bits of butter, repeat with another layer of potatoes; on top put layer of buttered crumbs. Bake till well browned.

Chocolate Sauce.

One cupful water, half cup sugar, little cinnamon, one square of chocolate, one-half cupful milk, one and one-half tablespoons corn starch, pinch of salt and one teaspoon of vanilla. Cook water, sugar and cinnamon together, strain, add chocolate which has been dissolved in hot milk, thicken with corn starch wet in a little water, add the salt and beat until creamy. After taking off the fire add vanilla and serve hot. Very good to use over puddings or ice cream.

Hints for the Housekeeper.

Pies should always be glazed with white of egg if you wish them to be shiny brown.

Lettuce for salad should be well dried as well as cold.

Meat patties for luncheon dishes are economical because they can be made of almost every sort of cold meat.

If hot fat is spilled on the floor, throw cold water on it at once and it will not soak into the boards so deeply.

Every room in the house should be thoroughly aired once a day, even in winter.

An extra nail for a stray towel or garment is a handy thing in a bath room.

Very sour fruits can be partly sweetened by a pinch of salt while cooking.

When woolen blankets are past their best, cover with silkoline or cheesecloth and tack like a quilt.

As We Meet.

With a smile
You salute me, as we meet,
And I wonder the while
If your dreams are sweet;
I wonder vaguely, if you are as free
From care
As you appear to be;
I wonder if you bear
No secret pang or dread,
Such as I hide from you—
If there is no mistake you would undo,
No word that you would have unsaid?
You salute me and you go,
Smiling on your way:
Is your spirit gay,
And have you never had
Your hour of woe?
I wonder, and am glad
I may not know.

General F.
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Another for The Olympian.

Geneva, N. Y., Nov. 1, 1913.

General Passenger Agent, C., M. & St. P.,
R. R., Chicago, Ill.

Dear Sir—I have just returned home this week from a trip over your lines from Rochester, N. Y., to Chicago, Omaha, Salt Lake City, Ogden, Portland, Seattle and returned to Rochester (via Aberdeen, S. D.), returning on that matchless train, the "Olympian," to Chicago, or should have done so except I had to stop at Aberdeen. I have never seen better service on diner or sleeper; porters, conductors, trainmen, all seem to consider the comfort and welfare of their passengers, and the splendid steel cars and monster engines, oil and coal burning, safety signals, good roadbed, with club cars, etc., all made the long trip one of comfort and pleasure.

I have been asked to give an account of my trip at a meeting to be held the day before Thanksgiving. I have agreed to do this, but I am writing to ask if you can send me a U. S. map showing your lines and route to west coast that I can hang up and show my audience of farmers, children and their parents my exact route over the C., M. & St. P. I have an old C., B. & Q. map, but it rarely shows any of your points.

Thanking you in advance, I am yours very respectfully

CHAS. R. MELLEN.

A Scotchman was on the train "just over" and your train made me proud of my country.

An Unusual Locomotive Accident.

That a locomotive, running at 50 miles an hour, can lose a main driving wheel, break her side rods and a connecting rod, strip off her outside fittings, dash down grade and around curves for a quarter of a mile and finally, abandoned by her crew, bring the train to a stop in a hazardous spot without injuring a passenger or derailing a single pair of wheels, was demonstrated recently near Waterbury, Vt. This extraordinary accident was the result of a broken axle which snapped off a journal box. Escaping steam and broken rods flailing the cab, forced the engineer to jump after setting the brakes; the fireman followed. The train comprised four cars, and few passengers knew an accident had occurred until the train stopped.—*Popular Mechanics*.

Our Railroad the Very Best.

There is a world of good thought in the article in the November number, entitled "The Reins to Them Who Can Drive." Isn't it the truth? I think so. So let us boost the interests entrusted to us as individual employees. Let us give to each other a pleasant response to all questions, because when questions are asked, it is for the purpose of better information and for better service. And, as Mr. P. C. Hart has said, "If we must work, let's smile."

Josiah Quincy

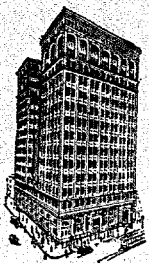
10c **Cigar** 10c

For Sale on all Trains, and at all Restaurants along the line
of the Chicago, Milwaukee & St. Paul
Railway

Send 75c by postal or express order
for a trial box of 10—\$3.25 for 50

M. L. Page

432 Fourth Avenue New York City



Your Bank

YOUR CHOICE OF A bank is a matter for your most careful consideration.

Your savings can not be too carefully guarded.

In ten years, the deposits of this bank have grown from \$1,500,000 to \$10,200,000—evidence of confidence on the part of an increasing number of depositors.

On its record of satisfactory service, it solicits your account.

The Old National Bank

Of Spokane

Capital, \$1,000,000

Careful attention paid to out-of-town accounts. Interest paid on saving accounts.

First National Bank

OF LEWISTOWN, MONTANA

RESOURCES
\$2,000,000.00

The Big Bank of the Judith Basin Territory

Instructions for Brakemen.

Below you will please find a few notes of instructions to student brakemen, which were submitted by one of the best known officials on one of the western trunk lines, which he believes, if followed closely, will soon make a full fledged brakeman of the student:

"Learn to cuss the engineer the first thing. It makes a good impression on the natives and also impresses the conductor with your ability.

"Always try to beat the conductor to the office whenever a stop is made; he may need your help in understanding the orders. Don't worry about a possibility of a little thing like a brakebeam being down or a hot box. These defects will always make themselves known if you will give them time.

"When working with a long string of cars or around a curve, always get as near the rear end as possible. The conductor may need your advice about doing the work; the engineer is supposed to guess at what you are doing and are about to do.

"In making a coupling to other cars, always wait until they are about one-half car apart. Then give the engineer a washout signal and swear violently if he gets a lung. He ought to have had sense enough to know what you wanted to do.

"When you take off a defective air hose, throw it as far as possible from the right of way; it will save you the trouble of taking it to the caboos and prevent any possibility of the trackmen finding it to send in. Bear in mind that the company is rich and there are plenty more in the store room.

"Don't worry about little things like leaks in the train line. This is not your business anyway; the inspector is paid for this.

"Don't fail to express your opinion of the despatcher if he lines up any extra work for you. The sole aim of the company running freight trains is to enable you to meet the pay car."—*Railway Age Gazette.*

How to Bore a Taper Hole in Metal.

To bore a taper hole in a piece held in a lathe chuck where neither a taper attachment nor a compound rest is supplied is a task requiring no little skill. However, the work may be made easier as follows: First, drill a hole through the metal of a size slightly smaller than the small end of the desired taper, then by successive steps, drill larger holes (always a little smaller than the finished size). A plug should then be turned having the same end diameter as the hole to be bored and the same degree of taper. By trying it in the drilled hole the high spots can be easily detected and taken off with a bottoming tool. This is continued until the hole is cut to the desired taper, but a little small and with its surface rough. Finish with a hand scraper, checking and fitting with the aid of red lead or Prussian blue. A very accurate job can be done in this way. A boring tool with a long, straight cutting edge is good to use in place of the hand tool, but it must be used with care and only a short length taken at a time.—*Popular Mechanics.*

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D. A. YOUN

Kansas City Division Items.

Former callboy, Earl McNerney, has returned from an extensive pleasure trip to Davenport, Rock Island, Moline and other cities.

General Yardmaster Harry E. Cross of Ottumwa, spent Christmas at his home in Brainer, O.

Chas. A. Keller, chief carpenter, was called to Florida by the serious illness of his daughter. Foreman John Evans fills his place.

Augustus Doak of the B. & B. department spent the holidays in Sabula.

West Division Roadmaster Henry Gasper went to Wisconsin for the holidays.

Extra Train Dispatcher C. T. Nolan is the father of a new baby girl.

H. F. Owens, agent, Excelsior Springs, has accepted a position as traveling auditor.

Conductor Forrest Gephart of the Missoula Division and Engineer C. Neimiller of the Gray's Harbor Line were renewing acquaintances on the Kansas City Division during the holidays.

Edson Green, veteran switchman at Ottumwa Junction, met with a severe accident just prior to Christmas, but he is again able to be about his duties.

Michael O'Neill, one of the veterans of the service in the track department, is again on the job after having spent the holidays among his friends.

Dakota National Bank

United States Depository

ABERDEEN, S. DAK.

GEO. G. MASON, President
S. H. COLLINS, Cashier
R. P. ROBERTS, Asst. Cash.

Responsibility of Stockholders
\$15,000,000.00

UNION SAVINGS & TRUST COMPANY

Hoge Building Seattle, Washington

Capital and Surplus - \$ 800,000
Total Assets over - \$4,900,000

JAMES D. HOGE **N. B. SOLNER**
President Cashier

We solicit your Northwest business
 We pay 4 per cent on saving accounts

American Casualty Company

Home Office: Tacoma, Wash.

Will pay you every month when you are injured
 Investigate our "Railroad Special" policy

ROBERT D. BEDOLFE
Superintendent of Railroad Department

W. A. CLARK *Established 1877* J. ROSS CLARK

W. A. Clark & Brother Bankers

Alex. J. Johnston, Cashier J. K. Heslet, Ass't Cashier

Butte, Montana

Transacts a General Banking Business. Accounts of Banks, Corporations and Firms will receive best terms consistent with good banking methods. Individual accounts, subject to check, solicited. Boxes in Safety Deposit Vault.

The National Bank of Tacoma

Tacoma's Oldest and Largest Bank

Capital . . . \$ 1,000,000.00
Assets over \$10,000,000.00

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 RALPH S. STACY, President
 W. M. LADD GEO. S. LONG E. T. WILSON
Vice-Presidents
 STEPHEN APPEBY, Cashier
 D. A. YOUNG—Asst. Cashiers—R. B. MATTISON

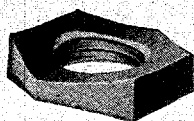
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Established 1882 Incorporated 1901

Capital and Surplus \$400,000.00

GENERAL BANKING BUSINESS
Interest Paid On Time Deposits

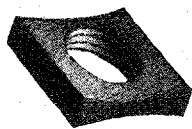
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 JOHN D. RYAN, Vice-President
 C. C. SWINBORNE, Cashier
 E. A. KUNKEL, Assistant Cashier
 R. W. PLACK, Assistant Cashier



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Electric Railways, Private
Car Lines and Industrial
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of one million cars, are using

BOSS NUTS

for repairs and on new equipment



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Railway Exchange
CHICAGO

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*Civil Engineers
and Contractors*

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Great Falls, Mont.

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Dearborn Feed Water Treatment

Right in Principle Economical in Application

Made to meet actual water conditions shown
by analysis—prevents foaming, corrosion, pitting,
scale and leaks—saves fuel, increases life of fire-
boxes and flues, reduces repair expense, increases
mileage and hauling capacity and improves traffic
conditions generally.

Dearborn Chemical Company

McCormick Building, CHICAGO



Over 25,000

Pyle National Electric Headlights

In Service

Pyle National Electric Headlight Co.
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DIETZ "PIONEER" Street and Platform Lamp

Cold Blast -- For Post or Bracket

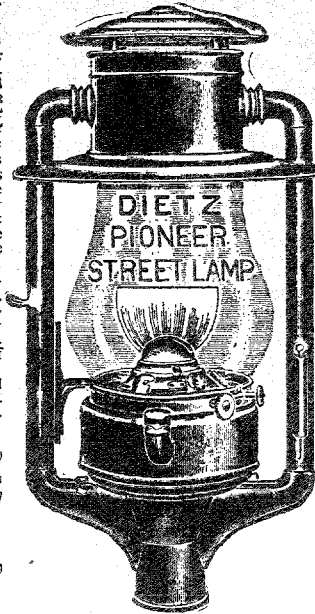
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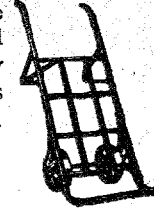
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