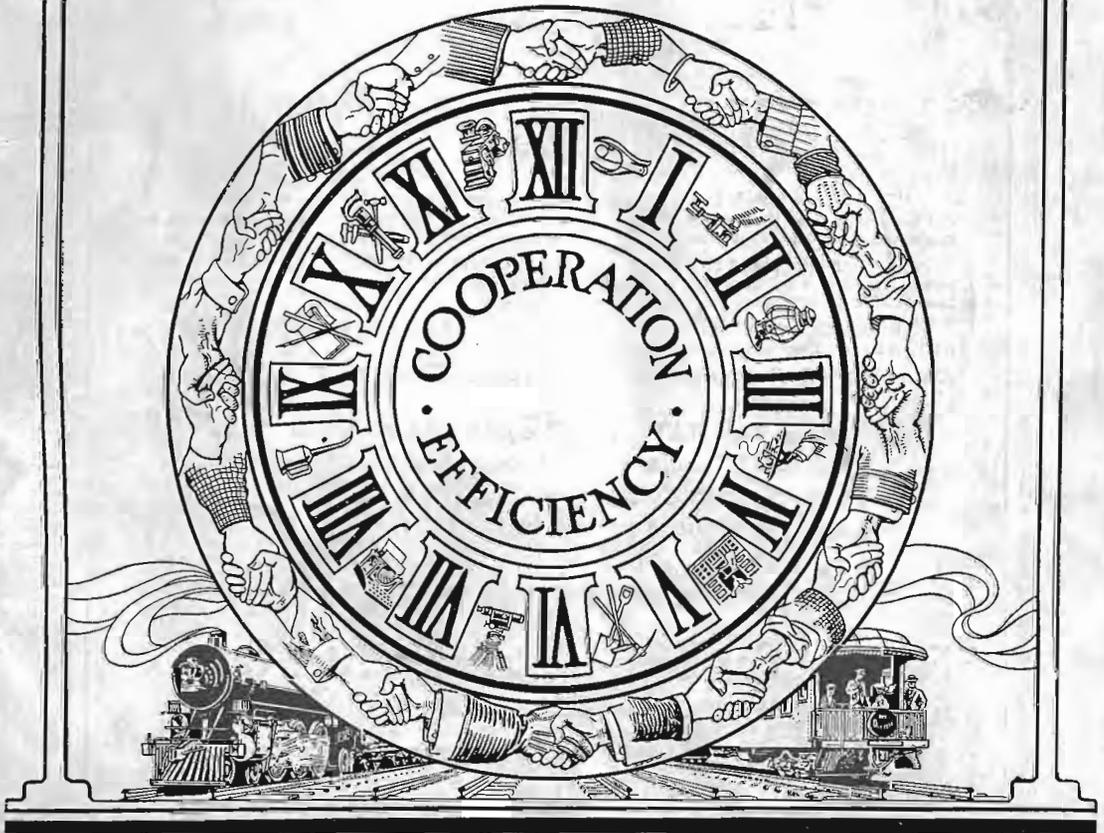


THE MILWAUKEE RAILWAY SYSTEM EMPLOYEES' MAGAZINE

May

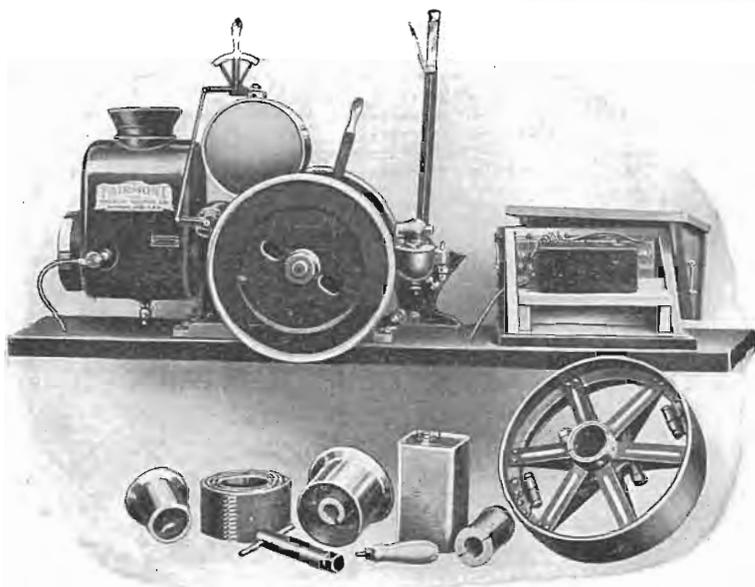
1915



VOLUME 3.

No. 2.

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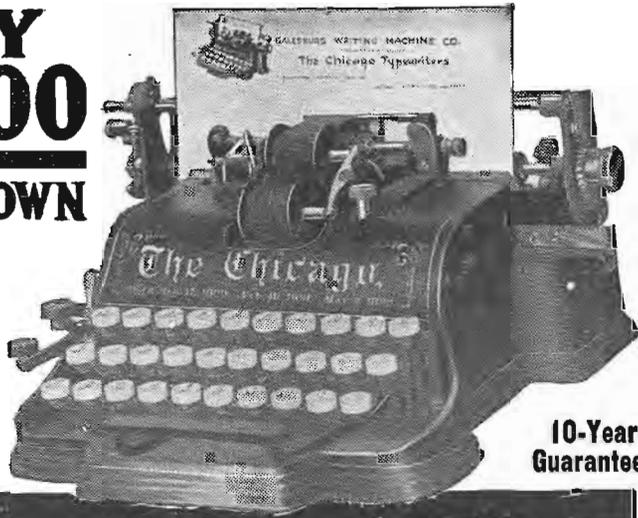
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CARPENTER KENDALL,
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GEO. E. WAUGH,
Associate Editor, Railway Exchange, Chicago

E. G. ALDRICH,
Business Manager, Railway Exchange, Chicago

J. H. GINET JR.,
Special Correspondent, Seattle, Wash.

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MAY, 1915

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The Obligation of the Employe vs. the Citizen

Geo. Havill, Frt. Conductor, C. & C. B. (Iowa).

It has been the fashion for railroad employes in the past to consider that their duties and obligations as citizens and members of the general public entirely divorced them from any consideration or responsibility they might well deem they owed to the prosperity and well being of their employers, the railroads. This attitude of mind and its attendant action is entirely wrong notwithstanding the arguments of those ethical extremists who only allow themselves to see the shortcomings of corporate interests, owning and controlling railroads.

Railroad employes cannot afford any longer, to look on unmoved, not to speak of joining hands with those perhaps well meaning, but certainly misguided people who would aim to make over the world into something more nearly like their own standards, regardless of whether those standards are just and equitable to all parties. By legislating and enacting laws that cripple the earning power and hamper the operation of railroads, however well meant these might be, such people do certainly pull down recklessly, where others have patiently built up, and in the end do more damage than can be rectified in many years of reconstruction. So perseveringly inconsistent have we been in this

particular, in the past—assuming almost that we were separate and apart from those corporations in whose employ we happened to be, that we, to all appearances, have not stopped to consider the fact that legislative enactment tending to cripple or curtail the earning powers and progress of our employers was a direct blow to our own prosperity. It is surprising that so few of us seem to have taken into account, when confronted with these problems, far-reaching and important as they are, the self-evident fact that every blow of this character aimed at our employers cannot help but be a boomerang for us.

Our overweening confidence in the strength and solidarity of our several organizations is apt to beget an independence sometimes little short of arrogance and intolerance, when questions dealing directly with the vital matters of railroad operation and maintenance are put before us; questions closely allied to our own interests, whether we are as conscious of this fact as we should be or not. Our future prosperity must be largely built upon the support and protection we are willing to give toward fostering and strengthening our employers against the attacks of outside interests, who would just as willingly if they could

and there were anything in it for them, reduce our wages to the lowest possible scale as they now reduce freight rates and in other ways, cause great and unnecessary expenses to railway companies. These people simply use the unthinking railroad employe to "pull their chestnuts out of the fire.

The reduction of freight rates and measures of economy forced upon the railroads by adverse legislation mean nothing to us in any appreciable benefits. Our clothes, our food—all the necessities of life, cost us the same—we are simply a goodly portion of the public spirited citizens who help to bring these changes about, and citizens of another class reap the rewards. Why then, should we ignore or withhold our support from our employers, the railroads, when legislative measures meaning the curtailment of revenue, or other unnecessary restrictions, confront us and them.

While I do not believe in absolute subserviency to the employing class. I cannot help but see that our continued well being as individuals and organizations is largely dependent upon the employment of the greatest number at a fair remuneration. When we promote or help others to promote adverse legislation tending to cause a shrinkage in revenue and thus slow down the wheels of progress we are placing barriers in

our own way and preventing the re-employment of large numbers of members of the several organizations at present out of employment. These members out of employment can only be absorbed back into the ranks of employment by the continuous and conscientious efforts of the employed to bring about business expansion and prosperity for our employers. The sooner we realize this fact, the better it will be for all of us, and failure to realize it may in time put us in the position of the man who killed the goose that laid the golden egg.

For the continued development of railroads from the crude, inefficiently operated systems of the past, to the scientifically efficient managements of today, there is a reason, but it is not the reason the unthinking, prejudiced employe is apt to ascribe. The motive and purpose behind all the modern development has been to equip the lines with every facility for handling the commerce of a country of immense distances and tremendous growth, a country whose still undeveloped areas are larger than the greatest European empires. This, I say, has been the motive and the purpose impelling the railroads forward relentlessly, and not by any means intended to cut down and displace labor, but rather with a square deal, to be the means of giving more



Yard Clerks, Godfrey, Ill.

employment with the greater expansion.

It behooves us, therefore, when we are brought face to face with impending legislation in our various states—whether car limit bills, full crew bills or rate cutting bills, to bear these facts in mind, remembering that there are always two sides to every question; and that while the self-interested side may look very alluring as applied to present exigencies, it may fall far short of being the right one in the end, for we are building, now, for the future and not for the present. Let that fact be thoroughly well digested. We have heard of no railroad disasters directly traceable to the movements of trains of over fifty cars. If it can be shown that the increased number of up-to-date cars in trains on tracks equipped with automatic blocks as solid and permanent as the best science of railroad engineering can make them, are a greater source of danger and menace than the old link and pin coupling, and hand brake of other days when trains broke in two and sometimes three and dashed without warning into some busy town to pile up in a chaos of wreckage, then I would say by all means let us cut them down. But such are not the facts. If, also, it can be shown that the extra brakeman can perform adequate services commensurate with his rate of pay, then let him be employed.

These are questions that should be studied carefully and impartially by the railroad man as well as the public, and the latter must all the more, be unprejudiced because of the apparent self-interest of the moment.

Even if pending legislation along these lines should be decided in what we may now consider, our favor, the advantage is only temporary, only a present gain which may turn out to be a future loss. That it would be the means of putting a few more men to work now, is true, but such increased operating expenses and curtailment of net revenue would divert funds that would otherwise be used in building branch lines and feeders and making betterments that would employ far more men permanently.

In conclusion I would say that the

history of industrial progress for the past century is full of instances that furnish undeniable proof that no body of men however powerfully organized, can, by creating artificial restrictions, long stand in the way of progress, for real progress certainly means the ultimate benefit of all.



First Electric Locomotive now in Operation

On March 31, electric train haulage was inaugurated on The Milwaukee when Engine No. 10,000 went into service in the Falls yard at Great Falls, Mont. The power plant at Falls yard is completed and the matter of electric train operation has passed from the experimental stage. The locomotive, which is shown in the accompanying cut, is operated from the cab in the center. Two sets of controllers in the cab run the locomotive, either end first, and air-brake equipment is handled by the engineman in the usual manner. The cab is roomy and very comfortable. The locomotive was accompanied from the factory of the General Electric Company by a factory man who spent all his time during the twelve days in transit, in the cab, making safe and successful delivery to the company after the final wiring and installations were made in the power house at Falls yard.

The first string of cars were handled by the new switch engine, into Great Falls, with the following-named crew: R. H. Hill, foreman; H. C. Curran, switchman; J. J. O'Neil, switchman; W. D. Eggleston, engineer; F. R. Eggleston, fireman.

Co-Operation Between Railway and Farmer

O. F. Waller.

When the Black Hills Division was built, the country naturally tributary to that line became a mecca for homesteaders, and there was more or less speculation in homestead lands by those who only remained long enough and otherwise complied with the government requirements, to prove up so that they might sell their claims at a profit, or by relinquishment, acquire ready money. But when the real farmers came, they found a country rich in resources, especially for the cattleman and the dairyman, although few really understood the desirability of a thoroughly diversified farming.

The Black Hills Division is 219.2 miles in length, extending from Chamberlain on the east, to Rapid City, in the Black Hills, on the west. The line from Chamberlain parallels the White River on the north, for a distance of 157.5 miles, when it bears away to the northwest, to Rapid City. It was virgin country, when the railroad entered that region, but very soon every quarter section of land within six to eight miles on both sides of the road had been taken up. Only eight months' actual residence, together with certain improvements, was required, at that time, and therefore, as I have said, the settlers, many of them, came with little if any intention of remaining, and as soon as they had sold out, they left the country. Those remaining, at first, were engrossed with the idea of grain farming and paid too little attention to stock raising. The years, however, have taught them the necessity of a more diversified farming. Many of the farmers, however, were without means or the actual knowledge necessary to embark in the stock raising business. Therefore the company decided to help them by introducing some of the new ideas and methods by which success might come from the diversified crop plan. It was merely illustrating the old story of not placing all your eggs in one basket. The

writer, therefore, was directed to spend the fall and winter of 1913 and 1914 on the Black Hills Division, holding meetings where he addressed farmers and business men, for it is obvious that all matters pertaining to the prosperity of a farming community, naturally must vitally concern business men, generally. The subjects most under discussion were deep plowing, proper surface cultivation, the selection of seeds—especially adapted to a high and dry altitude; the seeding of fodder crops; the great advantages obtained from proper feeding of ensilage, how to build the silo at the most reasonable cost; the securing of more and better cows, blooded bulls, hog and chicken raising, etc. Meetings were held in many towns at the stations, and farmers frequently came distances of thirty-five miles to attend, bringing their wives with them.

After the address, the gatherings were turned into old-time experience meetings, the farmers and the women-folk exchanging views and asking questions, all of which brought valuable suggestions and enabled us to get at exactly the difficulties and problems under which each and all were struggling. Booster clubs were organized, made up as to membership of farmers and business men, all tending to secure a great and pleasing degree of the "Get Together Spirit." Meetings were also held, in many places, thereafter, twice a month, much good resulting therefrom.

During our work it was demonstrated that the cow and her product was the medium under which the poor man could make a living. That cream check every week, or every day is a source of substantial revenue, and the results of our meetings have been the erection of silos all along the line and the return of the land to its proper function of being a cattle and dairy country.

Several of the prominent bankers along the line who became personally interested in these improvements have taken an active part in the campaign for the general betterment, and they have been the means, in many cases of procuring good producing stock, and blooded bulls, giving them to the farmers on a satisfactory basis. Thirty carloads of cows and six carloads of blooded bulls have been thus disposed of to the farming communities and all have made a good showing with these much needed increases to the herds.

We found on the Black Hills Division, the man who may be termed "The Sidewalk Farmer," and I presume he exists to a more or less extent in all farming districts—the man who comes into the town, posts himself on the outer edge of the sidewalk or takes a seat on the salt barrel in front of the grocery store, squirts tobacco juice far and wide, attracts an audience and immediately commences his speech. He usually begins with the statement that: "This is a great next year country. Next year, there's sure to be a good crop," and then he proceeds in minute detail to tell how things ought to be done. Personally, he never did produce a crop on any land anywhere, because he has always been too busy explaining how to do it. We succeeded in converting several of these, and we proved to them all that, properly handled, this is just as good a "this year country" as next year.

Going farther in our demonstrations, in April, 1914, we put in operation a tractor engine of 110 horsepower with an eight bottom gang-plow of the heaviest type, arranging with farmers who owned land near the towns and wherever possible, located on the main highways, to do some experimental work with ten to fifteen acres of their land. The plows were put down, always to a depth of ten inches, and following back of each bottom, a subsoiler was run, this going down four to six inches deeper. This broke the virgin gumbo sod, and the plowing was followed by planking and double discing, double or lap-harrowing, placing the soil in prime con-

dition to receive the seed. A little explanation of this method, here, will be of interest. Gumbo soil is peculiar to itself. If it can be well wet down and given a small amount of moisture during the growing season, abundant crops are assured. Back in Wisconsin, where many of us have done more or less farming, we may remember that when we wanted to make the pointed fence post drive easier, we started a hole down a foot or so, and then filled it with water. The next morning, we were able to easily drive the post down through the softened earth. Gumbo is different, you would find the post hole as full of water the next day as when you first put it in. It is impervious to seepage, so by deep plowing, a reservoir is formed at a depth of sixteen inches, then the top soil is pulverized to a good dust mulch for surface cultivation. The dust mulch serves a dual purpose—it destroys the weeds, and it breaks up the crust which forms when the soil begins to dry out after a rain. This crust breaks into small irregular sections as it dries and the wind gaining access to the subsoil through the cracks soon takes all the moisture out. But the dust mulch closes the cracks, so that the wind blows harmlessly over the surface and the moisture remains to nourish the crops.

Among the crops which we tried out, was alfalfa. This was seeded on upland, where sub-irrigation was not obtainable. Upland seed was used and drilled in, four inches apart. The seeding and keeping down of weeds for the first two years will require considerable labor, but after the second season the alfalfa plants will have interwoven and practically became one mass, able to take care of themselves, and furnish two or three crops a season.

With respect to the alfalfa experiments, Mr. J. H. Conley of Presho writes, "The alfalfa where the big Milwaukee machine plowed fourteen inches deep for us last spring, was the finest sight last fall, I ever saw. Cut two good crops last season, sowed the 16th of June. This shows what deep plowing will do, while alfalfa sowed the

same day on the same farm in the old way, got about three inches high, while where the deep plowing was done, each growth was fifteen to twenty inches high."

It is expected that plowing and seeding, which is to be continued this season, at fourteen stations, will bring new and more interesting developments, and result in much good to the farmers all through the farming districts of the Black Hills Division.

Cheer Up

T. W. Proctor.

"How is business," is the general greeting today, and the invariable reply is "not very good." Everybody pessimistic, which is the spirit that is keeping the country at its present low tide; and, what is the cause? The present and past depression has brought to light anatomists, and in all lines these gentlemen have been doing their deadly work, killing the enthusiasm and optimism of youth and energy. The query "why?" has become proverbial, and our friend, the pessimist, finds himself sitting in judgment on the dead bones of lost opportunities. The spirit that should be instilled into all of us is "we will," and the anatomist should change his query to "will you?" One of the slogans of ancient Europe comes to my mind "Le roi et mort vive le roi." The king is dead, long live the king, which means in plain English "let by-gones be by-gones." If you don't sell a customer today sell him tomorrow. What matters why. Nobody in this age has ever been known to bring

back the dead to life, so that the anatomist with all business houses should be paid off and the optimist paid on.

What's one failure? a day of success will erase it.

We're ready and anxious to help you efface it.

Forget about yesterday—think of tomorrow.

Half your troubles are simply the ones that you borrow.

Cheer up—get your grit again.

Start up—start to hit again.

And ere you're aware you will find yourself it again.

The Welcome Man.

(Reprinted from the "Abie" Magazine.)

There's a man in the world who is never turned down,

Wherever he chances to stray,

He gets the glad hand in the populous town,

Or out where the farmers make hay;

He's greeted with pleasure on deserts of sand,

And deep in the trail of the woods;

Wherever he goes there's the welcoming hand,

He's the man who "delivers the goods."

The failures in life sit around and complain

The gods haven't treated them right;

They've lost their umbrellas whenever there's

rain,

And haven't their lanterns at night.

Men tire of the failures who fill with their

sighs

The air of their own neighborhoods;

There's one who is greeted with love-lighted

eyes,

He's the man who "delivers the goods."

One fellow is lazy and watches the clock,

And waits for the whistle to blow;

And one has a hammer with which he will

knock,

And one tells a story of woe;

And one, if requested to travel a mile,

Will measure the perches and roods;

But one does his stunt with a whistle or smile,

He's the man who "delivers the goods."

One man is afraid he will labor too hard—

The world isn't yearning for such;

And one man is always alert, on his guard,

Lest he put in a minute too much;

And one has a grouch or a temper that's bad,

And one is a creature of moods;

So it's "here's to" the joyous and rollicking

lad,

To the one who "delivers the goods."



Roundhouse Force, Calmar, Iowa

"Skool House Cut"

Brookfield, Wis., March, 1915.

Deer Ed'tor:

Ther aint nuthin' thet sticks t' a ieller's mem'ry s' good ez th' things thet happens when he's a yungster a goin' t' skool, an' so while yu're a hearin' a good deal 'bout th' events uv th' 70's yu better b'lieve ther's a pictur on my eye uv sum things thet took place on this railroad 'bout th' time my father brot home the "Philadelphly Ledger" a showin' picturs uv th' Centennial. Mebbe yu wuzn't a readin' th' papers much them days, but yu noe hist'ry an' kin gess what year I'm a referin' to. 'Long o' them years my home wuz b'tween the "12 mile curve" on th' "Prairie" side an' "skool house cut" on th' La Crosse side, an' my brothers an' me, we didn't miss nuthin' thet took place on them two lines o' track. Mornin' an' ev'nin' "Jim" Little went by on ol' diamond stack "Quickstep" a pullin' th' "Wartertown" train an' over in th' "12 mile curve" th' "Monroe" train went up an' down with "Tom" O'Donnel or "Pat" McCabe on th' head end. When a whistle blowd down around Elm Grove we c'd tell ef it wuz "Cy." Washburn or Joel Ellis or John Ferguson or "Smoky" Wilson a pullin' th' rope or ef it wuz "Steve" Pratt or Geo. Campbell or "Hank" Gage makin' a run fer th' "Curve."

One day ther wuz a reck. Th' Waukesha Scoot smashed int' a frate trane thet wuz dublin' its 'hind end out o' th' 12 mile curve. While the flagman went over t' th' Brookfield House t' git a shave th' Scoot got by him. Geo. Campbell wuz injineer on th' frate an' ef Ed. Flannery wuzn't injineer an' John Sherman Condr. on th' Scoot thet day, then my mem'ry is failin'.

Clost a follerin' this time th' Co. wuz gittin' sum new hevy power with patent fixin's, an' th' creeper Moguls

begin t' fill th' woods with smoke—dragged up int' th' skool house cut an' stalled, an' "Bill" Fidlin, an' John Kelly slacked fer th' pin an' dabled to Brookfield. Over in the "Curve" th' new Rhode Islands cum tearin' up t' th' hard pull an' stalled an' "Mike" Mackedon an' "Bill" Ellis an' "Ed." Dousman an' John Cahill slacked fer th' pin an' dabled t' Brookfield. Long 'bout this time didn't McSorley cum out with th' "Three-twinty-wan" with a patent bizness in th' frunt end thet blowd cinders clean over t' th' skool house fence?

The crownin' event 'round these parts wuz th' winter uv th' "big snow" when th' "Cut" an' th' "Curve" wuz filled t' th' telegraf wires an' one uv my bruthers wuz gittin' a hankerin' fer a job a brakin' an' a pare uv spring bottom pants like th' railroad stiles wuz affectin' them days. Well, thet wuz a terrible winter an' th' men an' enjuns bucked snow 'till way long int' th' spring b'fore th' "Cut" an' th' "Curve" wuz open agin.

Now, I h'aint got time t' tell yu anything more 'bout these interestin' places, but yu'll be takin' a trip soon, mebbe, an' when yu're 'bout 25 minits out o' Milwaukee an' yure sleeper begins t' tip hevy t' th' left, yu're in th' "12 mile curve," an' comin' back on th' "Pi'neer Lim'ted" when yu're out o' Brookfield 'bout 4 minits, jist look out o' th' north window quick an' yu'll be goin' 60 miles an hour past a little brick skool house int' th' "Skool house cut." An' say, ef yure conductor is th' right feller thet mornin' he'll be a lookin, too, fer thet wuz his stampin' ground meny, meny years ago when he wuz a hankerin' fer a job a brakin' an' a pare o' spring bottom pants.

Yures trooly,

"4 EYES."



James L. Brown

W. E. Beecham

John Williams

Oscar Beecham

The Car Accountant's Office

Geo. E. Waugh.

The philosophical effect of operating the Milwaukee System is more comprehensively reflected in the Car Accountant's office in the Fullerton Avenue Building than any other place on the entire line. We admit that modesty is kicked into the background in making this declaration—all we ask is that you peruse the evidence which follows and form your own judgment as to whether the mark has been overshot. Cars are the money-making machines on a railroad, and cars of all descriptions, freight and passenger, are what they deal in over in the Car Accountant's office. Thousands of them in one day, millions in one month are kept track of there, and you are overwhelmed with the volume of it when you try to comprehend the hundred and one ramifications in the scheme of recording the daily movement of every car on the system. When this office unravels its scientific, systematic disorder for your enlightenment and admiration, it all becomes simple, orderly and effective. Considering the volume and complexities of the work, this may sound like a paradox, but it is not.

We are told that the birth, the death, and the acts, good, bad and indifferent, of every human being are recorded and to the Infinite only is such a task possible; but here on the Milwaukee, we have a system recording the birth, death and acts, good, bad and indifferent, of cars that is accurate, comprehensive and visible. It is the work of Milwaukee Railway employes, following an ingeniously perfected system—a system by which we annually keep track of nearly fifteen million molecules in the shape of cars shuttling back and forth over the maze of steel rails which cover this country. The Milwaukee Road has over 70,000 freight cars and over 1,600 pieces of passenger equipment of all types, in service. The birth proposition spoken of refers to the year, the month and the day that each car was put

in service and the Car Accountant's office can tell you this; furthermore, it can tell you who made each car, and what are its outside and inside dimensions, the shape of the roof, the kind of trucks, the size and make of wheels, couplings and brakes; and everything else you might care to know in connection with car genealogy. When cars start out in the service of the railway, they are christened, not with a name but a number, and the record of the performance of every car is kept, the injury it may have sustained and the repairs which have been made on it. It is important to keep a car in first class physical condition for a sickly car can tie up a whole train, just as one rotten apple will contaminate a whole barrel of good ones. Likewise, when cars have outlived their usefulness, or when they are destroyed by wreck or fire, their demise is entered on the same page with their birth record.

But the great canvas covered tomes which are approximately called the "historical records" enlighten you not only as to the beginning and end of each piece of equipment and the details as to their construction; but any one with a passion for railroading in his veins will find fascinating reading in these unwieldy, big books. These records disclose the fact that we have one passenger car still in operation that was built in 1854; a few freight cars which were constructed in 1870, and one caboose which has been acting as an observation car on freights since 1862. Antiques? Yes, perhaps, and so are the Pyramids of Egypt, but they are monuments to the skill of their builders, though these may be lost in the haze of time. A piece of railroad equipment that can stand up under the wear and tear of sixty-two years of service were not built like a strawberry box. If the history of these veterans could be written how many thousand tons they have carried, or the un-

told number of people they have hauled, you would have a story of utility hard to beat in industrial America.

We mention these few old records and veterans simply to show how far-reaching and complete are the records of the Car Accountant's office. What is written within those big railroad ledgers is the work of Edward C. Hackett, keeper of the historical records, a man whose handwriting looks like steel engraved script.

So much for the history of the cars themselves. We have to look elsewhere in the Car Accountant's office to find out what they have added to the history of the road; so we turn to another set of records showing passenger equipment—where each piece

When you stop to consider that there is not a minute in any twenty-four hours, and not a day in the year, when great, long freight trains are not moving back and forth over the gigantic railway systems of the country, even on our system alone ten thousand miles of track offers a lot of elbow room, and if you can condense this so your eye can sweep the entire territory with all of its train movements for one day, you visualize a compact ant-hill of industry—a living, moving mass. That is what they get every day in the Car Accountant's office.

If you are not in freight train service, Form 105A has no special significance to you, but if you are it has an importance that



A Corner in Foreign Car Department.

is in service, over what division it travels, between what stations and the numbers of the trains. Each car's daily performance in mileage is entered and computed at the end of every month. Unless you are versed in car accounting, this looks like a staggering job, and it would be if it were not for the well-oiled, smoothly running system that is in operation over there.

But with the freight cars we find a problem of greater complexity. The passenger car is a stay-at-home proposition—it is satisfied with the exercise it can get on the Milwaukee's ten thousand odd miles of track—but the freight car is a gadder, apt to turn up in any place in North America where rails are laid on the standard gauge. It is the cosmopolitan type that roves over the two hundred and ninety thousands miles of American railway; but neither time or distance gets it beyond the focal range of the Car Accountant. To illustrate how well this is done, the Car Accountant can tell you in a minute's time where box 24832 was five years ago the 10th of last April, if she was on the Milwaukee Road, what train she was in, whether loaded or empty, and also for each day in the intervening time down to her activity within the past twenty-four or forty-eight hours. If she was on a foreign line, the date she left our rails, and the date she returned is recorded, and for each day she has been off our line, we make a per diem charge of forty-five cents a day against the line having her in its possession.

overshadows the annual report to the stockholders. And don't change your opinion, Mr. Freight Train Employee for your Form 105A is the most wonderful single document on the road. If you could see the galaxy of nearly 150 young women who sort and file the little square tags which make up the daily tonnage and car reports, you would never write an illegible figure or delay the sending of your report. Take this for a tip and send in your reports promptly and write them plainly.

Approximately thirty-five thousand of these tags are sent in daily, thirty-six of them on strips four across and nine deep, the complete record of thirty-six cars in some train. This report is made by the freight conductor, the form is in duplicate; the back of the first sheet is carbonized and carries the impression onto the little square tags, giving the car initials, or the road it belongs to; the car number, the date and the station whence it came. The tags are all perforated at the top, they are then sorted into numerical order and assigned to different operators working at inverted "V"-shaped cases. Each case bristles with from three to five thousand eight-inch spindles; each spindle is numbered and represents a car and every movement that car has made for five or six years, down to date is recorded on these filed tags. Take, for example the case numbered 70000 to 75000. Every car within that range of numerals has its individual spindle.



Foreman J. E. Crowley and His Office Force

The system is the creation of the Car Accountant of this company, Mr. W. E. Beecham, and it has been in successful operation for sixteen years, so that he is not only an expert in managing these exacting details of railroad operation, but also in planning how it can best be done. Mr. Beecham came with the road in May, 1873, so he is indeed one of the "old-timers." John Williams, assistant car accountant, has twenty-seven years' service to his and the Milwaukee's credit, and he has a mastery of every detail of the work which immediately stamps him an employe of the most able type. Oscar Beecham is chief clerk of the department, and has 185 employes—143 of whom are young women. James L. Brown is chief of the carload tracing department. The young women engaged in sorting, etc., work under the direction of Foreman J. E. Crowley.

The Car Accountant's office sends out an average of three thousand letters and telegrams per day, for which work eleven machine operators and ten dictagraphs are used.

A visit to the Car Accountant's office will impress you as being the busiest of beehives, where order, system, neatness and discipline combine in a marvelous efficiency. The office and the employes are neat to a

fault, and while every one works under strict rules there is an intensely human atmosphere prevalent. The "boss" is a human being and he looks upon his force and treats them as he would like to have them treat him, were their positions reversed.

A Few Don't's to Do.

Don't confirm an order sent by wire, with a regular requisition. The same is unnecessary, as it only fills up the files.

Don't show class of service of engines on the GSD 43 reports. It's just a picnic for the man writing up same to figure this out. He gets fat on it.

If you should be so unfortunate as to send in a confirming requisition, don't mark it "Confirming," but add a few more items to it. The order clerk knows the operator omitted them when sending the wire.

Don't put the numbers, kind of castings, nor weights of same on the 136 reports. The price clerk is a mind reader and knows what kind they are and how much they weigh. That's his business. The pricing is incidental.

Don't show on the 274 reports what oils, wastes, etc., have been used for the different purposes. The man drawing off same will attend to that. He delights to figure such things out.

Don't put the conductor's name, caboose number nor class of service on the GSD 39 reports. No one but the man writing up the bills needs the information and he is an expert at guessing.

Don't fail to charge supplies on the 136 report and repair material on the GSD 39 and GSD 43 reports. The clerk writing up same has plenty of time to rewrite them.



Stenographers Working with Dictograph Records

An Employee's View of Cooperation and Efficiency

Telegraph Operator.

This article is not intended as a discussion or criticism in any way of the articles appearing from time to time under the above heading in the "Milwaukee Employes' Magazine." Instead it is intended as supplemental to them in a way by suggesting a method that would tend to bring out co-operative and efficient principles not to be reached otherwise.

The principles of co-operation and efficiency are correct, but to always advocate their development without some return on the part of the employer is at least one-sided, and not productive of the best results.

It is essential in all vocations that the employe prove his fitness for the vocation. Otherwise the business would fail, causing loss to both the employer and employe. If the employe, however, proves apt for the work, and takes more than usual interest in doing the task assigned him it stands to reason that the business will prosper, in which case both the employer and employe stand to benefit accordingly.

In the railroad business it must ever be remembered that the railroad is a business proposition, first, last and all the time. When one employe has an easy time some other employe is working that much harder to make up for it. In other words there must be as many dollars and cents taken in for transporting freight and passengers as there are ways to pay money out, or the business is a failure. To secure and handle more passengers and freight without additional cost and do it better is the real meaning of the terms, co-operation and efficiency. To expect employes to make extra efforts to secure this extra business and work that much harder to handle it without some promise in return is out of the question. Railroad men are human just the same as other men in other vocations and want to benefit by

their extra efforts, or they otherwise lose all faith in extra efforts. On the other hand the railroad employing them can not make a definite rule that they are to receive extra compensation, for if that is done, as soon as there is a reaction in business account of natural cause there would have to be a like reaction in wages, which some men are not fair-minded enough to realize or see is necessary.

In handling this matter, why not start right and have co-operation between both employer and employe first. It is just as essential that there must be a railroad before there can be any employes work on it, as there must be men to work on a railroad before there is a railroad. One is just as much importance as the other.

Railroads must be owned by some one. Why not follow the suggestion made by Mr. F. D. Underwood in the April Magazine, and take the men working on them into partnership? They surely are as deserving as the man who has money in other walks of life who wishes to become a bond or stockholder. It would not be the intention to share the profits promiscuously as this suggestion would at first imply. That would be manifestly unfair to some employes who take a great interest in the business done and the way it is done—to have to share equally with the employe who takes no interest at all in the work or in the way it is done.

Railroad men are unfortunately situated, so that their vocation does not allow them to work to a purpose for themselves. They may get good wages but their hours and liability to be transferred do not allow them to invest their wages to the same advantage as in other vocations in the same territory. This inability to work to a purpose in their own affairs causes many of them to become discouraged and spiritless in their work. The trend

of this article is to advocate a plan whereby the men employed on a railroad can become financially interested in the road they work for. This could be done with but little if any expense on the part of the road and by so doing reap much good through the moral effect of having men working in every department who are interested directly in the stock of the road they work for. There are but few employes who cannot soon make their plans to be saving at least \$100 a year. By some arrangement could not these one share orders be combined, and be purchased in the open market; carried on a loan basis, with the employes paying in what they can each month until the shares are paid for and delivered? The interest charged would be largely offset even while payments are being made, by the dividends on the stock or interest on the bonds purchased. The outcome of this plan would be every employe joining in this saving would soon realize that something is being accomplished financially. Saving money would develop men of good habits. They would become the steady men on the road in all departments. The moral effect of such men, over the idler, the makeshift waster, and the careless, don't-care-employe would be very great.

While the profit-sharing agitation is going through the country generally let us hope that the management of our road will work out some plan whereby we can build and save together just the same as we now have to live and work together.



E. H. Foster, Jr. and His Dog

Weighing at Tacoma.

B. R. Chester, Chief Inspector, T. C. F. B.

In your Magazine (or I should say our Magazine, as I am indirectly an employe of the Chicago, Milwaukee & St. Paul Railway) while I have read many articles of the different branches of service I do not remember seeing anything pertaining to what I believe to be one of the most important parts of work connected with railway service; that is weighing freight. Freight charges, excepting a few commodities, are based on weight, consequently correct weights are of the greatest importance. Anyone who is worthy of a position with a railroad is anxious to protect not only the railroad, but are just as anxious to protect the shippers.

Being an employe of the Transcontinental Freight Bureau, and in charge of Tacoma station since January 1, 1910, it has been my duty to see that freight is properly and correctly weighed, and I am proud to say for the C., M. & St. P. Ry. that their freight is being properly and correctly weighed at Tacoma. Do not understand that our Tacoma employes are infallible, but I want to say right here that our Tacoma yardmaster and yard crews are of the best. They know how cars should be weighed, and they are handling them accordingly.

The scale is handled correctly, cars are run on scale easily, uncoupled, pulled apart at both ends, which gives it a free bearing on the scale, which we demand and is of the greatest importance. Recently Tacoma scale was tested by our scale inspector, Mr. W. S. Doscher. He reported to Agent Alleman and myself that he had never witnessed better weighing at any scale, that the engineer, fireman and switchmen worked in perfect harmony, and cars were placed on scale as easily, pulled apart and handled as fast as it is possible to handle cars and weigh them correctly.

Now, to the Tacoma yardmaster and switching crews I want to say that this bureau appreciates your courtesy and willingness, and the C., M. & St. P. Ry. should be proud of you.

An old negro was asked by a colored brother what had killed the pet chameleon that he was in the act of burying.

"Well, sur," responded the negro, "dat meelyon jest natcherly killed itself. I put it on a piece of pink goods, and it done turned pink. I den tried it on a piece of blue stuff, and he turned blue. Den I fotches a piece of green goods, and, befor' de Lord, it done turn green. Den I laughed and says, 'T'se got yer now, Mr. Meelyon,' and I puts him on a piece of plaid goods—and if dat fool meelyon didn't jest bust hisself trying to make good!"—*Harper's Monthly*.



The Time Department

"Just a Rail."

I have read every issue of our monthly Magazine since the first number in April, 1913, and have yet to see an item about the Time Department. This department is headed by Frank L. Budzien, who has been in the company's service since 1896. The office is at the West Milwaukee Shops and is one of the busiest places on the plant. Engineers, firemen, machinists, boilermakers, blacksmiths, clerks, carpenters, cabinet makers, carsmiths, laborers and all classes of helpers and engine dispatchers, are entered in the time books; and after the 27th of each month, which is technically the last day of the month, each man must be given his month's pay. His name must be written on the payrolls, his time must be footed up and the amount put opposite his name. This is put on the roll, the amount is retested, the rate rechecked, the rolls are footed and tissue copies made from the rolls. They are then sent to the paymaster, and on to the auditor. Checks are made out for the engineers and firemen—all the other employes at the shops are paid in cash at the mill, which is the paymaster's private office for a full week from the 12th to the 18th, and a small army of men can be seen during those days, at the paymaster's window at all hours of the day.

After the rolls have left our office, comes a busy week, getting out statements and reports—first of all is the overtime statement for engineers, which includes all overtime made by enginemen in freight, mixed, gravel and switching service, which are sent to the division superintendents. The gravel bill, or worktrain reports follow, these including all handling of wreckers at wrecks, hauling gravel and cinders, with loading and unloading, handling flangers and weed-cutters, loading and unloading rail, ties and bridge material. This is called non-revenue serv-

ice. After this comes the statements of time of repairs made on engines at roundhouses by machinists, boilermakers, blacksmiths and helpers, and the cost of material used in this work; also repairs made on passenger equipment figured in the same way. Another report is known as the mileage statement which includes all miles made by engines in passenger, freight, mixed, gravel, switching, helper and special service. Then follows a report of cost of oil, waste, coal and the amount used of each.

About the 15th of each month, the names of engineers and firemen must be written in books with time and rolls written for the half-month pay-day in Illinois and Michigan. Time for the first half-month includes time put in between the 27th and the 12th.

All this detail requires twenty-one men; there are four engineer and firemen timekeepers; four men on repairs for engines; two men in repairs on passenger equipment; two on mileage made by engines; two on statements; two on writing books and payrolls; one keeping account of material used for engines and coaches; one making tissue copies; two shop timekeepers, and last, but far from least, our boss—F. L. B.

The Time Department bowling team is now in third place after having been in second place all season; but they will give a good account of themselves next year. A number of good men have signed with Captain Henrichs. There is some talk, now, of organizing a ball team for this summer, and would like a game with Galewood, Western Avenue and any others.

Much more of interest could be written about the Time Department, but "time" is money in this office, but having given a little sketch of our work, we hope to hear from other offices, of which there are so many on this great system.

Section Foremen's Debating Society on C. & C. B. (Ill.) Division.

W. H. Kofmehl, Roadmaster.

In a general way, I wish to explain the workings of the Section Foremen's Debating Society, instituted by my predecessor, Mr. Edward Laas, former roadmaster of this division.

Mr. Laas, realizing the difficulty of having instructions correctly understood when issued in writing, and the importance of maintaining uniformity in work done, as well as the necessity of a thorough understanding of the distribution of charges for same, particularly when done under the direction of many foremen, conceived the idea of having monthly meetings of all section foremen for the purpose of thoroughly discussing the work to be done and the best way of doing it, studying reports, distribution of material and labor, etc., and a general interchange of ideas and experiences in connection with every phase of maintenance of way work.

The first meeting was accordingly held January 14, 1894, and up to the time of his promotion to Engineer of Maintenance of Way in 1903, these meetings, as shown by the minutes, had been well attended and thoroughly successful. In taking up the duties laid down by Mr. Laas, I naturally stepped in line to follow up the work started by him, and have carried on the meetings ever since with the same success and along the same lines.

The society is a regularly organized body, which has a president, vice-president, secretary and treasurer, and is known as the Section Foremen's Debating Society of the C. & C. B. Ill. Division. The meetings are conducted under purely parliamentary rules with a regular set of by-laws to govern. New members are taken in by ballot upon application signed by two section foremen and the roadmaster. As a rule, all active foremen of the division belong, and at times

section laborers and others attend the meetings upon request for the purpose of gaining knowledge.

A committee of three foremen taken from the first three sections on the division are instructed to prepare a paper having three to six questions relating to their work. The paper is then sent to three foremen located on the last three sections on the division, who in turn prepare and write answers to the questions submitted. The paper is then sent to the secretary of the organization, who presents it for general discussion at the next regular meeting, where after a general debate, each question in turn is put to a vote for final disposition.

The discussion of these various topics has the effect of bringing out many ideas and experiences which could not be obtained in any other way. Many times the answers which have been prepared by the committee will be objected to and the committee will have difficulty in maintaining their position, possibly having their answers completely reversed when the question is put to a vote.

All these questions with answers as finally adopted are entered on the records of the society for further reference. A new committee is then named from the next three sections at each end of the division to prepare questions and answers for discussion at the next meeting. This plan is continued in rotation by sections.

A large blackboard is provided in the meeting room on which problems in track work are demonstrated, forms analyzed, etc.

Each foreman soon becomes well informed as to the conduct of public and private meetings. He gains confidence in himself and is able to take an intelligent part in the meetings of his townspeople, even holding municipal offices, which is not a bad idea to encourage at this time when so much agitation against railroads is going on.

These meetings are not only educational but serve, by full and free discussion of any misunderstandings which might have arisen,



Car Department, Wabasha, Minn.

to bring the foremen and roadmaster closer together on a common ground of mutual interest so that they work as a unit. When the meetings are over, it is, using Mr. Laas' expression, "Like starting out on a new month with a clean slate."

The roadmaster should enter into the spirit of the meeting with the keenest of interest, and have in mind the one thought, to promote and encourage the free expression of ideas by his men. It is important that each man express himself, for I have found that the man who hesitates or finds it most difficult to express himself, often gives the best solution of a problem when he does talk. A roll call by the president on a given question frequently brings out opinions which are very valuable.

On some divisions it might be difficult to get all of the men together and get them home by train the same day. On this division the meetings are held at Elgin, and the long distance men living where the early morning trains do not stop, go with their motor cars to the nearest point where trains are stopped by the superintendent, both going and coming, for their accommodation.

Since we have installed the automatic signals on this division, the superintendent and myself are contemplating taking in the signal foremen and signal maintainers, as we feel our work is depending somewhat on each other. The get-together idea prevails, and bringing the section foremen and signal maintainers together in discussion will do untold good, especially for young men just starting out. I should very much like to have had such an opportunity when I started to work on the section. At that time, which was about thirty-five years ago, there was nothing of this kind, not even any papers or books treating on track work, and consequently, a young man had to work out his own track problems by hard knocks.

The many benefits derived from these meetings by the foremen, roadmaster and the railroad can hardly be enumerated, and I can recommend the practice to any roadmaster.

Anything further which I may have omitted here will be cheerfully given upon request from any one interested.

CHICAGO TERMINALS.

Track Department.

Articles have appeared in our Magazine from time to time regarding the work done by the Engineering Department and the roadmasters in their respective territories, and the writer feels that the work done by Roadmaster M. Burke and his assistant, August Schumacher, should not be lost sight of, especially when you consider that the Chicago Terminals consists of 268 miles of track and 338 spur tracks. These tracks are divided into fourteen sections located on three different divisions: C. & M., C. & C. B. and C. & E., but still within the Chicago Terminals.

During the year 1914, eighteen new industry tracks were constructed in addition to

maintaining the above tracks in A1 condition. The following material was used in doing this work:

57,263 new cross ties.

214,429 lin. ft. rail.

173,051 lin. ft., 692,204 F. M. B. switch timber.

In conclusion wish to add that the above work was accomplished without any delay to traffic.

Obituary.

The death of Assistant General Freight Agent Frank E. Otis, which occurred at his home in Minneapolis on March 27th, is mourned by his hundreds of friends in both the railroad and mercantile world.

Mr. Otis started with the Milwaukee Road as a clerk a quarter of a century ago and by hard, diligent work and an infinite capacity to make friends won numerous advancements in the service of the Milwaukee Road.

The funeral was held at Hudson, Minn. The services were conducted by the Rev. Stowe of the Episcopal Church. A special train was operated from the Twin Cities to Hudson bearing the remains and the funeral party, which included many prominent railroad officials and business men of the northwest. Among the officers of the Milwaukee Road who attended were Vice Presidents E. D. Sewall and E. S. Keeley; G. A. Blair, assistant freight traffic manager; J. T. Conley, general freight agent; John G. Love, assistant general freight agent; J. H. Foster, general superintendent; W. B. Dixon, assistant general passenger agent, and Superintendent G. A. Van Dyke.

Mr. Otis is survived by his widow and the sincere sympathy of the employees of the Milwaukee Road in the loss of a sterling friend and highly efficient officer goes out to her in her bereavement.

The death of A. J. Taylor, Canadian freight and passenger agent, on April 17th, at Ocean Park, Cal., removes one of the oldest representatives of the traffic department. Mr. Taylor started with the company in Toronto on February 15, 1879, as a clerk under his father, who was at that time the Milwaukee's representative in Canada. In 1883 he was appointed traveling passenger agent with headquarters in Toronto. His long, useful service with the Milwaukee Road has been entirely in Canadian territory, and a more popular and efficient representative than "Andy" Taylor never solicited traffic for a railroad company.

He is survived by a widow, two daughters and a son. The remains were removed from Ocean Park to Bowmanville, a little city east of Toronto, for burial. Representing the company, those attending the funeral were Assistant General Passenger Agent W. B. Dixon; G. A. Blair, assistant freight traffic manager; Grant Williams, assistant general freight agent; W. H. D. Snazel, traveling freight and passenger agent.

Joseph H. Lutiger, general yardmaster at LaCrosse, Wis., died on March 27th after a lingering illness. Mr. Lutiger had been in the employ of the Milwaukee Railway since 1880 and was well and widely known as a faithful and efficient employee. He is survived by his widow, a daughter and one son, William H. Lutiger, foreman in LaCrosse yards. His funeral was attended by a large number of the employes, coworkers with Mr. Lutiger, among them being Superintendent W. J. Thiele and Trainmaster L. J. Johnston of the River Division, Trainmaster D. E. Rositter of the LaCrosse Division and Roadmasters P. H. Madden and C. Wagner.

The sympathy of a wide circle of friends among employes is extended to the bereaved family.



Chief Clerk J. S. Eccles and Office Force

The Coast Division

J. H. Ginet, Jr.

In 1909, while J. F. Richards was visiting the Puget Sound country and the Alaska-Yukon Exposition, he made a trip over the Tacoma Eastern Railway to Mount Rainier, and it is recorded that when he was asked how he liked the scenery and the country through which that line runs he volunteered the statement that the superintendent of the Tacoma Eastern ought to be the most contented individual in the world. Mr. Richards was then superintendent of the Rochelle & Southern Division, and living at Mendota, Ill. The contrast between snow-covered mountains and mountains of coal sort of got into his blood, he says now, and he could not think of anything but the Evergreen State for a long time after that.

The Tacoma Eastern Railroad is now a part of the Coast Division and Mr. Richards is superintendent of that part of the system. Some one asked J. F. R. recently if he felt as contented as he then said the superintendent in such surroundings ought to feel, and he replied most emphatically that he "certainly did—but not because of the scenery alone, for the Coast Division is beyond any doubt the most interesting division on the entire system. We have an infinite variety of experiences and problems of every degree and kind to solve; something new is bobbing up every day, and even the routine work is so varied in its character that it never really becomes an old story or at all irksome." That the wheel of fortune on a railroad does not always turn the wrong way is thus apparent.

The Coast Division was opened for business in June, 1909, just a month after the last spike had been driven and the "Extension" was graduated into a trunk line. It includes 375.8 miles of railroad and 214 miles of water routes over which barges are handled; 90.3 miles of its rails are included in the main line between Seattle and Cle Elum, 28.3 miles of main line between Black River

and Tacoma, 9.1 miles in the Cascade High Line, which until the opening of the Snoqualmie Tunnel, was the regularly used main line; 54.5 miles in the Everett-Cedar Falls branch, 17.8 miles in the Enumclaw branch, 94.2 miles in the Grays Harbor Line, 92.5 miles in the Tacoma Eastern R. R. and 5.5 miles of the Milwaukee Terminal Railway.

The Coast district is the most extensive and interesting assembling territory on the Milwaukee System—not in the total number of cars handled, but the immense variety of the business and the widely diverging points of origin, including business to and from the Orient, Australia, Japan, China, Philippines and the South Seas. The Coast Division reaches the ocean at Everett, Seattle, Tacoma, Aberdeen and Hoquiam. Freight traffic to and from these ports is an important feature in the operation of the Coast Division. There are on an average, six to eight freighters arriving at Seattle and Tacoma each month, and when one of the Osaka Shoshen Kaisha boats unloads at Tacoma docks, it discharges approximately eighty to ninety carloads for overland movement, eastbound. This freight consists very largely of raw silk, grass furniture, porcelain, tea and matting. The silk is usually handled "special," as a second section of No. 18, or if less than four cars, it is handled in No. 18. These silk trains are always heavily insured, frequently for a million to a million and a half dollars. Carloads of fish for the Eastern markets are also handled in the same manner as the silk, fast service being an essential to these commodities.

Over the Cascade Mountains the Coast Division handles, eastbound, 2,150 tons trainload, with mallet engines; 2,200 tons, westbound. Helper service is required on both freight and passenger, trains eastbound, from Cedar Falls to Rockdale, but since the completion of the Snoquamie Tunnel, no



Superintendent J. F. Richards

helper service is required, westbound, over this range.

If there is one thing more than another, of which the Coast Division and every employe from the vice-president to the office boy, is inordinately proud, it is the Snoqualmie Tunnel, which was installed as a part, and a very important part, of the operating facilities of the transcontinental line. By means of the tunnel a great saving of power and a not inconsiderable saving of time is effected, while the entire winter bugbear of snow-fighting is completely eliminated. Snowfall on the summit of the Cascades is always heavy, some winters more than others, of course. The winter of 1912-13 the fall at Laconia (summit) reached the amazing depth of fifty-seven feet. It took the almost constant service of three rotary snow plows, one bulldozer and one flanger to keep traffic moving during the winter within a territory of, approximately, twenty miles, and it demanded an army of snow-fighters, with courage equal to their endurance, to keep this equipment moving, to shovel it out from under snow slides and to be as ready as a trained fire department, whenever the signal of the "snow king" notified them there was trouble on the line. The snow, now, settles unchallenged on the mountain tops over the roof of the two-mile tunnel, and there is no anxiety along the Coast Division, when the clouds hang over the summits of the Cascades.

To handle the Coast Division business there are 58 engines in road service, 11 engines in switching, and 5 barges, 4 tugboats in the marine service; and the average of cars loaded, per day, including logs, is between 400 and 500. Under normal conditions there are 28 passenger trains operated including the short runs and 21 daily freight trains. Fourteen of the passenger runs are taken care of by gasoline motor cars, with a passenger capacity of 80 people.

The Coast Division originates much lucrative traffic apart from its timber industries,

for it serves a radius of two hundred miles of rich and productive country, including the fertile Snohomish, White River and Puyallup Valleys, the home of the "contented cow," of small fruits and of many extensive milk and berry canneries. It has, also, a very large asset in its wild and diversified scenic wonders. Puget Sound, the most beautiful "water avenue" in the world; the romantic crags of the Olympic Mountains; the fascinating splendor of the Cascade Range—easily accessible and a veritable wonderland; the immense forests, vast prairies, lovely inland lakes and the grandest mountain in the United States; which if you live in Seattle, you will call Mount Rainier, of if you live in Tacoma, you will pay it your devotions under the Indian title of Tacoma or Tahoma; but if you are a "strictly neutral," wherever you hail from, you will diplomatically and quite deservedly pronounce it "THE MOUNTAIN."

Superintendent Richards began service with the Milwaukee in 1879, as telegraph operator on the Wisconsin Valley Division, and has successively held the positions of train dispatcher, Wisconsin Valley and La Crosse divisions, chief dispatcher, Kansas City Division trainmaster, K. C. Division, division superintendent, Rochelle & Southern, Trans-Missouri Division and the Coast Division.

Mr. Richards says he has the finest lot of assistants on the system. His office force consists of J. S. Eccles, chief clerk; Messrs. A. E. Leib, H. F. Love, A. L. Bond and W. H. Miller, clerks; and the Misses Mabel Sandvig and Florence Cooper, stenographers.



Trainmaster A. C. Bowen

A. C. Bowen, trainmaster; F. Buchanan, traveling engineer; W. H. Wingate, chief dispatcher; Dispatchers: K. N. Eldridge, W. A. Allen, H. E. Peterson, E. G. Fowler, N. F. Bingham. The roadmasters are Messrs. W. R. Hunt, in charge of Seattle Division, including Everett and Enumclaw lines; F.



Chief Dispatcher Wingate and Dispatcher Allen

M. Webb, in charge of Tacoma line, and N. Johnson, in charge of Tacoma Eastern and Grays Harbor Line. Chief carpenters A. J. Buck and T. E. McFadden. E. C. Richmond, agent, and J. G. Mitchell yardmaster at Seattle; F. J. Alleman, agent and J. McShane, general yardmaster at Tacoma. Roundhouse foremen, B. W. Zilly, at Tacoma; J. E. Brady, at Seattle, and R. F. Adams, at Cle Elum.

Increasing Passenger Business.

The following letter received by George B. Haynes, general passenger agent, from J. E. Easterday, agent of the Milwaukee road at Bartlett, Ill., suggests a method of increasing passenger business that could be profitably applied at any point where the practice of examining the news columns of the local papers for information of this kind is not done.

The passenger department has a number of attractive and informing books and folders regarding train service to California and the Pacific North Coast, also a very complete folder descriptive of the expositions in California. The extraordinary scenic advantages of these routes are attractively portrayed in the numerous half-tone illustrations the booklets contain. If every agent of the Milwaukee Road would follow Mr. Easterday's plan of securing business, it would add materially to our passenger revenue:

"Mr. George B. Haynes, G. P. A.,

"Chicago Ill.

"Dear Sir:

"I received my 'home paper' yesterday and in looking over the news items last night saw where Mr. A. A. Burkett and wife were contemplating a trip to California soon, for a tour of the west.

I am writing Mr. Burkett today and advising him that some descriptive literature will be mailed him and asking him to use the 'St. Paul.

Please mail him some of the pamphlets describing 'our way' and we can undoubtedly get the business for the 'Good Old St. Paul.'

Mr. Burkett is an old friend of the family.

"Yours very truly,

(Signed) "J. E. EASTERDAY, Agent."

Attention of Agents, C., M. & St. P. Ry.

One of the Eastern trunk lines was recently found guilty for failure to properly assess demurrage in accordance with its tariff and was fined \$1,000 each on twelve counts, amounting to \$12,000, and this may be later on increased to \$240,000 provided the court returns a verdict of guilty on all of them.

The case which was tried charged the railway company with granting concessions to a certain consignee and was based on thirty counts. The judge directed the jury to bring in a verdict of not guilty on eighteen counts on the ground that even if the cars had been held on the storage track, as the government alleged, because of the inability of the consignee to receive and unload them, the tariff was not sufficiently broad to authorize the charging of demurrage. He then submitted the case on the facts as to the twelve counts where the undisputed evidence showed that the cars were held on team tracks longer than the forty-eight hours free time which the tariffs allowed for unloading.

These two cases, the one tried and the one dismissed, represent two of the five indictments which were returned by the federal grand jury June 20, 1913, which carried with them possible fines aggregating \$2,000,000.

The attention of agents is called to this case in order that we may fully understand and appreciate the importance of strictly observing the tariff which requires the assessment of demurrage—and in certain territories charge for storage.

The C., M. & St. P. Ry. will withdraw from all demurrage bureaus on and after July 1, 1915, and on and after that date will assess and collect demurrage and storage charges strictly in accordance with our tariffs without the supervision of demurrage bureaus.

Agents should continue to carefully check, assess and collect all demurrage and storage charges in the future as they have been doing in the past and use every effort possible to comply with our tariff.

G. E. SIMPSON, G. S. T



F. R. Hartwell, city ticket and passenger agent at LaCrosse, Wis., for the past twenty-nine years, is one of the most thorough ticket men in the United States. His office is a model of neatness and systematic arrangement. A place for everything and everything in its place. His reports are noted for promptness, neatness and absolute accuracy.



G. J. Bunting, General Auditor.

Effective May 1st, Mr. G. J. Bunting, assistant general auditor, becomes general auditor of the Milwaukee Company, and Mr. B. A. Dousman assumes the position of assistant general auditor, with headquarters in Milwaukee. Ever since the removal of the general offices to Chicago, in 1890, Mr. Dousman, whose home remained in Milwaukee, has made only week-end visits to his family, and the reversal of the positions of Mr. Bunting and Mr. Dousman was made at the request of the latter, in order that he may again live in Milwaukee, where his interests are. Mr. Dousman's long and honorable connection with the company is too well known to need any eulogistic comment, and The Magazine rejoices with him that he is able, after these many years, to again enjoy the home association and the companionship of his many old Milwaukee friends.

Mr. Bunting's connection with the Milwaukee dates from July 15, 1911, when he became general accountant. Previous to that time he had been examiner of accounts for the Interstate Commerce Commission, in which position he made a brilliant record and a reputation as an accountant that made his services coveted by many railroad companies which recognized in the young I. C. C. official an expert and able accounting man. He began his railroad career in 1897, in Norfolk, Va., and his work has always been along the lines of specializing in the audit and examination of accounts, records and finances of railways and other public utilities corporations, and installing modern systems of accounting. Mr. Bunting was appointed assistant general auditor in March, 1913.

T. B. Montgomery on April 15th was appointed assistant general freight agent at Minneapolis, succeeding F. E. Otis, deceased. Mr. Montgomery was formerly general agent freight department of the Milwaukee Road at Pittsburgh.

George H. Bowman, formerly traveling freight agent at Minneapolis, has been appointed commercial agent at Cincinnati. Mr. Bowman is one of the old-timers with the Milwaukee Road, having twenty-four years of effective service to his credit. He is mighty popular in the Twin Cities territory, and the heartiest wishes for success from the employees of the Milwaukee road go with him in his new and more important position.

E. H. Spence on April 15th was appointed general agent at Pittsburgh to succeed T. B. Montgomery. Mr. Spence has been in the service of the Milwaukee Road for three years, a part of this time representing the company as commercial agent at Cincinnati.

After Fifty-six Years of Faithful Service.

E. W. Dutcher, in point of service one of the oldest agents on the system, and for many years agent at Lake City, Minn., has retired from active service, and will make his home with his daughter, Mrs. A. N. Kellogg, at Iowa City, Iowa. While in excellent health, Mr. Dutcher wisely believes that the way to thoroughly enjoy a well-earned rest is to be entirely free from the cares of a business life, and as he has marked literary interests and tastes, he can now indulge in these to the fullest. He is a student, a thinker and a poet of recognized merit. His poems are printed in leading magazines of this country and England, and this Magazine has been indebted to him very extensively for some of its best prose and poetic contributions.

The best wishes of his very many old friends and co-workers on The Milwaukee go with him to the pleasant paths of peace.

"In the love of learning, the sequestered nooks
And all the sweet serenity of books."



John Weed.

After 55 years of continuous service on the C. M. & St. P. Railway, John Weed, 74 years of age, resigned his position as switchman in the Milwaukee terminals. On Sept. 10, 1859, Mr. Weed entered the employ of the Milwaukee Road, then called the Milwaukee & La Crosse Railway, in the Chestnut street yard, Milwaukee. He was put in charge of the wood and gravel train at Lisbon in the spring of 1860; he then ran as brakeman under Henry Finehout between Portage and La Crosse until 1864. In 1864 he was appointed freight conductor between Portage and La Crosse until 1867; he afterward moved to Milwaukee and ran as freight conductor between Milwaukee and Portage up to 1869, when he ran freight and passenger between Milwaukee and Sun Prairie until the road was built to Madison. He was a freight and passenger conductor between Milwaukee and La Crosse until 1879, at which time he entered the service in the Milwaukee terminals as a switchman, resigning in the fall of 1914. Mr. Weed has been a faithful and conscientious worker during his long period of service and the good wishes of many friends go with him.

At Home

Anna M. Scott, Editor.



Little Miss Edna Eulalia Parks, Malden, Wash.

Still the Full Skirts.

After many seasons of skirts fitting "like the paper on the wall," we are going to the other extreme in the soft summery fabrics that lend themselves so well to ruffles, shirrings, pleats and all manner of fullness. The shops are showing lovely soft crepes and pretty grenadines, and the old-time favorite nets. Pussy-willow taffetas, radium silk and crepe de chine are all well suited to the full skirt, as they may be shirred, plaited or tucked, as one's fancy dictates; and you can have an overskirt or not, just as you like.

I must tell you about a beautiful and beautifully simple little afternoon frock for a young girl that attracted my notice recently. The material was a soft white cotton crepe flowered over with little roses and tiny leaves, for all the world like the "sprigged muslins" of our grandmothers' day.

The skirt had two deep ruffles on a yoke that fitted closely over the hips. The bodice was of white all-over net cut in a high V-shape; front and back and the sleeves were elbow length. Over this was a charming little bolero of the muslin, outlined all round with tiny black beads. At the high waist line was a wide black moire ribbon sash folded softly and tied in a square knot at the back, the ends falling nearly to the bottom of the skirt.

A Receptacle for Waste Paper.

For some reason, and the why quite unknown to me, but certainly true from personal knowledge, is the fact that no room which is in constant use can be kept with any semblance of order without some recep-

table for waste paper. Your mail arrives, and with it the dozen unsolicited circulars which must be got rid of as soon as possible. You read your letters, tear them across and unconsciously put out your arm to drop them somewhere. Now, if each room is provided with some article to catch this accumulation tidiness is possible with a minimum of exertion. As the old wicker basket no longer seems adequate to meet all requirements the covered box takes its place. For bedrooms, if the room is done in chintz, this same material is best for the paper boxes. They can be very easily made at home in several ways. The usual way is to cut the cardboard in four sections, each piece much wider at the top than at the bottom. Material and lining is then cut to fit each piece exactly, and glued on, the edges being finished by a braid of sufficient width to lap on each side. A piece just the square of the four narrow lower ends is covered in the same manner, and after the sides have been fastened together with ribbon or bows of the braid, the bottom piece is fastened in the same way to the sides. The most difficult part of the work lies, not in the making, but in the cutting, for each piece must have the goods run the same way and must be cut so accurately that there will be no "pull" anywhere. Paper to match the bedroom walls can be used and is, of course, much cheaper and easier to handle than chintz.

Our Garden.

(By Ann's Husband.)

This year, Ann and I decided to have a garden. As I look back on it now, there was something rather suspicious in Ann's acquiescence. Last year, I was most enthusiastic about gardens, but Ann was strangely unresponsive. She said in the first place she didn't intend to have the yard all dug up, she needed it for the washwoman; and anyway she would simply tread all over the flowers. She said she much preferred a porch swing and a fern. Of course, I am of a most forgiving nature, but I was rather glad when the swing broke and fell on the fern.

As I said before, Ann was strangely willing. I remember two years ago when I had such a burning call to write a book. I should think that any wife would admire a husband with such literary aspirations. I bought a typewriter, rather cheap, I thought, but Ann said we needed a new chair much more. It was hard to find a place where I could write, every corner was so uncompromisingly filled, but I finally found by taking the coats out of the coat closet and resting the typewriter on the baby carriage, I could get along nicely. Ann was most

disagreeable. She wanted to know where in the world she could keep the coats and what she should do with the wretched thing when she took the baby out. The end of it was, I sold the machine to a junk man and Ann said she would keep the money.

But I am wandering away from the garden. On my way home the night after we had decided, I bought some really remarkable garden tools. One, in particular, was a most convenient weed puller. Ann said I really needed a guardian, we had a perfectly good spade and rake, and as for the weed-puller, she would never trust me with it, I would only pull up the flowers. And anyway, she said she wouldn't have the things around, the baby would fall over them and hurt himself.

The next night I brought home a seed catalogue. Ann said the seeds at the grocery store were just as good, but I maintain that if you are planning to have a garden, go about it scientifically. We spent the whole evening deciding what we should grow. I finally had a most charming list, only three dollars' worth, but Ann said it would take a three-acre lot to plant them all, so we cut it down at last to sixty-five cents; asters, zinnias and dahlias with some candy-tuft for the border and a gourd for the back fence. Ann said she could use the gourds for fern baskets. I wanted to buy some flower sticks, they looked invaluable, but Ann said if anything ever did come up, we could use my golf sticks. I decided to have a key made for my bag the next day.

I waited a week for the seeds and then stopped at the grocery store Saturday night and bought what I had ordered from the seed catalogue for thirty cents. I didn't tell Ann, though from the smile in her eyes I think she had some idea. Right after breakfast Sunday morning I started in. Why people should make such a fuss about a little spading, I can't see. It was pure sport, and as for making me tired or stiff, I felt younger every minute. It did seem to me, though that the instructions on the packets were rather exaggerated. Why should one plant seeds at such a depth? I decided not to dig so deep, not because I was tired but why should one go to unnecessary work. By dinner time, I had the asters and dahlias in. That, I decided, was enough for one day. I hadn't read my paper yet. Ann said she could see the seeds on the top of the ground and that they were all in the wrong place anyway. However, hadn't I read the instructions!

After dinner I felt fine. Gardening was mere child's play, but still, I hadn't read my paper and in these days, one should take time for that. Unfortunately, after I had read the paper, I fell asleep, though not because I was tired from gardening, and when I woke up it was too late for any more digging. Ann said it was premeditated.

The next morning I was most unaccountably stiff. Really, it is dangerous sleeping in a draught and I told Ann so, but she only giggled. Breakfast was rather dignified. Then I went out to look at my garden. The

neighbor's chickens had just finished an entire of dahlias and were beginning a second course of asters! On my way to the car the mail man handed me a package. It was the seeds. The corner lot ought to be a blaze of glory this summer!

Good Things to Eat.

Molasses Cookies Without Shortening. Break two eggs into a bowl and beat thoroughly, add one cup sugar, one teaspoonful of salt, one teaspoonful ginger, beat all together; then take one cup of molasses and heat it over the fire just to the boiling point, adding one heaping teaspoon cooking soda, which causes molasses to foam; add this to the preceding mixture with sufficient flour to make into cookies, baking in a moderate oven.
S. D. K.

Orange Sauce on Snowballs. One cupful of sifted flour, one-half cup cornstarch, one-fourth cup butter (melted), one-half cup sweet milk, two level teaspoons of baking powder. Stir well and then fold in whites of two eggs. Put in buttered cups and steam three-quarters of an hour. **Sauce**—Cream one-fourth cup butter with one-half cup sugar, beaten yolk of one egg, juice of two oranges and one-half lemon. Stand in hot water until creamy; very fine.

My Everyday Cake. One recipe that will make several good cakes: One cup sugar, one-half cup butter, creamed together, one egg, pinch of salt, two cups flour, two teaspoons baking powder, flavor to suit; bake in moderate oven thirty-five minutes. Add to this chopped nuts, dates, figs or dried fruit to make a good fruit cake; add raisins, one teaspoon each cloves, cinnamon and nutmeg to make a good spice cake.—Mrs. C. A. Anderson.

Snip Doodle Cake. Nearly one cup of sugar, one egg, one tablespoon melted butter, one-half cup milk, one and one-half cups flour, two teaspoons baking powder. Mix one tablespoon granulated sugar and one-half teaspoon cinnamon and sprinkle over the top before baking.—Mrs. C. A. Anderson, Mitchell, S. D.

Chocolate Filling. One egg, one cup sugar, beaten light; add five tablespoons of cream, a square of chocolate and a small piece of butter; cook until it bubbles down; set aside to cool before filling the cake.—Mrs. A. C. Anderson, Mitchell, S. D.

Delicious Mayonnaise.—One small teaspoon dry mustard (Coleman's is best), one teaspoon salt, one teaspoon powdered sugar, pinch of cayenne pepper and salt-
spoon black pepper; yolk of one egg, juice of half a lemon, one cup and a half of olive oil. Mix dry ingredients, add egg yolk and blend thoroughly. Then commence dropping the oil, a few drops at a time, being careful to take up all the oil each time. When the mixture is hard enough to take up on spoon in a ball, the lemon juice may be added alternating with the oil. After the lemon juice is mixed, the oil may be added in larger quantities, but care must al-

ways be exercised to see that all the oil is taken up before adding more. Lastly, two tablespoons cider vinegar or a larger quantity of lemon juice and less vinegar may be used, if preferred. This rule is to make after one becomes accustomed to watching the blending of the oil, and this quantity can be made in about twenty minutes. If covered tightly and set in a cool place, it will keep indefinitely. A spoonful or two of whipped cream, added as the mayonnaise is used, is delicious. Before commencing to mix be sure that egg and oil are quite cold, although the oil must not be so cold as to harden. Should the dressing curdle while mixing, the addition of a little of the white of the egg will "bring it back."—Mrs. Lincoln.

German Split Pea Soup.—Boil a ham bone that has not been too closely trimmed, or the shank of a ham, two hours, add a cup of split peas and simmer until the peas are boiled to a meal. Add four sliced potatoes, a small red pepper and more salt if needed and simmer until the potatoes are boiled quite away. Strain and add a sufficient quantity of rolled cracker crumbs, which have been moistened with a few spoonfuls of the soup, to make a puree. If liked, a few tablespoons of tomato catsup may be added. This is one of the best soups I know of, and it is easy to make.

Fashion Notes.

Spring has arrived and with it came the new styles. If there is any one thing we pride ourselves on it is being a leader of fashion; in some instances we have led it several years and were once advertised as the human fashion plate. Advance notices just received advise that at Sing Sing, Joliet and Walla Walla stripes will be favored, while at Mattoon, Elgin and Medical Lake the mode seems to favor straight jackets. Here on the Columbia Division we have several Barry Walls whose inclinations were expressed on interview in the following words:

Perry Williams—"Palouse girls, high shoes and low collars."
 F. J. Washburn—"Canes and pedestrianism."
 A. J. Jack—"Sideburns, not for style, but to hold my face in shape."
 R. C. Peterson—"Germans, dignity no matter what befalls."
 C. Newton—"Beechnut gum."
 E. M. Grobel—"Everything in Wrinkles."
 Wrinkles—"Bones."
 Local Editor—"A smile that will not fade; all those in arrears on subscription please assist."
 A. A. DeLeo—"White spat on left foot, yellow spat on right foot, wrist watch on hind ankle."
 Fireman Shook—"Right eye in mourning."
 H. I. Wiltrout—"Auburn effects."
 Dick Staeger—"Brown pups with ragged tails."
 F. G. Bassenger—"Return transportation."
 C. E. Hankins—"Fish hooks that will catch fish."
 Dr. Van Pelt—"Brown taste in mouth."
 C. J. Murcar—"Trunks, sweater and padded mitts."

Anecdote from Kansas.

"Father," said the small son of an editor, "is Jupiter inhabited?"

"I don't know, my boy," was the truthful answer.

Presently he was interrupted again. "Father are there any sea serpents?"

"I don't know, my son."

The little fellow was manifestly cast down, but presently rallied and again approached the great source of information. "Father, what does the North Pole look like?"

But alas! again the answer, "I don't know, my son."

At last, in desperation, he inquired with withering emphasis, "Father, how did you get to be an editor?"

Wanted to Work for Mr. Chally.

Dexter, Ia., Nov. 24, 1914.

Mr. Chally, Idail (Adel).

Section foreman.

hello How you Coming. I am wretting you few liens I guess you be Surprised about that about if you get acuinted With me you Would found out Who I am. Mr. Chally I would like come down to Idail and stay Bye you Working in a section this Winter. I am Was Tom Paules friend and he toll me you was good fillow to work any body for you so I write a letter so I can know if you want man work for you this winter you just let me know and I will come soon I get you letter. Please dont forgetting drop me note I am wanttind. I am Greece. I will close good bye.

My address John_____

R. M. Division.

G. M. Hayden.

Brakeman C. F. Baumgartner was called to Kansas City March 14 on account of illness.

Brakemen R. Roberts and F. J. Ludwig have returned to service on the R. M. Division after having spent the winter in Iowa.

Brakeman G. A. Westbrook has returned to Three Forks after having been ill in Deer Lodge Hospital.

Vice President H. B. Earling passed through Three Forks Monday, March 15, en route east.

E. F. Cole, car carpenter, was called to his old home in North Carolina during the early part of March by receipt of a message that his wife and child were ill and in a critical condition. Mrs. Cole has been visiting relatives and friends in North Carolina for the past two or three months, and Mr. Cole was not aware until receipt of the message that his family were sick. He obtained emergency transportation at once and left on the first train. Milo E. Larock is filling the place of car carpenter during the absence of Mr. Cole.

William F. Rice resumed his duties as car repairer on the repair track at Three Forks March 15, after a month's vacation and visit with relatives and friends in southern Minnesota and Wisconsin. Mr. Rice reports having had a fine time, but might have had a better time if he had not run into a sample of real winter, and says that the next time he goes visiting in that section of the country he is going to wait till the robins come west.

Andrew Pavlo, car repairer, is taking a fifteen days' lay-off, attending personal business in Butte.

Fishing is good, and the car repairers are spending their spare time angling for the finnies. We have several reports of their good catches, but up to date have seen none of the proofs.

Work on the repair track is still below par, and the car repairers that were laid off last fall and have not got back as yet are remarking: "If there is no h—l where has business gone?"

Stedograms

Did any of the correspondents of the Employees' Magazine ever interview a personage? I think that is the right epithet, and interviews are part of the writing game. You remember how Ty Cobb or some other Cobb interviewed General Kitchener, that is, until the general read the interview and took it all back; also how Richard Harding Davis interviewed the Germans when they entered Paris and how the Germans never knew anything about it until they read the Sunday supplement; again when the governor of South Carolina interviewed the governor of No— yes, gentle grafter, there are precedents without number, so I need not apologize for wasting deckle-edge paper and violet ink over an interview I held at Malden one day recently.

I was standing at the station when 64 pulled in and the personage sneaked out from between a gondola loaded with lumber and a coal dump loaded with carbon. He really was a personage if looks implied anything. He was large and his clothes hung upon his ample form loosely, something like a fat elephant skin would hang on a skinny elephant. As he struck the cinders he looked craftily about and not seeing any blue clothes, brass buttons or nickel plated stars, took courage and gave himself a vigorous shake like a poodle that has just been lifted from milady's bath—I know all about such things—I mean poodle; I worked in an office on Fullerton avenue with one once, but they do not often get that far from mama's apron strings; this one lisped and that is almost the limit.

But to the interview. This stranger within the gates ambled across tracks numbers 3, 2 and 1 until he came to the main line. Then he sized up the town's welcoming committee in the person of the interviewer and the committee looked good.

"Say, sport, could you take a fellow to a feed?"

"I am just about to enter the precincts of the Interstate hostelry close at hand, if you would consent to be my honored guest I would be pleased to shatter the excruciating pains that now rack your system."

"Huh, say sport, I'm hungry; ain't had a thing to eat for three days."

"Oh, very well, let us enter herein and as the waitress attends our orders may the aroma arising from the viands in course of preparation stir your linguistic attainments that we may sociably discourse in joyous mood."

"Huh, say, sport, youse are full of conversationalities, ain't you?"

By this time the personage was straddling the revolving stool at the counter and as I handed him the men—I mean bill of fare, he gazed it over with hungry eyes and remarked:

"Say, old top, can a fellow play this wide open or does he have to play a first or second choice for place?"

"If your appetite demands all the dope sheet stands for, you may, to use your own coinage, go the limit with the roof off."

"Huh, say, sport, watthehel is the matter with youse, ain't I playin' up right?"

Then I explained to him how I was an humble correspondent for The Magazine and that the editor had given me an assignment in which I was to interview some personage who was traveling over the line, and from my limited knowledge of interviews and personages, the Palouse soil and a becoming modesty picked him out as the first Thing I had met who seemed worthy of the honor.

"Huh, that's a funny stunt for a bo like youse to be doin', but let her go, Omar, I'll be the angora."

The spread had arrived and as the dainty waitress arranged the feast in tempting array before us the personage did not wait for reinforcements, but jabbed his knife and fork into the first dish set down; yes, he was hungry and it was worth journeying the entire length of the Steel Trail just to

witness his facial contortions. When he had caught up with his second wind and was slowing down at the entry to the home stretch, I proceeded:

"What is your idea of an occupation?"

"Huh?"

"What walk in the line of labor do you pursue?"

"Say, cull, are youse tryin' to ask what sort of work I do?"

The man guessed right the very first time.

"Well, wynhehl didn't youse say so the first time? Work? I work everybody I can; I'm working youse now."

Deep silence. The statement needed no further verification.

"Where did you come from?"

"Othello."

"Do you reside there?"

"Say, boss, is that a joke? Do I look like a jack rabbit?"

"Well, where do you hail from?"

"Say, sport, do youse get anything fur this, or are youse just a fresh guy tryin' to get rid of a lot of dampfool sounds?"

The food was beginning to heat the body and the personage was getting drowsy, also touchy; I changed my tactics. Any interviewer is permitted to do so if he lives long enough.

"What political party do you affiliate with?"

"Huh?"

"Are you a prohibitionist or a suffragette?"

"Say, fellow, quit your kiddin'; I se comfortable. You may be all right at ping pong or crokay but youse too small to tackle big game; I se for Bill Bryan, or I was onct."

"Was once; what do you mean?"

"When he advocated 'Free Silver,' but since he's chased that into the discard and swapped over to 'Free Speech' he's makin' a nuisance of hisself and I'm goin' back on him."

"You, then, were an advocate of the 'Free Silver' doctrine?"

"I don't know nuthin' about doctorin', but I se in favor of anything that's free; if he had savvyed 'Free Mud' just think what bloated bondholders we would all be now; take up a gob of mud, take a dollar and plunk it on the gob, pull the dollar out and put it back in your pocket and slip the hunk of dirt to the bart— cashier; fine idea if Bill had kept his blamed fool mouth shut and not gotten the everlasting daylight's licked outen him."

I already had the next question framed when some dry cracker dust lodged in his windpipe and the choking outburst projected a shower of fricassee sandwiches, fowl limbs, portions of pigs, cows, sheep and incubator stock over the premises. As I was not provided with a raincoat or umbrella, I quickly paid the girl behind the cigar case and hustled back to the office to work on a labor report.

Sure.

"It may seem queer," said Mr. Burke,

"But you can bet it's so;

An idle rumor does more work

Than anything I know.

—Cincinnati Enquirer.

"It may seem queer," said Mr. Binks,

"But it is so, you bet,

A lot of coin a fellow sinks

Into a floating debt."

—Detroit Free Press.

"It may seem queer," said Mr. Binn,

"That there's not any doubt

That when collectors find me in

I'm almost always out."

—Houston Post.

"It may seem queer," said Mr. Blinn,

"Just how it comes about

That mostly when I am 'all in,'

I'm likely down and out."

—Spokesman-Review.

"It may seem queer," said Mr. Quinn,

"But everyone in town

Says when you buy blue serge of Green

You're SURE to get done brown."

—Sted.

Get Together

TEAMWORK AGAIN.

Teamwork is Pulling All Together, and that is the sense and intent of the Monday meetings in Minneapolis, when Superintendent of Terminals G. A. VanDyke sits at the head of a long table in a private dining room at the Nicollet Hotel and leads the discussion, listens to the suggestions, asks leading questions and listens to comment, pro and con concerning the business of the railroad in the Twin Cities. Understand—the business of the railroad—not the business of the operating department, the business of the traffic department, the road department or the motive power, alone; but all of them severally and collectively in their relation to promoting the efficiency of the service in the Twin City Terminals District.

When Mr. Waugh's report of a Monday Meeting which he attended a short time ago, was published, it occasioned considerable comment, all of it favorable, to be sure, except that some there were, who doubted the possibility of quite so much free speech and the likelihood of it producing some sore heads who would not quite forgive and forget once they were outside of the meeting. Because Get-Togethers are the most valuable thing in the world, for the promotion of teamwork and because this particular kind of a Get-Together is especially desirable in places where existing conditions resemble more or less, those at the Twin City Terminals, I attended one of the meetings during the past month. I can say unqualifiedly that there was the freest kind of free speech and it made no difference where the criticisms hit—they were all treated as a matter of course, they were all discussed dispassionately and remedies suggested or ordered as the case might be.

There were twenty or more present at that meeting and they included all of the branches. There were, besides Mr. Van Dyke, the Messrs. C. L. Kennedy, commercial agent, St. Paul; Agents Graven, Brewster and Crouse; Storekeeper A. T. Sexton; Yardmasters Peter Houle, J. O'Brien and R. H. Roers; Chief Yard Clerk W. Jarvis; Trainmaster L. T. Johnson; Flour and Grain Solicitor S. A. Eddy; Assistant Chief Train Dispatcher W. C. Stackpole; Term. Car Dist. P. Borncamp; Signal Supervisor A. F. Alexander; Chief Dispatcher M. T. Skews; P. C. Sanborn, chief clerk to the assistant general freight agent; C. A. Peterson, commercial agent, Minneapolis; A. S. Willoughby, D. F. & P. A., General Superintendent J. H. Foster, is always present when in town.

Informal luncheon was served; some had pork and beans, some corn beef and cabbage, while others took pie a la mode. Then without formality, Mr. VanDyke began to talk about having a traveling crane for the terminals. It was apparently a subject that had

been discussed before, and the subject was merely continued.

Following a brief discussion on the merits of the crane, Mr. VanDyke called upon each man present in turn, and it was like this: "Well, Charlie, have you got anything today?" Charlie's notebook was in hand and he had an objection on the delay of freight trains that prevented the early delivery of Chicago merchandise. Mr. Yardmaster was right there to know what days delays occurred, and Charlie had the dates all right. Mr. Yardmaster acknowledged that there had been a delay or two, but with perfect good nature, told the reasons and when Mr. Van Dyke rather held that his reasons were hardly good enough, he heartily promised to remedy the trouble as far as it lay in his power.

Someone else then read a letter in which the class of equipment being furnished was quite unsatisfactory. It seemed to be the sense of the meeting that the shipper had a basis for his argument and so the ways and means of setting in better cars for that shipper were talked over and settled with the remark from "Van," "well try that, I think you can get better cars up there."

Now, as I have said, there were twenty or more present, and almost every one had something to talk over and thresh out, but there was absolutely no acrimony in any discussion. Differences of opinion there were, but no exceptions were taken, and none were meant as personal. It was "the good of the service," and any one who wants to see and appreciate the benefits of the Get-Together should spend a couple of hours at a Monday Meeting in the Minneapolis Terminals. The idea is as old as history—and Shakespeare puts it best: "I knew when seven justices could not take up a quarrel; but when the parties were met themselves, one of them thought of an If, as If you said so, then I said so; and they shook hands and swore brothers. Much virtue in an If."

Don't fail to get in line for the Puget Sound Pioneer Club meeting next summer. Lots of interesting things to talk over.

Sted's Ticket for Correspondent's Association.

Honorary President, Carpenter Kendall.
 President, Ruby Eckman.
 Honorary Vice Presidents, Anna M. Scott, Geo. E. Waugh, E. G. Aldrich, J. H. Ginet, Jr.
 Vice-President, C. E. Pike.
 Secretary and Treasurer, Guy E. Sampson.
Committee on Time and Place of Meeting.
 T. P. Horton, So. Minn. Div.
 Catherine M. Bartel, Chicago Terminal.
 J. S. Eccles, Coast Div.
 Mary W. Johnson, I. & D. Div.
 Membership includes all active correspondents of the Magazine.

Safety First

A. W. Smalley, General Chairman.

One of the many good and valuable addresses that was made at the General Safety meeting held at Minneapolis on March 23, and attended by Governor Hammond of Minnesota, was that of Jos Cochrane, blacksmith in the Minneapolis Shops: As it was a written address the Magazine is able to publish it in full.

Ladies and Gentlemen:

The wisest man the world ever saw, said long long ago, "Of making many books there is no end, and much study is a weariness to the flesh." King Solomon certainly knew what he was talking about when he sprung that proverb on a poor, suffering public, for as a writer of song and proverb, he stands without a peer in any age; as a historian or after dinner speaker, he's got Fiske, Roosevelt and even our own William Henry Eustice beaten to a frazzle; and I don't wonder that the old gentleman felt tired when he got through, as I had the same feeling myself after I had tackled this job, and maybe you'll have it too before I get done.

Although much has been written, a great deal more has been said in R. R. circles on Safety First than any other subject I know of, and why should it be so? It is because of the fact that every department has at all "Safety First" meetings, a representative who has a voice and vote in all matters in connection with the movement. Therefore, the men have reason to expect that their interests are being well looked after. Another reason may be advanced. The Company realizes perhaps that as the men are on the job all the time, they have better opportunities of knowing what is required to make conditions safe for both public and employe, hence, the monthly meetings, the exchange of ideas, the co-operation of employer and employe, when both are working together in harmony, means efficiency in the service.

While much has been accomplished during the last three years, a great deal more ought to be done if results are to be had. Do you really think that because a few safety devices have been installed you can lay down your oars and rest? On the contrary, if anything worth while is to be accomplished, you must keep at it all the time, for in this manner only can efficiency be reached.

I have heard it said that on the storm-beaten rock of Gibraltar these words are inscribed: "Eternal vigilance is the only price of safety." If we are to make a grand success of this movement as it ought to be done, we must be eternally vigilant, with the result that accidents will be reduced to the merest minimum.

Now I think I hear some one say: "If all this work has to be done to make conditions safe, it will take a lot of money." Yes, it takes money. Through the kindness of Mr. Erickson, blacksmith foreman, I received the following figures: In the months of December, January and February in the blacksmith shop at Minneapolis, there were 265½ tons of iron used in the manufacture of safety appliances for 1,793 freight cars, at a cost of blacksmith labor along \$8,913. When you consider the cost of fuel, material and installation of all of these appliances, it can be readily seen that the amount will be enormous. Yet, if these appliances have been the means of saving human life, if it has been the means of saving the life of an only son to his widowed mother, or the life of a husband and father to his wife and his dear little ones at home, it has been money well spent.

I was reading one of Longfellow's poems the other night, and this is how it appeared to me in its relation to the Safety First movement:

"I look'd around but yesterday, and lo right at the front I saw great warriors in the fray, whose blades were never blunt. Lieutenant Mack stood on the deck and Sergeant Dimmitt, too, with Rodger, Captain in command, head boss of all the crew. Lives of great men all remind us, not to allow our brain to rust, but inspire our minds with new ideas, along the lines of Safety First. Safety First, then, is our slogan, while we're plugging every day. When we see a thing that's busted, fix it up without delay. Human life is in the balance, if we don't repair that break. A mother's boy may be the victim of one little sad mistake. Draw it to all the boys' attention, if they'd keep their record pure: To remember that prevention is far better than the cure. Let us then be up and having "Safety First" goods up-to-date. Never halting, keep on rubbing accidents clear off the slate. It's a grand cause, boys, we're working for. Let us do what we can to make it universal for the brotherhood of man. A few may say there's nothing in it; stick to it boys through thick and thin. You will some day be the victor. There's no question but you'll win. Onward, then, with strong endeavor, keep it up, you're doing fine. Soon you'll hear them sing your praises along the whole Milwaukee line.

From the Bureau of Safety.

In less than three years the movement known as Safety First, the object being the conservation of human life, has taken a firmer hold on both railroad employes and the public than any other movement that has been started in recent years. So widespread has been the movement and so sincere the co-operation by the employes of the railroads operating in the United States, that the lessening of the number of disabilities and deaths and preventing of serious and avoidable accidents that Safety First has become a national slogan.

In 1911 when the Safety First movement began to spread one railroad employe on the average was killed for every 400 taken on, while the toll of injured was far greater—one in every 26. Investigation of these records indicated that the majority of accidents on railroads were of preventable character, in most cases were due to the failure on the part of the person injured to use reasonable care, or through the negligence, carelessness or thoughtlessness of the fellow-worker.

The number of such accidents in railroad operation have been reduced by the Safety First movement and the remarkable decrease that has been made since its inauguration has only been brought about through the co-operation of employer and employe.

Figures for the quarter ending September 30, 1914, issued by the Interstate Commerce as compared with the corresponding quarter of 1913, showed for train accidents a decrease of 30 in killed and 1,456 in injured; for other train accidents, a decrease of 362 killed and 3,697 injured; and for industrial accidents, a decrease of 33 killed and 4,427 injured—making a total decrease in all classes of 425 killed and 9,427 injured. Taking the figures for the whole year at this ratio, the decrease would be 1,700 in killed, and 37,708 in injured.

While these figures are more than pleasing to the men who made this movement possible, I am sure that words could not express the feelings of these 1,700 employes who have striven so hard to make these figures facts; and from my experience in the Safety First movement on the Milwaukee System I am sure that we have in a considerable measure helped to make these figures reach the great sum of 1,700 less killed and 37,708 less injured upon the railroads of the United States, and

that the following quarter will show still larger reduction.

On April 2 the Safety First Committee of the Musselshell Division held their monthly meeting in the Y. M. C. A. rooms at Miles City, Mont.

The meeting was called to order by Superintendent Spencer and after dispensing with the minutes of the previous meeting suggestions were read.

Fireman McMinn called attention to the fact that he has noticed station platforms with trucks left in unsafe position, and Superintendent Spencer said that the would issue instructions to all agents regarding blocking of trucks when not in service and instruct them to have tongues hooked up at all times.

Committeeman Rivers reported having received one and one-half dozen pairs of goggles, which will be turned over to Mr. Tanner, who will distribute in the shops to employes whose duties necessitate the wearing of goggles, and will take a receipt for same.

After receiving other minor suggestions and taking action on them the meeting adjourned, to be called again the early part of May.

On Monday, April 12, the Safety First Committee of the C & M. Division met in the office of Supt. E. W. Morrison and a large attendance was present, including Mr. A. W. Smallen.

The minutes of the last meeting were read. Several of the suggestions that have been referred to other departments for their advice had not been answered and the committee recommended that the same suggestions be referred to the different departments again, asking them to give replies before the next meeting that is to be held on June 11.

The Idaho Division Safety First Committee held their January meeting in the office of Superintendent Sawyer at Spokane, January 9, 1915.

Suggestion was made that the stock chute at St. Maries extended over far enough to cause possible injury, and Superintendent Sawyer advised that the chute be moved back.

Complaint was made that care was not used at all times by firemen in taking water, the result being that the ground around the tanks was generally covered with ice, and afforded possible chance for injury to trainmen working around trains.

Another suggestion that was recommended by the committee was to have a derail for the west leg of the passing track at Blummer Junction, and Roadmaster Larson was instructed to have one placed at once.

The suggestion by Committeeman Armstrong that the L. & W. engines were not equipped with steps or plates between the running board and the cylinder and that there was no platform under the headlight, was referred to the mechanical department for investigation and consideration.

On January 23, LaCrosse and North Divisions Safety First Committee meeting was held in the office of Superintendent J. A. Macdonald.

After reading the minutes of the last meeting, Superintendent Macdonald spoke of the accidents that had occurred on the LaCrosse & Northern Divisions the previous two months, which showed a decrease as compared with the same two months in 1913. He stated that there had been comparatively few serious accidents since the movement had been inaugurated.

Mr. Smallen gave a very interesting and instructive address, outlined what the Safety First movement stood for and was accomplishing, especially on the Milwaukee Road.

Conductor Hatch called attention to the fact that the brass trimmings on steps of coaches became very slippery when worn and suggested other material be used for safety and economy.

The proper care of station platforms during the winter months was discussed, and

much had been done to keep them clean and free of ice.

Several other matters of local nature were discussed and actions taken to correct same.

The meeting adjourned until the middle of March, to be called by the superintendent.

On February 2, 1915, a joint Safety and First Aid meeting was held in the Masonic Hall, at Sheffield station, Kansas City, Mo., with thirty-three employes present.

Meeting was opened at 12:45 p. m., by Mr. A. W. Smallen, chairman of the General Safety First Committee, who compared the records of 1914 with those of 1913, which showed a decrease of 40 per cent in the number of men injured. He called attention to this record as compared with other railroads, our record being the best, showing fewer injuries to the number of employes in service.

Mr. Smallen gave way to Dr. W. N. Lipscomb, in charge of the Red Cross Car, so he could have all the time possible to talk to the men on First Aid to the injured.

Dr. Lipscomb gave a 45-minute talk on First Aid to the injured, explaining fully with illustrations, how to care for the injured parties until a doctor could be called and injured party given proper medical attention.

He explained how to treat and take foreign objects out of the eye, how to stop the flow of blood, how to treat burns, fractures and broken bones of the arm and limb, broken ribs, etc. Gave illustrations of how to make an emergency stretcher. Also explained what to do in case of fainting, severe shocks or epileptic fit. And impressed strongly upon those present that stimulants must not be given to any one injured.

Dr. Lipscomb stated that 14 per cent of the deaths resulting from injuries are caused by improper attention given the party before a doctor can be reached.

On February 8, 1915, Roundhouse Foreman A. W. Lawrence of Austin, Minn., held a semi-monthly Safety First meeting in the roundhouse at Austin. The following suggestions were offered by committee men:

Bracket loose on main shaft on south end of machine shop and one loose in center of shaft. "Repairs were made this date."

Tools being left lying around roundhouse should be picked up and returned to tool rack so no one would fall over them and be injured. "Instructions issued again today for tools to be picked up and placed in proper place."

Railing around fan to blacksmith shop loose; also boxes to fan shaft has too much lateral motion, unsafe for any one to work around. "Those repairs will be made at once."

Engine material piled back of large shaper, making it bad for any one using machine. "All material moved today."

Loose pulley to wood-working machine in carpenter shop should be bushed and shaft repaired so that machine could be stopped when not in service. "These repairs will be made in the next few days."

Safety First was organized on the Northern Montana Division, January 11, 1915, at a meeting held by the officials and employes of the division at Lewiston, Mont. Mr. A. M. Smallen, general chairman, was present for the purpose of organizing the movement. There were one hundred persons, including officials, employes and their families, present.

Meeting was called to order at 8 p. m., by the superintendent, Mr. C. L. Whiting, who was ex-officio chairman. The chairman after appointing the secretary, gave a short talk on the purpose and value of the Safety First movement.

Mr. A. M. Smallen then gave an interesting address, explaining in detail what Safety First had accomplished since its organization on the C. M. & St. P. Ry., and what is hoped will be done in the future.

Mr. Smallen's address was followed by short talks by Trainmaster Bowen, Chief Dispatcher Welch and Roadmasters Courtney and Gould.

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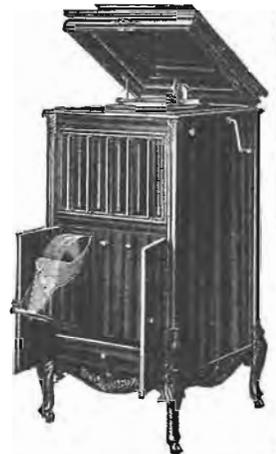
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The chairman then took up the work of organizing, naming Trainmaster Bowen, Chief Dispatcher Welch, Roadmasters Gould and Courtney, Roundhouse Foreman Chamberlain and Arnold, Car Foremen Retallick and Missen, Traveling Engineer Voss, Chief Carpenter Coulter and Claim Agent Bullwinkel as committee men. One committee man was then elected from each of the different crafts by the employes. Those present were: M. M. Martin, G. E. Murdock, M. Griffin, G. B. Hall, G. E. Martin, H. T. Simms, A. G. Hinter, Fred Wesley and Thos. Flynn.

The chairman then called on each of the newly elected committee men for their opinion of Safety First, all responding (except G. E. Murdock, who was not present) expressing themselves as being well pleased that Safety First had been organized on the Northern Montana Division and that they would do everything possible to help the movement along.

Short talks were then made by D. F. & P. A. P. H. Scanlon, T. F. & P. A. E. A. Bradley and Conductor R. A. Loveland of the C., M. & St. P. Rly., and T. F. & P. A. J. R. Cook of the Great Northern Ry.

For the Information of Agents C. M. & St. P. Ry. and All Concerned.

On November 7, 1914, indictments were returned by the federal grand jury at Chicago against a certain shipper on charges of violating interstate regulations relating to freight tariffs by fraudulent billing of shipments. On Friday, April 2, 1915, the president and general manager of the company was fined \$125 and costs by Judge Carpenter in the United States Circuit Court at Chicago because of misdescription of art glass shades as glass shades. These shipments were forwarded from Chicago to various points in Western Classification territory, and the classification shows plainly, glass lamp shades, art glass, double first class, and glass lamp shades, not decorated, second class.

Had A Fine Trip.

Translation of attached clipping from Tacoma Tidende of March 5, 1915. Interview with Mr. John W. Arctander, the well-known Seattle attorney:

"Which road did you take going west, and what kind of a trip did you have?"

"When I tell you that I came over the Chicago, Milwaukee & St. Paul the last part of your question answers itself. It is impossible not to have a pleasant trip when you go with the Milwaukee. During the last fifteen years I have crossed the mountains, going west, and tried all the roads, but none of them is in the same class with the Milwaukee. They are all good, but the Milwaukee is best. That it was built last may possibly explain this, but not fully. It is not only that extraordinary diligence and care were used to get a roadbed as near perfection as possible, but furthermore, all the cars are built of steel, so that even in case of collision you are safe. You feel even more secure when you know that the railroad owns all the sleeping cars, not the unpopular Pullman Company, as on many of the other roads.

The service is also quite different. You feel that you are not prey for the Pullman waiters, but that you are treated like a human being.

Another thing about this road that must be mentioned is the wonderful dining car system. There is no road in America, either east or west of Chicago, that can be compared with the Milwaukee in this respect, neither as far as the quality of the food is concerned or the moderate prices.

You know, perhaps, that I am a regular coffee crank.

Enough said when I tell you that I have never got such good coffee in this country as on the Milwaukee in the dining car.

Stedograms

(Continued)

Railroad Men I Have Met.

Once upon a time there was a telegraph lineman who had had many thrilling experiences. It would take reams of paper and gallons of ink to recount them all. One day in the office he was retelling his adventures while working for a railroad in South America. Here is the most striking: "While stringing wire we came to a deep, wide canyon and from the top could not see the bottom. The trees and crags about were covered with the nests of vultures and while examining one of them we found scattered through the debris a number of diamonds in the rough. We surmised the diamonds came from the bottom of the canyon, so we killed a native antelope and cut the meat into strips, throwing the strips down the canyon walls. The smell of fresh meat and blood soon attracted the vultures to the scene and they swooped down, clawed the meat in their talons and would fly up to their nests with the food. Here we would drive them off and take the meat away from them and the side that had lain next the ground would be covered with diamonds that stuck to the meat."

Moral: If you can't think of a good one of your own read the adventures of Sindbad the Sailor.

We are going to the Fair, you can feel it in the air.

Everybody's going, we will all be there.

It's the one chance of your life

To entertain your wife,

So buy your tickets early for the great big Fair.

Choo, choo, choo! The dame has found her shoe;

The master has the tickets and we're feeling well-to-do.

We will ride the old Milwaukee,

We will ride the new Milwaukee,

When the engine gets to steaming with its choo, choo, choo.

We are going, yes or no; we are going, snow or blow;

We are going to see the Fiji and the fuzzy Eskimo.

We will ride the old St. Paul,

We will ride the new St. Paul;

We will ride in ease and comfort to the great big show.

Ding, dong, bell! The cover's on the well.

We are off to see the Expo and to hear the San Fran yell.

We will ride the old Milwaukee,

We will ride the new Milwaukee,

As the engine rings an epic with its ding, dong, bell.

You can take your girl along, get a chaperone not strong

On all the little nothings that should win amongst the throng;

You can hold her willing hand

When you stop to hear the band

Play "Take the Old Milwaukee and You Won't Go Wrong."

Toot, toot, toot! Make merry with the loot That goes with fairs and fair ones, then follow up your suit

And ride the old Milwaukee,

Yes, ride the new Milwaukee

To the San Fran Exposition with its toot, toot, toot.

Smiles

Had His Trunk for a Month Ago.

baggage agent
cm&stp ry co.
Miles City Mont.
dear sir

for a month ago has been a trunk in your baggage room and will please if you have that there trunk up there please anser me soon bekauz has valew for 25 dollerz and i wand no if iz that there rite a lettre please soon and a would so much oblige you.

i remane yours trule

Tom R—

2 number

the number of trunk 278165
the edres is

Tom R—, 34.

Sheboygan wis

Confidence.

The following incident recently occurred on a railroad operating automatic block signals in New Hampshire:

A Hayes derail was installed on a siding. Soon after, a brakeman of French-Canadian extraction was sent out to throw switches and let an engine out on the main line. He threw the main-line switch, but ignored the derail. The engineman took it for granted that all was clear, proceeded, and was nearly ditched. The following dialogue thereupon ensued between the engineman and the brakeman:

Engineman: "Didn't you know that derail was there?"

Brakeman: "Sure, I know she's there."

Engineman: "Then why in h— didn't you throw it?"

Brakeman: "I saw them signalmen putting it in yesterday, and I think, of course, she's same as all their stuff—flops before the engine gets to it."—*The Signal Engineer.*

They had been engaged only a few weeks, but a little coolness had arisen between them.

"There is nothing that makes me so thoroughly angry," she cried, tears of rage in her blue eyes, "as to have anyone contradict me. I just simply hate to be contradicted."

"Well," he said, in a conciliatory tone, "then I won't contradict you any more, Isabel."

"I don't believe you love me," she asserted.

"I don't," he admitted.

"You are a perfectly hateful thing!" she cried.

"I know it," he replied.

"You're trying to tease me, aren't you, Sam?" she queried.

"Yes," he conceded.

She was silent for a moment. Then she said: "Well, I certainly do despise a man who is weak enough to let a woman dictate to him. A man ought to have a mind of his own."—*Harper's Monthly.*

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Montgomery Ward & Company

NEW YORK — CHICAGO — KANSAS
CITY — FORT WORTH — PORTLAND

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Special Commendation

Operator E. E. Edwards, who has been working second trick at Coon Rapids, received a credit mark in the roster for the discovery of brakes sticking on a passenger train which passed his station April 16th. The train was stopped at Bayard and notified of the trouble.

F. F. Foster, agent at Elwell, has been given a letter of commendation and credit in the roster for noticing and reporting brakes sticking on a car in a passenger train as it passed his station.

Brakeman E. H. Anderson, with work train, Rehbock, conductor, discovered a broken rail near station at Morley. He was given a letter of commendation by Trainmaster Hoehn for his watchfulness.

On February 1st, during a heavy snow-storm, E. F. Hofmaster, agent, Nora Springs, noticed something wrong with the pilot of head engine on passenger train No. 32 and called the attention to same of the crew, who found a piece of 2 by 8 plank twelve feet long wedged under the pilot. His action undoubtedly averted an accident.

A mark of commendation has been given Station Baggage man Edward Tebbe, at Red Wing, who discovered a hot box on a car in extra east passing Red Wing about 9:28 p. m. February 12th, on his prompt action in flagging the train and notifying the train crew.

As first section train 62, March 12th, passed the section crew just west of Frontenac, Section Foreman J. Krelberg noticed a sliding wheel. He promptly signaled the trainmen and train was stopped and brakes released. Mr. Krelberg has been given a credit mark for his watchfulness and prompt action.

On March 30th when extra east, Smith, conductor, was crossing the Jim River east of Woonsocket, Brakeman Flynn discovered a broken beam on STP car 73658. He immediately stopped the train, when the beam was chained up. By his prompt attention to duty Brakeman Flynn probably averted a serious accident, so we have added his name to the roll of honor, upon which we invite the public to gaze.

While extra east, Gordon, conductor, was pulling out of Plymouth on March 6th, Station Agent Heironimus discovered a brake beam down and immediately notified the agent at Plymouth Junction, who stopped the train, and the beam was taken down before an accident occurred. The facts have been placed to Mr. Heironimus' credit.

Special credit record has been given Agent B. C. Snyder, Paralta, Iowa, for discovering and reporting dragging brake beam on car in extra west while passing his station on April 8th. A letter of thanks and appreciation has been sent to Mr. Snyder by Trainmaster Hoehn.

Special commendation has been given Car Inspector C. W. Maughan for discovering badly broken flange on car in train 74 out of Melstone April 18th. The car was loaded with ties and in head end of the train. Seventy-four leaves Melstone with double-header, down grade, and all the brakes in the train are set. It therefore required close inspection to find the trouble, which, if it had not been located, might have caused serious damage.

Mr. A. B. Whitney of W. H. Penfield's office, while riding on observation car platform of No. 146 on April 11th, discovered a broken rail about two miles east of McFarland. He reported the same to Conductor Plumb, who in turn advised the dispatcher in Milwaukee. Immediate action was taken and the rail found before any damage had occurred. No doubt that Mr. Whitney's keen observation and quick thought were the means of preventing an accident and Superintendent Thurber, through The Magazine,

extends his thanks to Mr. Whitney. The Magazine is also indebted to Conductor Plumb for the item, which he brought to the attention of the editor. Special commendation is due.

Car Inspector Joseph Black discovered a broken wheel under a coach in train 26 at Marion February 13th, it being the center wheel in a six-wheel truck. His good work is much appreciated by the officials of his own and of the operating departments.

Conductor J. D. Kite of Coburg has received special commendation and credit in the roster for observing a dragging brake beam under car in train 69 March 29th, between Liberty and Birmingham, Mo. Prompt action was taken and an accident thus avoided.

Assistant Yardmaster Hebert, Minneapolis, has received special commendation from Superintendent VanDyke for his prompt action upon finding a piece of broken flange seven inches long. Immediate search was made for the car and the wheel from which the flange was broken off located. Special credit has been given Mr. Hebert in the roster.

Section Foreman F. Elmer, Plymouth, Wis., has received a letter of commendation from Superintendent Clifford for discovery of broken switch point in west passing track at Waldo. Train No. 74 was due and Mr. Elmer promptly flagged the train and probably avoided a serious wreck.

Mr. G. B. Baker, agent, Saltese, Mont., has received a letter of commendation from Superintendent Willard for his prompt action in stopping train No. 64 February 11th after he had discovered a brake beam dragging under one of the cars in the train while it was pulling by the station. Mr. Baker's watchfulness probably prevented serious damage and credit has been given him in the roster.

Mr. J. N. Elsner, agent, Hale, Iowa, has received a letter of thanks and commendation from Trainmaster Hoehn for discovery of a dragging brake beam under car in train 261 January 23rd. The train was stopped at Olin, thereby averting serious damage. Credit has been given Mr. Elsner in the roster.

Conductor R. C. Falck, Idaho Division, has received a letter of commendation from Superintendent Sawyer for prompt action when a car was derailed in 2-64, one-half mile east of Plummer Junction. The conductor of 2-64 reported that main line could not be cleared until the arrival of the wrecker from Avery. Conductor Falck was on train 65 and was instructed to go from Karnac to the scene of the wreck and render all assistance possible. In a short time after his arrival there he had cleared the main line by tipping the car over and by his good judgment and energy prevented serious delay to main line traffic.

Crossing Flagman P. J. Callahan, Fairview avenue, Merriam Park, is entitled to special commendation for the discovery of a broken frog in west-bound track, 6:50 a. m., April 2nd. He immediately arranged to stop trains and notified the section foreman. His vigilance and prompt action are much appreciated.

On April 12th Operator Percy Roberts discovered fire in empty St. Paul car 22990 at Milton, Wis., and by prompt action prevented a bad fire. He has received a letter of commendation and credit in the roster.

Brakeman T. M. Borman, C. & C. B. (Ill.) has received a letter of commendation from Trainmaster Richards for discovery of a broken rail on west-bound track east of Stillman Valley April 4th. He has also received credit for his vigilance in the roster.

Special commendation is accorded to William Cort, son of Agent E. M. Cort, Tremble, Wis., for the discovery of a dragging brake beam under car in train 74 March 27th as train was passing the station. The young

man was standing across the track opposite the station and heard an unusual sound in the passing train. He saw a brake beam was down and flagged the train immediately, stopping it before the car passed over the east switch. Procuring some wire, he helped the brakeman repair the hanger and the train proceeded without serious delay.

While No. 74 was passing No. 65 at Tremble, Wis., March 26, Head Brakeman Gleason, on 65, noticed a brake beam in bad order on St. P. car 503522, train 74. He immediately notified the conductor of that train, which was stopped before any damage had occurred. Special commendation is due Brake-man Gleason for his vigilance.

Mr. P. H. Regan, section foreman, Tatanka, S. D., T. M. Division, has received a letter of commendation for prompt action and vigilance in discovering a broken brake beam under car in freight train passing that station. The train was stopped and repairs made without causing serious delay.

Engineer William Leaf and Fireman Oscar Taylor, Marmarth, N. D., have received letters of commendation and thanks from Superintendent Hill for prompt response to a call at McIntosh at 12:15 p. m. March 21st to go with engine 5537 to Morrastown and doublehead No. 17, account their engine failing. They left McIntosh just twenty-five minutes after the call was placed.

On April 6th, about 11 o'clock in the evening, a fire was discovered by Grant Oakes, fireman on No. 66, which proved to be in the Milwaukee Elevator Company's elevator at Horicon. Caboose 0685, which was standing on the elevator track, would surely have been burned to the trucks had it not been for Louie Greenland, third trick operator; Rlenhold Schultz, call boy; Ed Smith, conductor on No. 66, and James E. Whitty, engineer, pushing it away from the burning building. This goes to show these men have the right kind of spirit and are on the look-out for the protection of the company's property.

Pleased to Recommend the Milwaukee.

Enroute.
Dear Mr. Sherman: I want to tell you that I have had a most delightful journey. Everything one could wish has been done for our comfort. Thanks to your thoughtfulness, I have a very pretty souvenir of my trip. I was invited to "pour" the first day out.

I shall always be pleased to recommend the C., M. & St. P. road to any who may be contemplating a trip. Thanking you for your personal interest on my behalf, I am,

Very truly yours,
(Miss) NELLIE A. GRAY.

Mr. M. W. Sherman,
Bellingham, Wash.

Missed the "Fine Milwaukee Train."
OFFICE OF THE MAYOR.

Spokane, Wash., March 18.

Mr. W. P. Warner, City.

Dear Mr. Warner: Mrs. Fassett desires me to express to you and to your office her appreciation of the kind and thoughtful attention she has received from you and all along the line of the Milwaukee. She writes from New York: "I have missed my fine Milwaukee train, with its fine bed and freedom from dust and jar and noise." Her transfer in Chicago was made easy by your forethought in wiring your people to look out for her comfort there.

I wanted you to know that I appreciate this kindly attention.

Yours truly,
(Signed) C. M. FASSETT.

New York, N. Y.

Mr. M. W. Sherman, Passenger Agent,
Bellingham, Wash.

Dear Sir: I must write you even at this late date and thank you and the C., M. & St. P. Railway for the kind attention shown Mrs. George E. Thompson of your city, now the

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MILWAUKEE, WIS.



guest of Mrs. Graves and myself here, on the occasion of her trip here a few weeks ago.

Not only was her journey to Chicago a most comfortable one, but she was much surprised on arriving there to be called by name on leaving the train and introduced to a Mr. Gilbert of your road. Mr. Gilbert helped her on the bus and assured her she would be well looked after at the La Salle Street Station. She was met there by another of your men, who attended to her ticket and baggage for her and saw her on the New York Central train.

Of course she expected the finest of trains and service on the C. M. & St. P. Railway, for I had told her all about it, but the kindly and courteous treatment shown her in Chicago was a most pleasant surprise. She wishes me to thank you for your interest in her journey and assure you that she found the road all that I had promised her it would be.

With kindest wishes for your continued success, I am,

Very sincerely yours,
E. B. GRAVES.

Train extra east March 27th stopped for the railroad crossing at Chaska, Minn., while the brakeman went ahead to flag the crossing. When Engineer G. Ostrander started the train he heard a peculiar noise and stopped, sending Fireman Hayes back to see if he could discover the cause, and found a steel brake beam down and dragging under STP 500729. Repairs were made and a possible derailment averted.

William Aggas, engineer on No. 15, the west-bound Olympian, reported to Conductor Foster what he thought was a broken rail about two miles east of Selby. Section men were called and found the broken rail and repairs were made. The prompt reporting of this broken rail permitted the dispatcher to notify train 18, the east-bound Columbian, and avoid their running over it before repairs were made.

Train No. 65, April 2nd, Conductor J. H. Barrett, about one-half mile west of Webster, discovered smoke about the middle of his train and stopped and found sand-board down under STP 8006, which would undoubtedly have caused a derailment if not discovered. The train was backed to Webster and the car set out. The same train, when passing through Groton, had a brake beam down, which was reported to the agent by a traveling man who was on the platform. The train was stopped at James and the brake beam removed. The agent did not ascertain the name of the man making the report, but he is entitled to special commendation.

Train 76, March 11th, a brake beam came down on SRL 13053 in Webster yard, derailing one pair of wheels, which ran on the ties for about a mile and railed themselves at a highway crossing. Brakeman Bishop discovered the brake beam missing when inspecting the train at Ortle. Engineer James Reilly, on No. 16, the Olympian, discovered the brake beam on the track and stopped to remove it and discovered that wheels had been off and that bolts and spikes had been cut off and broken and track not safe. He was sent over the west-bound track, causing only a slight delay. Brakeman Bishop and Engineer Reilly are entitled to special commendation for having discovered these conditions.

Engineer Frank Reese, when going to the roundhouse at Aberdeen April 18th, discovered a broken rail in the main line at the switch leading to the rip track. The matter was reported and the broken rail repaired before an accident occurred.

Pat says: "Whin Oi was road masher on the Great Weedy we had a son av a gun av a chief engineer that wouldn't put in a yard if he couldn't put it on a curve. But ye couldn't blame the poor mon. He was raised on a couple av curves. He was bow-legged."

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BOSS NUT COMPANY

RAILWAY EXCHANGE, CHICAGO

On The Steel Trail

T. M. Division (West End) News.

M. A. Tripp.

Engineer William Morris is the proud father of twin boys who arrived at his home the early part of April, but not on April fool's day.

C. C. Croal, assistant to solicitor, Aberdeen, S. D., was a visitor at Marmarth on April 7, on matters connected with the Legal department. Mr. Croal is a very pleasant man to meet. We hope to meet him oftener.

W. R. Lanning, chief carpenter, is laying off on account of ill health. Herman Buchholz is temporarily taking Mr. Lanning's place. The latter is one of the Puget Sound lines' oldest employes with an enviable record and we sincerely hope Bill Lanning will soon be back at his work.

John B. Wyman has returned from spending two months at Rolfe, Iowa, with friends and relatives. John has since gone to White Sulphur Springs, Mont., and expects to enter the train service.

W. M. Hartfield of Mobridge, S. D., has taken the position of yard officer in the Police department, vice Dan House, assigned to Mobridge duties.

C. J. Olson has been assigned first truck operator's job at Lemmon, vice O. E. Bratsberg, on vacation.

W. F. Keeling, clerk to T. J. Scanlon, car foreman at Marmarth, is visiting his parents at Nemaha, Neb., for two weeks.

Operator Fielder, at Bowman, N. D., has taken three months' vacation and will visit the Panama-Pacific exposition at San Francisco, Calif.

It is with much regret that we chronicle this month, the death of Mrs. V. E. Freemore, wife of Engineer Verne E. Freemore, which occurred on April 1, 1915, following an operation. Prior to Mrs. Freemore's residence here she lived in Tomah, Wis. Since living in Marmarth, Mrs. Freemore won many friends and the community extends its sympathy to the bereaved husband and little daughter Verna, but two and a half years of age. Funeral services were held at Heller, Wis., April 4, 1915. Mr. Freemore's parents, Andrew Freemore and wife accompanied him Wis., April 4, 1915. Mr. Freemore's parents, Andrew Freemore and wife, accompanied him on his return home for a visit.

P. Burns, roadmaster at Marmarth, N. D., has been transferred for the summer to the Muss. Division, with special duties in graveling and ballasting most of the M. S. Division. Mr. Burns is eminently qualified to perform the duties assigned. His former position is being filled by J. E. Burns at Marmarth.

L. A. Poppelton is the new yard track foreman at Marmarth, taking the place of J. E. Burns now acting roadmaster.

Agent F. R. Hoesley of Timber Lake, S. D., is the father of a new boy who arrived at his home the latter part of March.

Miss Doloris Burns has accepted a permanent position as stenographer and clerk in two roadmasters' offices at Miles City, which carries a better salary than the place held at Marmarth. Miss Burns' friends are glad to learn of her deserved promotion.

Agent Nicholas Gahr, Gascoyne, N. D., is taking a brief vacation while looking after his farm at Haynes, N. D.

Quite a number of robberies, both of freight and passenger stations have been reported the past two weeks along the T. M. and M. S. Division by the usual annual American hoboes. All employes should from now on continually be on the lookout and see that all freight and money are carefully guarded against robbery. This spring the hobo seems to be moving rather early and in greater numbers than previous years.

Des Moines Division Notes.

Libbie A. Garber.

A quiet wedding which will be of interest to a large circle of friends, was that of Miss Jessie M. Oxley to Roy H. Craig of Chattanooga, Tenn., which was solemnized by Rev. C. S. Medbury, Thursday afternoon at four o'clock at the parsonage of the University Place Church of Christ of Des Moines. Following the ceremony a dinner was served at the Hotel Chamberlain, Des Moines.

The bride is the daughter of Mr. J. M. Oxley, formerly superintendent of this Division, but now superintendent of the K. C. Division at Ottumwa.

Their many friends on the Des Moines Division join in congratulations and good wishes.

Violet Chamberlain, daughter of Section Foreman John Chamberlain at Fonda, Iowa, visited friends at Chicago last month.

Wife and daughter Tressa of Brakeman W. F. Trotter are home from an extended visit with relatives at Cheyenne, Wyo.

Mrs. R. P. Edson, recently returned from a few weeks' stay at Mason City, where she visited her daughter, Mrs. F. W. Chambers.

Mrs. P. M. Donahoe and Gertrude Donahoe, mother and sister of Brakeman Chas. Donahoe, are visiting friends at Rockford and Rock Island, Ill.

General Freight Agent J. G. Love of Chicago, on his return from a trip over the Division with Division Freight and Passenger Agent, C. E. Hilliker of Des Moines, was in Des Moines April 7th.

Brakeman Neal Horine returned the forepart of last month from Hillsboro and St. Louis, Mo., and reports a splendid time.

Mr. W. M. Harvey of Chicago was in Des Moines March 30th.

Engineer Geo. Chambers and wife of Des Moines returned the first of last month from Arcola, Texas, where they spent the winter.

Mrs. Mollie E. Appleby, mother of Brakeman O. L. Appleby, is visiting at Fairland, Okla.

Mr. C. V. Hammar, of W. M. Harvey's office, Chicago, was in Des Moines Saturday, April 17th.

Wife of Conductor M. A. Deer, accompanied by her daughter Clara, left last month for an extended visit with relatives at Pomona, Kans.

Fireman Guy E. Chinn and wife recently returned from a visit with relatives and friends at Mallard, Iowa.

Mrs. M. Bachman, mother of Brakeman C. E. Bachman, is visiting at Keokuk, Iowa.

Mrs. S. E. Dime, chief clerk to Superintendent R. P. Edson, returned the middle of last month from a short visit with his mother and sister on their farm at Grove City, Minn. His vacancy was filled by Mr. E. W. Olson.

Mrs. C. C. Skinner, wife of Conductor, this Division has gone to visit her parents at Long Beach, Cal. Mr. Skinner, Conductor C. V. Shannon and wife and son Joseph, together with a number of friends will join her there in a few months.

Mr. M. C. Corbett of Mitchell, S. D., has been appointed Third Trick Dispatcher, Des Moines, vice A. F. Larson.

Agents John Knoke of Knoke, Iowa, and H. C. Eby of Jolley, Iowa, are contemplating leaving shortly for the Exposition at San Francisco.

The many friends of Mr. and Mrs. Chas. F. O'Brien extend to them their heartfelt sympathy in the loss of their two children—Forest, age 12, and Rose Lillian, 8—who were burned to death in their home, 3131 East 13th street, Des Moines, which was destroyed by fire on the morning of March 30th. We hope for the speedy recovery of the mother, who was badly burned in an attempt to save them. Mr. O'Brien is a ticket agent at the Union Station, Des Moines.

No. La Crosse News.*H. J. Bullock.*

Mr. C. A. Bush has been appointed general yard master at La Crosse, Wis.

C. & M. division Train Dispatcher T. C. Welch, who has been ill for several weeks here, has returned to Chicago for regular duties.

District Master Mechanic Mr. Mort Smith of Dubuque visited La Crosse recently.

Mr. C. A. Sandberg, who is acting as general lineman, transacted important business here March 24th, departing for Ortonville, Minn.

Chief Carpenter W. O'Brien and B. & B. Foreman A. Fischer were conferring recently in regard to additional requirements to the depot here.

Linemen Snyder, Probart, Olson and Benter have been very busy constructing a cable underneath the new Rose street viaduct.

Scraps From the West End.*C. E. Pike.*

Mr. J. A. Sullivan, stenographer to Mr. F. J. Calkins, export and import agent, left Seattle the first of April to resume his old position with the engineering department of the Panama canal. His position has been filled by Mrs. Ward.

Mr. A. H. Barkley, assistant secretary, and Mr. E. D. Kennedy, chief clerk of the engineering department, accompanied by their wives, left Seattle April 11th for a California trip, and expect to do both expositions. Mr. Barkley takes a much needed vacation after four years' of office grind.

Mr. F. D. Burroughs, general freight agent, is still in the East, but expects to return in a short time.

Mr. E. H. Barrett, assistant general superintendent at Butte, was a visitor at the general offices in March.

The ball team has had two games so far, and we regret to say lost both of them. The first was played with the Soldiers at Fort Lawton, and the score was 6 to 3. This was the first game and the soldiers have one of the strong teams of the city. The second game was played with the Ballard High School and the score was 5 to 2. This team is considered a strong team also. Manager Ginot and Captain Hansen both say that from now on the team will win, and when two such men make statements of that kind, it means the team will win. Just a little more practice and team work and then a string of victories for the Milwaukee team that will make history in Milwaukee baseball annals. Go after them, boys!

Emil Hansen of the freight claim department came down to work the other day with a beaming countenance and a box of cigars, which he dispensed very liberally to all comers. Occasion—the birth of Emil, Jr. Congratulations are extended.

Mr. Geo. W. Hibbard, general passenger agent, left for California and the Expositions the middle of April.

We take off our hats to "Sted" and "Stedograms." The latter are looked for now as anxiously as K. C. B.'s corner in the daily P. I.

"Gene" Webster left for St. Paul last of March to attend the rate meeting at which the Montana and "E" sheets are to be reissued.

Kansas City Division.

Mr. E. E. Kilbourne, formerly a Kansas City division employe, but now telegrapher and extra train dispatcher on the Columbia division, is visiting old friends on the K. C. division.

E. G. Schaefer of the superintendent's office had the misfortune to lose his father, who passed away April 7th, at the ripe age of ninety-three years.

Among the distinguished visitors at Excelsior Springs this month are: General Superintendent J. H. Foster, Assistant to the President C. A. Goodnow and Mr. C. D. Cass, general manager of the W. C. F. & N. Ry.

More and more each year Excelsior Springs becomes the mecca for those seeking quiet and rest after the busy winter's work. There is no better panacea for the ills that flesh is heir to than a sojourn at this beautiful resort.

Conductor A. A. Floyd is ill at his home in Davenport.

Items From the Chicago Terminals.*Catherine M. Bartel.*

Trainmaster Costello is a busy man these days, spending most of his time at the Union Stock Yards, sorting out the dirty from the clean stock. John should be a good cattle and hog buyer after the session he has had in the past few weeks.

Train Director Fraser has returned to work after about six weeks' absence on account of the illness and death of his wife. He has the sympathy of the entire Chicago terminals.

Switchman Wm. McComb, Union street days was painfully injured when caught between a car and the wall of the Pioneer Paper Box Company's building while pulling that tracer a day or so ago. Understand his injuries are yielding to treatment and that he is getting along nicely.

Yardmaster Logan of the Grain Alley Lead returned from his Florida farm via Havana. Jack says he saw Johnson and Willard work out, but had cold feet when it came to put up any coin on either of them. We understand the bean crop was heavy, but not as heavy as he had anticipated; however, he returned with the Panama hat as arranged.

Car Tracer Farmer is very busy around Galewood these days, getting the delayed cars moving, and in fact moving almost everything that is not nailed down. There are a number of moveables around these diggin's, believe us.

General Yardmaster J. Grunau and wife have just returned from the Panama Fair via Seattle. He looks well and we are all glad to see him back and on the job again. We understand he went into a hardware store in Seattle, in front of which stands the Totem Pole, he thinking said pole was a barber's sign. He says that while at Cataline Islands he counted 16 whales on one rock sunning themselves.

Miss K. M. O'Neil, stenographer in Assistant Superintendent Bush's office, Galewood, is making a collection of flower and vegetable seeds and we presume is figuring on demonstrating the art of gardening at her home in Elgin. We are not in a position to say if it is going to be merely a demonstration or an experiment along the lines of practice for the future. 'Nuff said.

Operator N. T. Sherman of "C" office, Western avenue, has taken a 90 days' leave of absence and departed for his farm in Michigan where he will superintend the putting in of his crops and the raising of fruit, and at the same time the coming Fall that you are looking for some good cider, just call on "Sherm."

In the past day or so we have noticed a slight increase in business; it being in evidence in Yards 1 and 2. Yardmaster Dugan of the Hill is very busy as a result, digging out the hot ones in the forenoon and providing track room for the rubbish in the afternoon. Here's hoping the increase keeps up.

Engineer J. W. Revere and wife visited Milwaukee recently.

Franck Luck, formerly employed in Superintendent Rupp's office, called recently. This is Frank's first visit since transferred to Tumwa Junction by the bridge and building department.

Machinist Jack Sheppelman visited his parents at Fort Wayne recently.

Yard Clerk C. Whiting and daughter Norma made a flying trip to Kansas City on the Southwest Limited some days ago.

Items From the H. & D. Division.

S. E. Keane.

Conductor Guy Wynn and Engineer Lovell Johnson, the regular crew on the Orient line, have taken a three-months leave of absence to stay on their ranch in Idaho.

A. R. Corwine, agent at Linton, N. D., is away on a leave of absence to be married.

C. C. Guernsey, agent at Shakopee, Minn., is back to work after a six-months leave of absence.

The work of constructing twenty miles of double track between Hopkins and Cologne commenced early in April and is going along in good shape. Steam shovel in Appleton pit is furnishing the gravel and is working day and night.

Mr. O. F. Waller, division freight and passenger agent, has again gone to the Black Hills Division to do the plowing on a number of experimental farms that he established on that line last year. The work is being done with a large steam tractor and plow, the machine being operated by George Connor and Frank Cully of Aberdeen.

Tom Boyce, third trick dispatcher on the Middle H. & D. Division, has gone out to his claim in Montana for a stay of three months.

Nine large elm trees have been planted in the parking at Aberdeen station. These trees were donated by Mr. J. H. Firey, immigration agent, from a surplus in his home grounds at Aberdeen.

Attached picture of John Rossmiller, round-house foreman, and Chas. M. Klink, head boilermarker, has two titles: (1) "Mutt and Jeff" and (2) "Why Girls Leave Home." Both men are old pals and have been for many years. It is not anything out of the ordinary to hear people say: "There goes the original Muff and Jeff," as Rossmiller and Klink go by.

Items From the I. & M.

Katherine McShane.

Mr. R. V. Lane, station agent at Castle Rock, has been off duty for several days on account of a severe attack of rheumatism.

Mr. M. Caton and wife were called to Aberdeen, S. D., last week by the illness of Mr. Caton's sister.

Mr. and Mrs. Lyod Howels spent Sunday in Minneapolis.

Machinist Lyod Miller has gone to Minneapolis, where he has accepted a position in the shops there.

Al A. Kurzejka, chief carpenter, and V. Ingman made the official inspection of bridges on I. & M. Division this week.

Harry C. McCall, clerk in District Carpenter F. E. Rice's office in Minneapolis, spent Sunday with Austin friends.

Mr. Harvey Smith, of the engineering department, has been in Austin on business this week.

As spring is with us and summer almost here, work on our depot park is progressing rapidly. We expect to have this summer one of the best little parks in the city.

The Brotherhood of Railway Trainmen held their annual ball April 19th at the armory

in Austin. There was an exceptionally large crowd and proved to be one of the best dances of the season in Austin. The committee in charge is to be congratulated on its efforts.

Mr. Ed McGandy, of the engineering department, is in Austin on business.

Mr. Tom Hainstock, bridge foreman on the I. & M., is wearing a broad smile and passing around cigars. The reason for such actions on Tom's part is that within the last week he has become the proud father of a ten-pound baby boy.

Milwaukee Terminal News.

Josephine Healy.

To begin with, I want to thank my friend who signs himself, "A Reader," who sent me a pair of boots. For his information I wish to say that they just fit.

Yardmaster Lathero, in the Stock Yards, took a day off on March 18; it has been rumored that Mr. Lathero is troubled more or less with the gout, due to high living.

Mrs. John McGinnis, wife of Yard Clerk McGinnis, Seventh street, was called to Webster, Ia., on March 18, on account of the death of a relative.

Caller Bob Smith, Muskego yard office, wishes the readers of the Magazine to thoroughly understand that he now has a mustache, to replace the one which he lost mysteriously.

Clerk John Geisler, in Agent Miller's office, went to Chicago the early part of March to meet two friends of his from Newark, N. J., who are actors.

James Casey and Harold Schaeffer, clerks in Mr. Miller's office, spent Sunday, March 21, at Green Bay with friends.

Herman Runge, fuel clerk at the Milwaukee shops, spent Easter Sunday with his sister at Chicago.

Mr. and Mrs. R. H. Tregoning made a trip to Janesville Easter to visit Mrs. Tregoning's parents, Mr. and Mrs. A. Abendroth. Mr. Abendroth is a car smith foreman for the Company at that place, which position he has filled for thirty years.

Mrs. E. L. Chambers visited Prairie du Chien, her old home, this month. Mrs. Chambers' father is agent for the Company at that point.

Assistant General Yardmaster "Charley" Green has been ill at his home for some time. We hope that Mr. Green will be back in the office real soon, for every one of us misses his smile.

Emmet Healy, the correspondent's father, has put his bus into jitney service on State street, and reports that business is booming.

Foreman R. E. Fox made a trip to Berlin, Wis., to visit his sister, Mrs. J. T. Jones, who owns a farm about four miles west of Berlin.

Jos. Boos, switchman in Fowler yard, has purchased a motorcycle; as Joe lives in the Town of Lake, and doesn't always have a nickel handy for a jitney, it comes in pretty handy.

MADE IN OUR OWN FACTORY



If It Isn't All Right—
Bring It Back

Dolby's Clothing

Spokane, Washington

Section Foreman Peter Marcus, North Milwaukee, died on April 1. Our sympathy is extended to the bereaved widow and family. Fred Laabs has been given the position made vacant by Mr. Marcus' death.

Frank Shannon and Albert Jarke, clerks in J. B. Riley's office, made their monthly trip to Chicago Sunday, April 11. It has been noticed that one of them always gets a hair cut on every trip they make. It has been rumored that Chicago has lady barbers. However, we are inclined to think that there is some other attraction.

Yardmaster Cull is expecting a visit from his cousin, who lives at Medford, and George is all smiles, because it will be the first time he has ever seen him. Besides, said cousin owns the largest farm in that part of the state.

One of the most interesting characters I have met during my period of service with the good old Milwaukee is Mrs. Chas. W. Green, formerly "Switch Annie," well-known by all of the old employes. It will be remembered that, previous to her marriage Mrs. Green tended switches at the east end of the Stock Yards for twenty years, taking the place of her father, who was fatally injured in service. It does me good to meet a woman who had enough ginger in her to tackle a job of the kind allotted to men.

Mr. W. B. Hinrichs, superintendent terminals, was toastmaster and Trainmaster C. S. Christoffer, Green Bay, guest of honor at the annual banquet of Division No. 34 of the International Association of Yardmasters, held at the Republican House on Sunday, March 28. Messrs. K. J. Schwartz, J. E. Mix and W. A. French were in charge. The banquet was preceded by a matinee at the Majestic Theater, which was enjoyed by every one present. Superintendent Hinrichs delivered a very interesting talk on the efficiency of the yardmasters employed by the Milwaukee Road in the Milwaukee Terminals, and suggested that any young lady who was looking for a good husband would not make a mistake by selecting one of his yardmasters.

Jitneyitis is a form of disease prevalent in most offices at this time of the year, when the grass starts to get green and the trees are budding. The first indication is a decided inclination to borrow a nickel from an unsuspecting co-worker.

Operator Cary E. Flaherty is out trying to scare up some accident insurance. Some of us have a hard time dodging him.

Columbia-Idaho Division.

Sted.

We have made up. You remember along last summer a difference of opinion arose between the west and the east of the Old Columbia Division and they were divorced, the east end assuming her maiden name of Miss Idaho and Old Man Columbia booming along on the west end fine and dandy. Recently the case reopened and the referee found that Old Man Columbia had slipped up on his alimony, and a rehearing was called, at which time the judge ordered they should assume to a certain degree their former relations, except as to name—that is, while they are lawfully wedded, at the same time the judge mentioned something about separate maintenance, but I never could understand legal terms. Any way one roof now covers the heads of both families. Miss Idaho brought along her charming daughters, Miss St. Maries Branch and Miss Plummer Branch; Old Man Columbia dragged his two sons, Priest Rapids Branch and Moses Lake Branch; an adopted child, Idaho & Washington Northern, also butted in and resides with us.

This change caused the abandonment of the superintendent's office at Malden. A. E. Campbell has been appointed trainmaster from Malden west, and W. C. Ennis retains his former territory from Malden east. Superintendent Mott Sawyer is in charge of both divisions with headquarters at Spokane. Those who were transferred to the Spokane

office from Malden were Chief Clerk Grobel, who assumes the same position. M. Mr. Sawyer that he formerly held in Malcith. Also came A. A. DeLeo, material clerk, and the writer. The office force is now composed of the following clerks: J. T. Sleavin, Thomas Hughes, Guy S. Bell, Fred Clark, A. A. DeLeo and the writer.

Daily we are meeting new people, among those most socially inclined may be mentioned Gladys Bradbury of the telephone exchange and Flo P. Greer of the cashier's office; also there are several other employes darting in and out that we have not got a line on yet, but there is plenty of time and they will all be introduced in good season.

As usual DeL has made a hit. One day I dropped into the Inter-State for luncheon (we used to call it dinner in Savannah and Malden) and DeL was seated all by his lonely at a corner table with a pretty waitress attending his wants. As I approached I overheard the waitress tell DeL he was full of bird seed. It sounded like it might be some new kind of salad dressing, but it was not listed on the menu, because I looked for it. There must be some joke about it. I'll ask Clark—he'll know. Clark is the stenographer and besides stenoging in the day time he does turns at Pantages evenings: Popcornbritletsaltedpeanutschocolatedropsrackerjack, f-i-v-e-e-n-t-s." He says it helps to pay for supper downtown evenings and carfare home when he has to work nights. All the office force indulge in light diversions evenings, each one having some special hobby, such as making out material or labor reports, keeping train and engineers' time, making out bills and vouchers, dictating letters, etc. The evenings are always spent in pleasant and harmonious recreations.

We have been urging the O., W. R. & N. boys who work on the same floor with us to form a night club also, but they decline, evidently afraid of our bunch. If they would only say yes and go into training we could pull off some exciting and interesting contests this summer. For instance we could play our bills against their vouchers with Tom Lawson for referee; another nice game would be to play our engineers' time slips against their trainmen's with a board of arbitration from the street car department for umpire; again we could play our hours of service against the Interstate Commerce Commission, but that is a deep, heady game which very few understand, those that do being confined in padded cells with iron locks adorning a huge gate made of steel bars. You can place your money on the Idaho-Columbia divisions if they do not go stale from over-training. And now for some heavy stuff.

W. J. Jordan is now chief dispatcher of the Idaho Division, P. L. Hayes going back to first trick.

George Gallagher, formerly roadmaster's clerk at St. Maries, was a visitor in the office lately, being on his way from Salt Lake, Utah, to Minot on the G. N., where he has accepted a position.

Miss Margaret Thomas of Minneapolis is visiting with the family of Clerk J. T. Sleavin.

P. H. Sheridan, passenger conductor, is getting in trim for the summer season with the circus. Ask him to show you the shell game.

Mrs. G. H. Rogers, wife of Train Baggage-man Rogers, is back from an extended visit in the East.

Engineer Richter and Operator Jordan of Pelee were Sunday visitors in Spokane recently.

Walter Swift is now keeping time for an extra gang in the Bitter Roots.

Donald Arnold is taking care of the offices of Roadmasters Gallagher and Allen at St. Maries.

Gus Larson, formerly roadmaster on the Idaho Division, has been transferred to one of the Montana divisions.

C. F. Allen of Miles City has been appointed roadmaster on the Idaho Division having supervision of the territory formerly handled by Gus Larson.

A. B. Crane, assistant engineer, of Seattle, was in the office recently and admitted he expected to see his name in the Magazine.

Mrs. Fred Clark and son, Kirtley, have joined the head of the family and they are now keeping house in the best city west of Chicago: Spokane.

Passenger Conductor W. L. Baker and wife are home from a visit to the fairs in California.

Superintendent Mott Sawyer and wife visited the California fairs last month.

We noticed Resident Engineer L. M. Chase carrying his arm in a sling the other day, also his hand was all done up in bandages and he said it hurt. He told us what was the matter with it, but we have forgotten. Any way he has our sympathy.

"Kittie."

We gotchyu—let's start a bakery.
T. P. H.

Letter and certificate received. Many thanks. Those people don't want men with brains, it's men with money they are after. I spoke to DeL about it and he said neither of us could qualify in either event.

Miss Charlotte Newton is now joint clerk for Trainmaster Campbell, Chief Dispatcher Wilttrout and Roadmaster Ed McGee of Malden. A busy job.

Alas poor Auburn. Wilttrout traded her to Brakeman Walker N. Brown last week for a house and lot in Malden. Any way there is some satisfaction, as Wilttrout told us it paid to advertise.

We desire to thus publicly extend our thanks to the many people who so kindly offered to and did assist us in a search for a house when we arrived in town. Such little kindnesses are not only appreciated for the

effort, but the good-will-spirit which prompts them. We hope to be able to show our appreciation in more substantial form some time.

How do we like Spokane? She is the best town on earth and if any of our Eastern friends come this way and do not look us up we will—well, we can be mean as any one if occasion demands. That's what I call a very neat and dignified invitation. We have only been here a short time but we can make a good guess as to the national flower of Spokane: Dent-de-lion.

Another inspiring object of interest in Spokane are the falls, if one only had time, wherewithal and a fish pole—never mind, brother, the law is off the first and then we will go fishing. The fever is nearly as enjoyable as the antidote.

There are a whole lot of locals running around loose between Avery and Cle Elum, but it would take a police reporter to dig them up. Maybe some of the actors who are responsible for them can capture a few and send us. Don't send too many, or I mean send all you can. When you count them up the total is always the same either way.

We forgot to mention that Wrinkles Grobel is also a recent arrival in Spokane. Seems at home and contented.

Claim Agent Webb also told us to tell the readers he visited the Spokane offices. We have.

To Billie Jones:

We take off our hat to you. You're good. Come again.

**Puget Sound Pioneers' Meeting, Spokane,
June 9-10.**

Circular announcing data of meeting, entertainment, etc., when issued, will be mailed to each agent west of Moberge with request that same be posted in a conspicuous place. This in addition to being posted on bulletin boards at the division points.

Savings and Health

Are the few dollars saved regularly in the past year going to take you somewhere this summer where "change of scene and ozone" will equip you for a successful year ahead?

Or will you be forced to stay at home?

A year soon passes. Decide NOW that next year your dollars will help you *earn more* by making you better physically and mentally.

A few dollars deposited now, and as little as a dollar a week added, will mean a fine "back to nature" vacation for you next year.

Saving brings happiness. Gives you self-confidence. Makes you ready for Opportunity. Keeps the "wolf" away.

We help you save. When you get enough, we help you invest. If you don't have quite enough to invest, we will loan you any fair difference.

SAVINGS DEPARTMENT (On ground floor—just inside of front doors)

3% Interest Paid—Open on Mondays from 10 A.M. to 8 P.M.



CENTRAL TRUST CO.

OF ILLINOIS

125 W. Monroe Street, Chicago Between Clark and La Salle Streets

A BANK

For Your Savings or Checking Account For the Selection of Your Investments
For the Administration of Your Estate For the Protection of Your Valuables
Capital, \$4,500,000 Surplus and Undivided Profits, \$2,000,000

St. Maries Notes.

Business is getting good again from here. Both our lumber mills are going full force days and will soon start nights; shingle mill also going, and box factory will start in the near future. First two weeks of this month we have averaged 83 cars of lumber per week. Floyd Kooney, our genial bill clerk, has returned from Old Pennsylvania. We are glad to see Kooney back to a free country again, but he looks awful lonesome.

Cashier Bednar and wife spent a day in Spokane. Frank says "never again, too hard to work on my return."

"Pete" is now on as night agent, also as chef for the dinner at the Seldom Inn.

Agent Burt and family Sundayed in Rockford with friends last week.

St. Maries is fast becoming an important terminal. We now keep an extra steel train here for make-up trains for Spokane and Seattle.

Trainmaster Ennis is kept busy after the log flats and also the rip track men keeping them repaired so as to keep our log business moving. We are in the neighborhood of four hundred cars short. Looks like a good year.

No more Sundays off for the switch crew. Too bad, when the ball and fishing season is on.

Wonder why it is that now since Operator Horn has been here a while that he does not sleep evenings. Walt says it's the movies. We think it's "After the Movies."

We are still going ahead. St. Maries is now the county seat of Benewah County; just organized.

Lineman Best had a bad accident recently on his gas car between here and St. Joe, suffering badly sprained ankles. We all hope to see Fred up and around again soon. R. H. Robbins is our trouble chaser in the meantime.

We again have the two helper crews on in order to handle the increased business over the hill.

Operator Gray spent a day in Spokane recently, taking in the sights.

We are all pleased to see Switchman Arquette back again after his sick spell.

Spokane local freight crews now tie up and start from here again.

Dispatcher P. L. Hays visited with us recently and then went up St. Maries branch looking for stray cars.

Yard Foreman Donovan and wife took in the big Knights of Columbus banquet in Spokane recently.

Spring has "came." We must all get busy.

Car Inspector G. J. Rosa is back on the job at St. Maries after an absence of thirty days spent in California, visiting relatives.

F. W. Bednar, cashier at St. Maries, has purchased a lot and a residence is under construction. Frank knows how to solve the rent question.

Operator C. A. Olson, St. Maries, spent a few days in Spokane. He was relieved by Mr. Murnane.

Mr. and Mrs. E. E. Wells of Manito spent a few days visiting friends in St. Regis, Mont.

H. B. Parker of Tekoa is a good roads booster now since purchasing his car.

C. H. Thompson bid in temporary job at Goat Rock.

C. & C. B. Iowa (East and Calmer Line.

J. T. Raymond.

Chief Dispatcher Turner and Leonard Hewitt attended a "blow out" at Concord school house on a recent Sunday afternoon. The "78" report reads "burst tire," so their conduct was not so sacrilegious as might be inferred.

The roof of the Green Island depot was discovered on fire in three or four places about noon April 7. The emergency water barrels were all well filled and ready for use. This, coupled with the usual energy and resourcefulness of Agent Mike Burns, saved the station. The fire was set by a passing engine, and looked pretty serious for a few minutes.

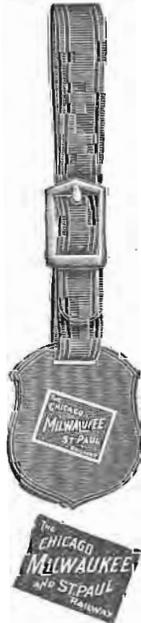
Identify Yourself with This Fob or Emblem

A SHORT while ago we offered our readers the chance of securing a Milwaukee Watch Fob and Emblem cheap.

We have been flooded with orders and have now only a limited number of the fobs and emblems.

This means that you must order quickly if you wish to secure one of these attractive and serviceable fobs or emblems.

These fobs are made from a fine grade of leather and in the center of the fob there is an emblem of the Milwaukee System. This emblem is double plated and polished and cannot tarnish.



LET the public know you are identified with one of the great railroad systems of the world.

After the supply on hand has been disposed of you will not be able to buy one of these emblematic watch fobs.

Mark Articles Desired

Leather Fob with Emblem . 60c
 Leather Fob without Emblem 25c
 Plated Button, Screw Back . 35c
 Rolled Gold Button, Screw Back 75c
 Solid Gold Button, Screw Back 1.25

Milwaukee Railway System Employes Magazine

Railway Exchange Building
 CHICAGO, ILL.

Conductor Geo. Van Tassel returned April 11, after a two months' visit in California.

The well at Delmar Junction was tested April 16, and the supply was found insufficient. It is being drilled deeper.

Conductor John Briggie and family have moved from Perry to Marion and are occupying one of the flats recently erected by Conductor Geo. Vandercook.

Conductor Ben Buckley was off for a week, Conductor Mellish relieving.

Engineer G. W. McElwain has been off duty sometime on account of illness of Mrs. McElwain's father in Chicago. Mr. McElwain has sold his house in Marion.

A weekly special train is being run every Tuesday from Austin to Marion, arriving at Marion at 3:40 p. m., connecting with No. 26 at Paralta and the Pacific Limited at Marion. Train carries a tourist car for California.

Conductor Harry Brenizer, on the Freeport-Clinton passenger run, laid off April 16. Conductor John Briggie is on his run.

W. J. McGrew was off a few days visiting relatives at Springville.

Miss Mattie Martin, record clerk at the Marion yard, who has been very sick, is able to be out again and is recovering slowly.

F. A. Morton worked a few nights at Louisa recently.

F. N. Rathbun of Martelle has been doing extra telegraphing at the Marion yard.

C. L. Schafer recently enjoyed a visit from his brother and family of Wisconsin.

E. A. Beeson, W. R. Barber, and J. Leming of the Marion yard force attended Easter service given by the Knights Templar at Waterloo.

Frank Newcomb, who has been laid up with rheumatism, is again able to be up.

On April 3, about 5 a. m., a hand car was struck by an eastbound train between Delmar Junction and Riggs, killing Sectionmen Wm. Grossman and Peromes Stritzell. The men were returning from work at a derailment. Mr. Grossman was an old and faithful employe and leaves a widow and four children, all grown up. Mr. Stritzell had been in the employe of the company three or four years and leaves a widow and seven children. The *Employees' Magazine* extend sympathy to the bereaved families. Section Foreman Thos. Callahan was injured at the same time, having his left arm broken between the elbow and shoulder. He is improving slowly. Mr. Callahan has been with the company more than thirty years.

Mrs. B. F. Van Vliet of Mason City was the guest of Mrs. J. S. Williams during a recent visit in Marion.

General Superintendent and Mrs. J. H. Foster and little daughter Winnifred visited a day or two in Marion recently while en route from Excelsior Springs to Minneapolis. They were the guests of their daughter, Mrs. K. W. Kendall, who is the wife of a prominent Marion merchant. Mr. and Mrs. Foster resided here previous to moving to Minneapolis and have among our citizens many warm friends who enjoy renewing acquaintance on these return visits.

Mrs. W. K. Saunders and daughter visited in Chicago for several days.

Mrs. J. T. Galliven left Marion for St. Paul and Minneapolis for a visit with relatives and friends.

Operator Fred Lindmeier of Green Island, was away on an extended vacation, F. N. Rathbun relieving.

Conductors J. H. Flinn and S. G. Lund have resumed work after an extended absence in California.

Engineer Charles Merrill has sold his residence in Cedar Rapids. After visiting relatives in Chicago, he will move to California for the benefit of his health. Mr. Merrill was one of the popular veterans in the Locomotive department on this division, and has a host of friends among the employes who fervently hope that he may be successful in regaining his health.

Marion Roundhouse News.

Ed. Griffiths.

Business around Marion roundhouse is very good just at present with the gravel and work train on.

Machinist Wm. Cole has been transferred from Marion to Manilla for the summer.

Thanks for the "tip" from the machinist way out west. I hadn't thought of it that way.

The four-year-old son of Boilermaker Fred Welter had the misfortune to break his arm. Fred says that it is going to be all right and that he will make a boilermaker of him yet.

Roland Broussard, machinist, is building a new home down in Cedar Rapids. A new home and a Ford means long hours.

The Law brothers, machinists, were called to Dubuque by the death of a relative.

Jens Cook, the veteran blacksmith helper, laid off one day.

Firemen Bradfield, Lucas and Montgomery have returned to the C. & C. B. Iowa Division after being on the S. C. Division for the past month. They say the Sioux City Division is all right but the good old C. & C. E. Iowa for them.

Fireman Valentine spent a few days at Fulton, Ill.

Fireman W. E. Smith and wife spent a few days at Wyoming with the latter's parents.

"Sted" can talk about his fishing and other things out in the wild and woolly west, but you ought to ask Machinist Apprentice Hatzbuehler about the hunting around Marion and in the State of good old Iowa. Hatz went out not long ago and his feet got cold, so he decided to build a fire and warm them. While resting, along came a large pig. Hatz for the tall tree. The hog looked around and discovered Hatz's shoes and decided they would make a good dinner. (Hatz still in the tree looking on.) When he arrived home in his bare feet over the frozen ground he was pretty near all in and he says no more of the wild forest for him. We don't raise razor-back hogs in Iowa, either.

Assistant Superintendent Motive Power J. J. Connors, and District Storekeeper Dexter were Marion visitors, looking over things.

S. J. O'Gar, general foreman of the K. C. Division, was a pleasant visitor at Marion roundhouse.

Ole Hanson of Savanna was in Marion looking over our stationary boilers.

The E. & B. department have been at Marion making the necessary spring repairs.

Storekeeper Titus and his gang have things looking slick in and around the premises, after the spring cleaning.

Jim Larson, the pipefitter from Milwaukee, has been at Marion the past month overhauling all the pipe lines in the roundhouse and everything is in first class condition for the summer's work.

Roundhouse Foreman Yates spent a day at Perry with his family last month.

Read the Savanna, Ill., news in this month's *Magazine*.

The good old summertime for us at Marion.

Twin City Terminals News.

Ella Carlson.

The depression work or grade separation in the 29th street district, Minneapolis, commenced Monday, April 19, and will continue during the summer season. This work carries with it the construction of concrete bridges at every street and is a very expensive piece of work.

H. A. Jones, agent at Newport, Minn., has just resumed work after a month's visit in the West. San Diego and San Francisco were among the many places he visited. He was relieved by Relief Agent Wm. Van Waters.

Roadmaster Lind attended the Equipment show at Chicago, during the past month and reports having a very enjoyable as well as instructive trip.

August Johnson, caller, Minneapolis passenger station, has gone into the moving picture business. Just ask him about it.

Robert Roberts, stenographer in General Superintendent Foster's office, spent a week's

JACOB GOETZ (DUTCH JAKE)
President

HARRY F. BAER
Sec'y-Treas.

The Coeur d'Alene

Latest, Newest, Modern

HOTEL

EUROPEAN

Within the Business and Shopping Circle
Rates \$1.00 Per Day and Up

SPOKANE, WASH.
Opposite New Union Depot

The Roundup Coal Mining Company

ROUNDUP, MONTANA

MINERS AND SHIPPERS OF

"Roundup Coal"

THE BEST THERE IS

The Only Fire Proof Hotel in the City of Butte
Hot and Cold water in all Rooms. Rates \$1.50 up

THE LEGGAT HOTEL

BUTTE, MONTANA

Fifty Rooms
with Bath

W. R. CREIGHTON
Manager

vacation at Lime Springs, Iowa. He reports however, that he was unable to find the Springs.

G. W. McMillan, depot ticket agent, Minneapolis, spent a couple of days during the past week at Arlington, Wis., and reports having a fine time.

Howard Marshall, assistant depot ticket agent, Minneapolis, spent the past month at San Diego, Calif.

We are all glad to see Dan Welch back on the gates again after being ill for a month.

C. F. Cash left Mr. Powrie's office to take charge of the construction of a 28-mile extension to the Hillsboro and Northeastern railroad in Wisconsin. W. H. H. Cash, his father, is president of the company. C. F. will receive a substantial increase in salary and an annual pass over the entire system, good on all trains.

Miss Jessie Smith, telephone operator at the Minneapolis passenger station, just left to make her mother at Madrid, Iowa a short visit.

James J. Churchill, mail weigher, at the Minneapolis passenger station, and one of the oldest employes on the system, died very suddenly April 9. Our deepest sympathy is extended to his family.

C. & C. B. Iowa, Middle and West.

Ruby Eckman.

Will and Arthur Laughlin of the freight office force at Perry, were called to Lyons, Iowa, the middle of April by the death of their mother.

April 14, at the home of the bride in Perry, occurred the marriage of Carl Whitlock, the eldest son of Conductor H. O. Whitlock, and Miss Gladys McManus. They will make their home in Marshalltown, Mr. Whitlock being in the automobile business there.

Conductor H. W. Lee, who has been off duty a number of months, will resume work in a few weeks.

A. B. Cartwright, who for a number of years acted as yard clerk at the Perry yard, has just returned from Indiana, where he completed a course in piano tuning. He expects to make his headquarters in Perry.

The youngest child of Engineer F. E. Wicheal has been sick for some time with scarlet fever.

Mrs. A. J. Gregg, wife of Conductor Gregg of the West Division, has been quite seriously sick at her home in Council Bluffs.

DeVere Krohnke, the youngest son of Dispatcher A. J. Krohnke, met with a painful accident the latter part of April. He was pole vaulting, when the pole which he was using, broke, causing him to fall and receive an injury to his head.

Switchman W. A. Parson, who has been on the lay-off list for a number of months on account of injuries received, returned to Perry from a visit in Kansas, bringing with him a bride. They will make their home in Perry.

Engineer D. A. Lanning and wife are planning a trip to Florida, expecting to leave about the middle of May, to look after their land interests there.

A large number of the Perry firemen have been taking their six months' examination during April, and Roundhouse Clerk L. L. Ostrander has been kept busy supplying them with the necessary writing materials and a place to write out the examination.

Engineer H. E. Blank, who has been compelled to be off duty on account of injuries, will go with his wife to Florida in a few weeks to look after land interests.

Engineer Ira Hurlless and wife were called to Mt. Carroll, Illinois, the fore part of April on account of the death of Mr. Hurlless' brother, Harry Hurlless.

Bulletins were posted the first of April, announcing the fact that M. Murphy had been returned to service as roadmaster on the Middle Division. The news was welcomed by all of Mr. Murphy's friends on this division. He has had charge of the construction work for several years and is, considered one of the best road men the company has.

Conductor G. R. Overton's wife has gone to Carlinville, Ill., for a visit with relatives.

Brakeman L. G. Honomichal has been spending a few weeks visiting relatives in Wilson, Kansas.

Engineer H. E. Blank, who had the misfortune to fall from an engine and have all four fingers of his right hand severed, has so far recovered as to be able to leave the hospital.

Conductor George Havill's wife and daughter, who have been spending the past two years in Florida, are expected home at the close of the school year. Mrs. Havill has been in poor health for sometime, but is now much improved.

Engineer L. A. Hulburt's daughters, Gladys and Joy, spent their Easter vacation visiting with relatives and friends at Marion.

Conductor J. A. Pringle's wife was out from Farley the fore part of April for a visit with her numerous Perry friends.

Conductor N. E. Millard, who has been on the lay-off list for a number of months, has returned to work and is again running the 361 on the Middle Division.

Engineer Guy Emerick has been batching a few days while his wife has been visiting her parents in Savanna.

George Askew of Marion has taken a position on the Perry transfer platform force as freight handler and baggageman. He is taking the place of Lee Askew, who returns to work as a freight brakeman. Earl Richeson, another member of the platform force, has resigned and his place has been taken by Roscoe Van Epps.

Mrs. Edward Banyard, wife of the night yardmaster at Perry, has been at the King's Daughters' Hospital in Perry for a couple of weeks. She underwent an operation and the latest reports are that she will ultimately regain her former health.

Miss Grace Thornbrue, clerk in the office of Trainmaster Richards at Savanna, was at her home in Perry the fore part of April, and gave

a pre-nuptial shower for one of her friends who will soon be a bride.

Ralph McMillen, son of a former conductor on the C. & C. B. Iowa Division, has made a contract to represent the Curtis factory in the ocean-to-ocean fight which will be made sometime the fore part of July. Ralph is an aviator of nation-wide fame and the flight will be watched by friends of the family, especially since it has become known that the C., M. & St. P. will designate his course through the State of Iowa.

Switchman William Cummings has recently purchased a fine home in the west part of Perry.

Signal Foreman J. A. Fleishner spent Easter Sunday with his relatives and friends in Milwaukee.

P. Wilson of the engineering force in Milwaukee spent Sunday, April 11, in Perry, visiting friends.

Signal Supervisor A. T. Breetcher of Savanna was in Perry a couple of days the fore part of April attending to business matters relative to the signal work.

Engineer Harry Callahan of Seattle was visiting with his numerous friends at Perry the fore part of April. Harry is now pulling passenger on the Puget Sound line.

Conductor Newman Fuller of Miles City was visiting with Perry friends recently.

Engineer Chas. Sinclair was in Minneapolis in April, giving testimony in an important lawsuit.

Engineer Harry Bertholf has moved his family to Council Bluffs, and will work extra out of that point for some time.

Conductor S. G. Lund has returned from California, where he spent a few months and has resumed his run on trains Nos. 3 and 26.

Engineer George Hardy, Fireman Fred Selsor and Conductor F. B. Cornelius were in Kansas City, having been summoned there as witnesses in a lawsuit.

Charles Rogers, clerk in the superintendent's office at Minneapolis, was in Perry in

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Inter-State Co. Items

The Kind of Letters We Like to Receive.

Dear Mr. Grace:

I had occasion, recently, to spend a day in Minneapolis, and found myself, about 6 o'clock in the evening, in the vicinity of the Milwaukee depot; so I went over to the Inter-State dining room for supper. I don't know how I happened to make that choice, but I was glad I had, for to my pleasant surprise, I was served beautifully to a dainty and well cooked meal, and a cup of coffee that could not have been better. You may be sure that it's the Inter-State for me when ever I am in Minneapolis at meal time again.

Yours very truly,

CARPENTER KENDALL, Editor.

Mr. J. A. Wells has succeeded Mr. C. J. Dietrich, Assistant Superintendent of Dining Service at Miles City. Mr. Wells, until his promotion, was manager of the house at Milwaukee.

Mr. W. H. Faulconer, heretofore Assistant Superintendent of Dining Service for The Inter-State in the St. Louis Division, goes to the West end of the Milwaukee in the same capacity, with headquarters at Spokane.

Mr. E. A. Graves, acting Assistant Superintendent on that end, is transferred to Mitchell, S. D., as Assistant Superintendent of Dining Service, succeeding Mr. O'Connell.

The noticeable thing about all of our official force is, that they are young blood in the prime of life and have won their spurs by making good in their particular line.

Officials of The Inter-State are now going over the line outlining some improvements in the way of equipment, etc., which were necessarily held off the past fall and winter on account of the dull season.

Mr. Sam Anderson is in charge of Milwaukee house and gives promise of making good. Here's luck to you, Mr. Anderson!

When passing Three Forks, take a look in at the working young pair in charge there. They are the kind that finally make managers of the Inter-State kind.

Watch the pair at Deer Lodge, also. Good timber for the better managers.

The managers of the different eating houses always welcome the Superintendents or Assistant Superintendents to come in often and tell them how to do things better. The Superintendents get the best points from every one and pass them along to the one that needs them. All this helps us to produce better results, both in the way of service and business; and last but not least, makes us more valuable to our employers.

Mr. G. R. Nerby, late of the West Hotel, Minneapolis, was checked in as manager at Lewistown on April 1st.

Mr. H. M. Johnson, in accordance with his wishes, has been relieved of the title of Inspector and has buckled down to team-work with Mrs. Johnson at Moberge. The patrons there are very much pleased and say it is impossible to give them too much Johnson.

East End Notes.

Our Hustling Superintendent, Mr. A. A. Barling, paid his first visit to the East End going over the work, installing new features and renewing old acquaintance. We are all the better of his visit.

Mr. and Mrs. Robinson of Chicago, are now turning out the good things to eat at Savanna. They are both high-grade cooks and are making good.

Miss Mamie Quinn, the popular chef of the Fox House, Portage, Wis., was taken seriously ill last week.

L. C. Smith (Lunch Counter Smith), at Davis Jet, is giving his house a thorough cleaning and painting, so when the R. R. installs the electric lights, his will be as good as any.

Mrs. Geo. Goders, the manager's wife at Wabasha, was stricken with appendicitis and taken to the hospital where she was operated on. Her condition is very serious.

The lunch room at La Crosse, is slated for extensive improvements in the near future, according to plans drawn by Mr. Barling.



The Inter-State Lunch Room, Manilla, Iowa

April for a visit at the home of Engineer Chubbuck. Charles tells us he has about decided to quit the railroad game and go to Chicago where he has been offered a position with a Lumber company.

Engineer Henry Hansjosten, who has been spending the last few months on his farm in Florida, has returned to Perry and resumed his work on the road.

Engineer Frank Cowden and wife are home from a very pleasant sojourn in the West. They visited the exposition at Frisco and returned home via Seattle. They report a most enjoyable outing.

Brakeman R. W. Smith welcomed a fine baby girl into his home early in April.

Conductor C. J. Brown was about the happiest conductor on the Western Division last month when Master Thomas Oscar Brown, an eight-pound boy made his appearance at the Brown home.

Operator L. J. Miller has received the appointment as agent at Maxwell station for a period of six months, while the regular agent, H. C. Krasche is laying off.

G. E. Madsen, who has been working as operator at Herndon, has been appointed agent at Bouton, taking the place of M. M. Trummer, who has gone to work for the M. & S. T. L. at Tama, Iowa.

Operator W. W. Key has taken a six months' leave of absence.

Operator A. G. Elder bid in the extra work at Perry yard office during the summer while A. J. Elder is working as a train dispatcher.

Operator E. H. Clausen has been appointed third trick operator at Slater tower, taking the place of R. E. Heath, who resigned to enter service in the Signal department.

Brooks Cross, who was station baggageman and clerk at the Perry freight office has entered service in the Signal department as repair man and clerk to Signal Foreman Fleishner.

H. M. Kirkpatrick, who has been a maintainer's helper at Van Horne, has recently

been promoted to the position of maintainer with headquarters at Coon Rapids. E. Chism, who has been a helper at Slater, has been given the position of maintainer at Herndon.

Switchman Ralph Fields, who is one of the standbys in the Perry yard force, has gone into the chicken business as a side issue.

Fireman Harry Baughman was called to Philadelphia, Pa., the fore part of April by the death of his grandfather.

F. E. Bentley, agent at Rhodes, has been off duty for a few weeks on account of the sickness and death of his father.

Brakeman K. B. Covey welcomed a fine baby boy into his home in Perry last month.

Car Foreman C. A. Ringstrand of Madrid was off duty for several days the fore part of April on account of the sickness and death of his daughter.

Brakeman Henry Jesson's son has been at the hospital at Iowa City, for several weeks taking the Pasteur treatment. The lad was bitten by a dog at their home in Council Bluffs, and the treatment was given to prevent any serious consequences.

Conductor John Gray of the Middle Division welcomed a son into his home the middle of April.

Conductor I. E. Connors has been off duty for sometime on account of illness in his family.

Fireman Jack Kuykendahl, accompanied by his wife and son, spent a few weeks visiting with relatives at Neola and Portsmouth.

Operator C. R. Posten was acting as agent at Perry the last ten days of April during the absence of the regular agent, J. P. Condon.

Car Foreman F. A. Staples was called to Savanna the latter part of April by the illness of his baby. G. Anderson of the car force was also called to Davenport to attend the funeral of a relative.

Switchmen Thos., William and Jerry Cummings are home from a trip to New York state, where they were called by the illness and death of a relative.

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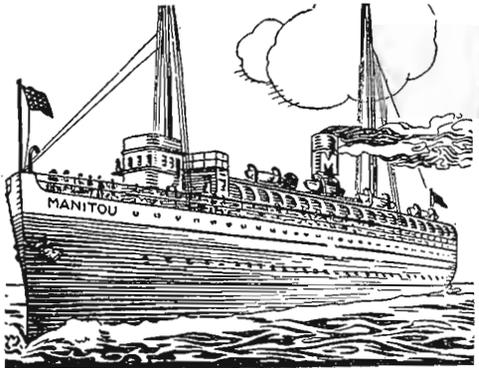
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Machinists Clyde Wilbur and Harry Riccuis have been on the lay-off list for some time on account of injuries they sustained while at work at the roundhouse.

Col. J. E. Banyard, who is now acting as engine hostler, handling the passenger engines to and from the roundhouse and passenger station has been putting in his spare time improving the appearance of the grounds around the roundhouse and shops. Mr. Banyard has considerable natural ability in the line of landscape gardening and has always had charge of such work around the company premises. His grounds this year bid fair to be more beautiful than ever before. The employes at the roundhouse and shops all take a personal pride in the appearance of their flower beds and gardens and give Mr. Banyard whatever assistance they can in his care of them.

Alfred Lanning, who has been spending some time visiting with relatives in Ohio, has returned to Perry to resume work as a fireman.

Fireman Glen Lynn went to Missouri, a few weeks ago for a visit and returned to Perry with a bride.

Eli Brotherson and J. E. Kent of the Perry roundhouse force were both off duty the fore part of April, on account of sickness. The store room and oil room don't look natural without those two familiar faces, which have been there for over a quarter of a century.

Engineer T. R. Griffith of the Des Moines force, running into Perry, was off duty the fore part of April by the death of a relative.

All the chairmen of the four Brotherhoods, together with the local representatives of the Des Moines, I. & D. & C. E. Iowa Division had a conference with the officials of those divisions at Perry recently relative to the mileage apportionment for the crews running in and out of Perry.

Engineers James Mitchell and Joe Wanning, who have been on the lay-off list for a number of months, have returned to their work on the road.

Engineer Edward Fox has been out of service for a few weeks on account of sickness.

Nearly all the firemen and brakemen who have been on the reserve lists have been called back to work on account of the additional gravel and work trains which have been put in service.

A. Spahn, a machinist apprentice, was taken quite sick and returned to his home in Dubuque.

Train 37 had a derailment some time ago, and this is the way the matter looked to one member of the crew:

Thirty-seven's engine got off the track,
John Reardon thought he'd put her back.
The more he tried to take up the slack,
The further she crawled away from the track.

It was plain to be seen, by one or two,
He bit off more than he could chew;
He bit his pipe stem twice in two,
While he looked at Thirty-seven.

John Clark came by on a long freight train;
He carried ropes, frogs, blocks and chains;
He used those things, along with his brains,
To rerail Thirty-seven.

Engineer Wyckoff and Brakeman Brown,
Loud and shrill did their voices sound;
They woke the natives for miles around,
When they rerailed Thirty-seven.

Conductor Reardon and Tom Deland
In about three hours started again;
With all the coaches that belonged to the train
They brought in Thirty-seven.

Tom looked "her" around, as he used to do,
And bossed the work on the 602.
When he looked in his seat box he was surprised,
And said: "This kind of a stunt has put me wise.

S. M. (East) Division Items.

T. P. Horton.

The visible supply of hot air seems to be cornered out around the vicinity of Malden, where "Sted" holds forth.

He must be a pretty busy boy when he is following his regular vocation, as most of the time he seems to put in either fishing or out on the "still hunt" for news in his capacity of "cub reporter."

We "Hawkshawed" around the Inter-State beanery here and found out what Nalen did with the flowers he got at Lake City. We understand he has gathered the last "Rose" of the Kelley family and soon he will make the fatal leap and join the great army of "life" prisoners, viz.: the "married men."

Don't see how O'Boyle's guitar ever got by La Crosse with all the fishermen and "motor bugs" there are around these diggings.

"Sted" had such good luck making an ash sifter for a gasoline stove out of a couple of wooden hoops and a little baby ribbon he might try his hand at making a patent extension cab to be fitted on engines so that an engineer with an over-supply of adipose tissue could make his egress from that domicile in case of emergency as a matter of "Safety First."

I understand an operator on the La Crosse Division, who is blessed with a goodly amount of parcel post to manipulate every a. m., is seriously thinking of writing an appeal to Jess Willard to come to his station when he trains for his next "fight" and in lieu of other strenuous workout just juggle the parcel post for a short time.

I thought the only hot air factory was at Malden, but I believe there is a "live" branch at Madison, where my colleague, J. W. M. has worked up quite a reputation as a "prognosticator."

Our old friend, Relentless Rudolph, the dead shot, erstwhile known as the "Buffalo Hunter" since he "near killed" a "deceased bovine" last winter, had another harrowing and blood-curdling experience a short time ago that threatened to cut off his young life and nip his promising career in the "shoot."

In his capacity as guardian of the "Wells Fargo Treasure," he received a package at Albert Lea, way-billed "one bear, crated."

The bear was crated when he arrived in the car, but not for long. With several ferocious bites he bit away the boards that held him in bondage and was about to devour our hero when that worthy "hunter" piled package after package and trunk after trunk on top of the cage, while through his mind ran thoughts of "Safety First."

At Alden, an old man got on the train and patting the "fierce wild animal" on the head, released him from the shower of catalogues, grips and sample cases and led him away.

Moral: Sometimes the growl is worse than the bite.

Alden is the station where the agent, H. Mathison, notwithstanding all advice to the contrary, took upon himself a "helper" for life. During his trip on his honeymoon, Relief Agent Neal had charge of affairs.

Sever Severson, agent at Oakland, in place of O. C. Drury, resigned. "Sever" was at "rd" a good many years and we miss his cheery "G. M." on the wire.

F. L. Dormer from Ramsey, 3rd, has been assigned to Hayward Station, and Relief Operator Rondeau has drawn the vacancy at Ramsey. Previous to going to Ramsey he relieved Operator Wood at Lanesboro, who had the mumps and la grippe in rapid succession.

Conductor Andy Johnson is back on Nos. 62 and 69 after a siege of lumbago.

John Newcomb, the genial T. B. M., running between Lax and Madison, was off duty a few days with la grippe. You can't keep a good man down, and John is back on the job with the smile that won't come off.

Conductor Haselrud is sojourning for six months at his old home, assisting his father in the hardware business.

Conductor Ferris has purchased a "Jitney

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bus" and is breaking it in. Hope it proves to be more gentle than "Auburn."

Get that Sted? You see I have not forgotten the old boat if you have. Had Wiltrout put her in dry dock all winter.

Brakemen Peterson and Severson have returned to the Extension.

Fishing season opened up April 15, but so far haven't heard anyone sending the "S. O. S." to Jim Plum, asking him to come out to Ramsey with a goat and haul in the catch.

Mrs. J. W. Tuttle, wife of the agent at St. Clair, spent ten days at Valparaiso, Ind., visiting her daughters, who are attending school. During her absence J. W. T. explored the wilds of Minneapolis, and came back and "batched" it like all the "has beens."

B. W. Graham, agent at Pemberton, was among the also-rans who had a siege of la grippe recently.

Engineer Jos. McDonald has resumed his run on the St. Clair line after a six weeks' vacation at Excelsior Springs and other points.

We are indebted to Agent Tuttle at Albert Lea, and Operator Rondeau for several items sent in.

We understand that Brakeman Foote is nursing a "grouch" because we exposed his extraordinary terpsichorean ability to the public, and that he has been besieged with offers to go on the stage and exhibit the fancy steps. "We beg his umble pawdon, doncher-know?" and if he will send in some more "doings" we won't let it happen again. We want to show the rest of the divisions that we are still in the "ring," so send in your "copy" and I will do my best to whip it into shape.

Born to Mr. and Mrs. L. B. Vennard, agent at Matawan, Minn., a girl.

Born to Mr. and Mrs. W. B. Fraser, chief clerk at Lax, a girl.

If it wasn't for Bucklin's twin boys, the "suffragettes" would be in the lead.

A "Fowl" Deed.

Come all you rounders and listen well; A tale of "fowl" deeds I will tell. The hero is tall, lean and built on a slant; His last name is Elben and his first is Grant.

He is "Monarch" of all trains on the "Bus" Which runs from Albert Lea, chuggety one. One Saturday while on the eastbound "hump" He purchased a fine, fat gump.

This buxom biddy in a sack was dropped, Until at the station his train was stopped. Then to the Wells Fargo driver the tip Grant

gave To take the "bird" up town, some work to save.

Now Grant to lodge that night did hie, With never a thought of that "chicken" pie. At eleven thirty when all was black, His thoughts reverted to the "fowl" in the sack.

He found the bag and opened it wide And this is what his eyes espied— Instead of his prize "chick" there met his gaze Two old shoes which had seen better days.

Now wasn't that an awful pickle? No juicy bird his palate would tickle. No "chicken" with its luscious eats. No place to purchase other meats.

What Grant "really" said, we must confess, Would scarce be fit to go to press. This we know that as he "cursed," His thoughts were these next time, "Safety First."

T. P. H.

I. & D. Division Items.

M. W. Johnson.

Dispatcher R. C. Raines of Mitchell, S. D., passed through Mason City, en route from Thornton, Iowa, where in company with Mrs. Raines he made a short visit at the home of

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her parents. Mrs. Raines remained for a more extended visit.

Conductor and Mrs. F. Brainard of Sanborn, Iowa, spent Easter Sunday at Mitchell, S. D., where they were the guests of Mr. and Mrs. Geo. Rew.

A special train, known as the South Dakota Dairy, Silo and Hog Cholera train, was operated over the west end of the I. & D. Division the latter part of March, for the purpose of co-operating with the South Dakota State College and Experiment Station in their work in the interests of animal husbandry, the development and extension of the dairy industry, and in their campaign of education relating to the silo and prevention of hog cholera. Lectures were given by Prof. C. Larsen of Brookings State College, and other attacheses of that institution at various stations along the line. Trainmaster C. A. Anderson, Division Freight and Passenger Agent W. F. Cody of Mason City, and Division Freight and Passenger Agent O. F. Waller of Aberdeen, accompanied this train over the Division.

J. O'Leary and J. F. Hughes recently made a trip to Mitchell, S. D., to see G. C. Ferguson, who has been very ill.

Leo Swanson, daughter of Engineer Swanson, who is attending Stout Institute, at Menominee, spent her Easter vacation at her home in Mason City.

Dispatcher Frank M. Smith and wife recently returned from their trip to the Pacific Coast. They returned home earlier than anticipated on account of the illness of their daughter, Miss Florence.

H. I. Prusia, chief clerk in the superintendent's office, spent a couple of days this month at Mitchell, S. D., on business.

Miss Ella Malthouse spent her Easter vacation at the home of her parents, Conductor and Mrs. W. A. Malthouse of Mason City.

Conductors F. W. Hurlbut and R. H. Richardson recently made a trip to Mitchell, S. D., to see Engineer G. C. Ferguson.

Mrs. R. P. Harmon, wife of Conductor Harmon, just returned from a trip to Minneapolis.

C. A. Boehmler, district adjuster, of DuBuque, was in Mason City on the 27th inst.

Conductor and Mrs. Elial Hoxsie and Conductor G. W. Bryan have returned from their Southern trip.

Conductor C. H. Cotant has been quite ill at his home at North McGregor, Iowa.

R. A. Eddy of Mason City has taken the run recently held by Engineer C. A. Beebe. J. O'Leary will assume Mr. Eddy's run and Mr. Neelings of the West End, Mr. O'Leary's run.

Superintendent B. F. Van Vliet and Conductor C. W. Harris attended the Safety First meeting of the Northern District, held at Minneapolis, March 28.

G. P. Hodges, who was recently appointed general foreman of the I. & D. Division, made his initial trip over the division the last of the month.

S. P. Brainard has been appointed third operator at Sanborn; W. Bartlett, third operator at North McGregor; C. H. Morton, second operator at Britt, and P. L. Dunn, third operator at West Yard.

Arthur Sweet, clerk at the Mason City roundhouse, has been confined to his home for sometime. Clifford Smith is filling the position during his illness.

Traveling Engineer J. B. Johnson of Minneapolis, was in Mason City recently, examining a number of engineers on air brakes.

A. W. Hakes, who about a year ago was employed in the Mitchell dispatcher's office, and who now occupies the position of traveling auditor for the C. & C. B. and Des Moines Divisions, spent Sunday, April 4, with his family at Rock Valley, Iowa.

Engineer J. F. Hughes was called to Jerome, Arizona, on account of the serious illness of his sister, Mrs. Lyons.

J. W. Shelby and family of Mitchell, S. D., just returned from Austin, Minn., where they celebrated the fiftieth wedding anniversary of Mrs. Shelby's parents.

F. V. Coughlin, clerk in the Mitchell freight office, spent Sunday at Worthington, Minn., with friends.

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

Harry Proulx, clerical clerk in the Mitchell office, returned last week from Pierre, S. D., where he claimed he was going to visit his father. It developed later that his father returned to Mitchell the same day Harry left, but nevertheless Harry made quite a stay and said he enjoyed himself, even if father wasn't there.

John O'Neill, freight house foreman at Mitchell, was called to Artesian, S. D., on account of the serious illness of his aunt.

The Mitchell office force are more than pleased with the new bookkeeping desk which Mr. Drum made for them.

Paul Tilley, official car sealer, has asked for a few weeks' vacation. Paul has been troubled some with heart trouble and the doctor advised him that a vacation would be beneficial.

A. Darling has resigned his position as day ticket agent at Mitchell, S. D., and is now associated with the Minnesota Mutual Life Insurance Co. Mr. Lynn Evans, night ticket agent, has taken Mr. Darling's position, and Mr. Dreller of Austin, Minn., has taken the night job.

A train of sixteen cars of merchandise and other freight was detoured via Wolsey, care of the C. & N. W. railroad for points on the Black Hills Division, on account of the bridge trouble at Chamberlain, S. D.

Mrs. R. P. Edson, wife of Superintendent Edson of the Des Moines Division, is visiting in Mason City at the home of her daughter, Mrs. F. Chambers.

R. E. McDuffie has been appointed round-house foreman at Spencer, Iowa.

Night Yardmaster Evans is taking a lay-off and is visiting relatives at New Hampton.

Mr. and Mrs. D. L. Gloyd of Mason City are visiting in Denver and Salt Lake City.

Miss Leon Hurley and Miss Ruby Potter of the Mason City freight office spent a couple of days this month in Chicago.

C. W. Harrison, agent at Mason City, attended the Safety First rally at Minneapolis.

Mrs. Farrell of Sanborn, wife of Engineer Farrell, passed through Mason City en route to Minneapolis.

Black Hills Notes.

T. A. Biggs,

Conductor Frank Maynard is again on his run, Nos. 3 and 4, after six weeks' absence, during which time he has been visiting in Wisconsin.

Conductor Walter Mayo and wife returned from a trip to the coast about March 15, and later on were called to Parker, S. D., on account of the serious illness of Mrs. Mayo's father. In California, they met W. M. Cole, F. W. Cole, Otto Eckert and E. J. Hatch, all old-time I. & D. men.

Mrs. F. E. Dickey and little daughter have been visiting relatives at Fairfield, Iowa.

Engineers H. Diehl and D. I. Caldwell have been having some fine sport near Rapid City, since the fishing season opened, catching speckled trout weighing from one to two pounds each.

Roadmaster W. F. Boland has moved his family from Chamberlain to Murdo. Mrs. Boland is visiting relatives at Caputa.

Vivian, S. D., had a very bad fire April 16, and lost one whole business block. A train was furnished to take the Murdo and Draper fire departments to help.

Mr. and Mrs. Harvey Hopkins have had a very sick baby. Latest reports say the child is recovering.

Boilermaker Chas. Allen is off on account of sickness and has gone to Minneapolis.

La Crosse Division Doings.

Guy E. Sampson.

The first C. M. & St. P. electric engine to go west to the extension passed through Portage, March 19. It was numbered 10,000 and resembled very much two switch engine tanks placed each side of a good sized engine cab. As it arrived and departed during the night we were unable to learn to what service this particular engine would be assigned or how many thousand tons it was capable of pulling.

Leo Tracy, cashier in the freight office at Portage, has gone to Columbus, Wis., as temporary relief agent, while Agent Long takes a needed rest.

Brakeman J. H. Cross and family spent a week-end with his brother, Conductor M. A. Cross and family at Portage.

Passenger Conductor W. E. Russell has returned to work after spending the winter in Florida. While we are all glad to see Mr. Russell back, we are also glad to see himself and wife able to go to the Sunny South to spend the winter months in their declining years.

Lax Division employees are elated over the fact that our April issue arrived April 9, fully a week earlier than former issues, and all surely hope to see each issue in the future arrive in regular Milwaukee style—"On time."

Conductor P. J. Larkin recently had the misfortune to have his knee badly bruised by being thrown against the door of a caboose when a draw-bar came out of a car on the head-end of his train, causing a sudden stop unlooked for by the crew.

John Cewe and crew are busy putting a new spring coat of paint on the big steel bridge at Kilbourn City.

We notice in Sted's April items that the vote on another McGaffey story resulted in the ayes above the nays, but what of it; they always are, nevertheless give us another story.

Wonder if Engineer Walter Jackson of the Chicago terminals enjoyed his flying trip to Milwaukee. At any rate anyone that will ride in an air craft can't be accused of having cold feet, not even a railroad man.

Brakeman Don Capron is laid up at home in Portage, yet thankful he is here to tell how he fell from the top of a moving train, striking on his chest across the rail without being more seriously injured.

A number of La Crosse Division trainmen attended the funeral of our late yardmaster, J. H. Lutiger of La Crosse.

Dr. Stork visited the home of Switchman Cy Coster and wife of La Crosse, April 14, and left a fine baby boy.

We notice the photo of Liang's extra gang in the April issue. At first sight we were of the opinion that it was a Madison-Portage branch full section crew. Thanks to the editor for mentioning who the crew was.

After forty-two years in the harness, Agent J. Purcell of Kilbourn City, has decided to retire from active service May 1. After that date Mr. Purcell will be an honorary member of the Milwaukee railroad family. All join in wishing them both many years in which to enjoy the fruits of their labors.

Second Trick Operator W. Jones of Sparta has purchased a home and is enjoying (?) a two weeks' lay-off while getting moved and settled. Thos. Williams is working in Will's place during his absence.

Dr. Stork recently stopped at the home of Engineer E. J. Mousner in Milwaukee and left a fine ten-pound son. E. J. says perhaps he will consent to let the boy become a future official of the Milwaukee road.

Painters have been painting the concrete bases of all automatic signal poles, which gives them a neat appearance; color is pure white.

Does it pay to advertise? Surely it does and we hope all readers of our Magazine will give those who advertise in its columns the appreciation due them. They advertise in the Magazine. We give their goods a trial and if found satisfactory they have gained an army of customers, thereby creating a friendly feeling between the manufacturers and our employers, which, when summed up means more business for both, more men working, larger payrolls and better times. We notice in the April issue that some of the La Crosse manufacturers feel that it will pay to advertise in the Employees' Magazine. Hope to see more of them thusly inclined, also hope it proves a satisfactory investment.

Mustaches seem to be the prevailing fad in the Milwaukee offices.

The superintendent's office force is wondering why the stenographer does her shop-

Pacific Mutual Life Insurance Company

Assets \$32,604,612.25

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 _____

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Responsibility of Stockholders
\$15,000,000.00

The American Laundry Machinery Co.

SAFETY FIRST

IN

All Types of Laundry Machinery
Equipment

208 WEST MONROE STREET
CHICAGO

The "Supreme" Disability Policy

Issued by the

Massachusetts Bonding and Insurance Company

Is SUPREME in Fact as well as in Name

It Pays

The FULL principal sum For Accidental Death
 Double the " " " " Loss of ONE Limb
 One-Half the " " " " " " ANY two Members
 " " " " " " ONE Eye
 With a 6% Increase each year for TEN years.

Monthly Accident Indemnity
 For THREE years—ANY and ALL Accidents

Health Insurance

Confining Illness—For Three Years
 Non-confining " " Seven Months
 FULL INDEMNITY paid for BOILS, FELONS or
 ABSCESSSES whether the Insured is confined or not.

No Exceptions

This policy DOES NOT contain any one-tenth, one-eighth, one-sixth or one-fourth clauses, but pays FULL INDEMNITY for total loss of time by Accidental Injuries or Confining Illnesses.

Certificate of Identification and Registration

Provides Expense Money to place you in care of your friends if Injured away from home.

Claims Paid Every Thirty Days and Without Fuss

Worth your While to Investigate These Liberal Policies at Once. Don't delay—it may be Disastrous to YOU.

General Offices Accident and Health Dept.,
 Saginaw, Michigan.

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
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Seattle, Washington

ping in Chicago, but on second thought it occurs to us that is not news as woman has always kept man guessing.

Roadmaster P. H. Madden attended the Railway Appliance show in Chicago, March 15 to 19. From there he went to Montreal, Canada, in the interests of the Three-Man Track Layer.

Conductor Frank Varney is spending a week at the Old Sanitarium in Prairie du Chien, Wis.

Agent Sam Fremore of Oakdale has been sick with pneumonia at his home, but is reported on the gain. E. F. Kohlhaas is acting as agent during Sam's absence.

We suppose the heart flutters caused by having Winneconne girls draw straws for a dance would be about the same as those caused by drawing a fourth six. Now, ain't it, Hargraves?

March 23, authority was given to work section laborers ten hours per day instead of the winter basis of nine hours.

General Superintendent P. C. Eldridge and Division Superintendent J. A. MacDonald spent March 26 and 27 at Sparta, Wis., where they, together with officials of the Chicago & Northwestern railroad met the Railroad Commission and a rehearing of the Union Depot proposition was held.

Passenger Conductor M. H. Shackley and son Ray, who holds a position of passenger brakeman, spent ten days the fore part of April on their farm in Arkansas.

Conductor Ray Long of La Crosse and Switchman August Luek of Tomah drove twenty miles north of Tomah, April 14, to be on hand early when the trout season opened on the 15th. Both put in the day and drove home with the full number allowed by law.

One of the faithful employes who has got the habit is Crossing Flaxman Patrick Toohy of Sparta. If any trainman wants to offend Pat, just keep out of sight when the caboose goes by so he can not inform him whether or not anything is wrong on the train. All trainmen appreciate this habit of Mr. Toohy's and are satisfied that others whose duties give them the opportunity of standing beside a passing train can easily acquire the habit of observation and thereby make one grand step forward in the Safety First movement.

The S. L. A. A. at Portage are making all arrangements for a grand successful season at their bathing beach. A new bath house for the ladies will be the main improvement this season.

First Trick Operator Chas. Peters of Portage spent a few days at home with an attack of spring fever. Operator Hays pounded the keys during Charley's absence.

At last we are able to report the marriage of one of our most popular passenger brakemen. Geo. McCaigue of Milwaukee and Miss Zeta Leonard of La Crosse were married at Milwaukee, April 12. The newlyweds are now enjoying a quiet wedding trip in the East. All Lax Division employes join in wishing them a long and prosperous life.

Blaine Thompson, switchman at Portage, was called to Lax, April 16, by the death of his brother-in-law.

Train trespassers are becoming numerous as the spring days grow warmer. Two killed and one injured within twenty-four hours on our division recently caused the men in service to hope some law will be passed to keep our trains free from trespassers. At present the hobos figure our trains are "free for" them.

La Crosse Division employes read with pride the write-up in the February Magazine on the Chicago-Milwaukee Division by Mr. George E. Waugh. It was fine, and the C. & M. are sure entitled to all the bouquets thrown their way. Mr. Waugh, being the associate editor of our Magazine, is in a position to gather important data, therefore the Lax Division boys cordially invite him to give us an interesting write-up on this the home division of so many of the high officials of our great railroad, "The La Crosse Division."
 (Your turn will come in good time.—Editor.)

Northern Division.

Helen Munroe.

Engineer Ab. Race is back at work after his winter vacation. We are always glad to see the old-timers back on their runs.

Max Schessow, engineer on the Northern Division, has been making quite a few trips to Mayville recently. Maybe there is a reason.

We are glad to see Henry Reif back at work after having been sick about three weeks. Conductor Brady says there is no one like Heinie on the head end of the way freight.

Conductor and Mrs. D. C. Pierce visited the former's brother at Adams, Wis., for a few days this month. While there they attended the trainmen's dance which was given by the Trainmen's Lodge from Baraboo.

Engineer Charles Monti died at his home in Fond du Lac, March 12. He leaves a wife and two small children to mourn his death.

Esther Krueger, former roadmaster's clerk for Roadmasters Whitty and Sawtelle at Horizon, called at the office a few days ago to see how things were running. Esther is now working at Madison, as private secretary to the Baptist minister.

Trainmaster B. H. McNaney celebrated his birthday March 24. Mr. McNaney has worked for the C. M. & St. P. nearly fifty years. He has held many responsible positions, is always at work and knows just what is going on all over the division.

Superintendent J. A. MacDonald has been out over the Northern Division several times this past month looking after the conditions of the stations and other matters pertaining to the division.

Agent L. Meyers celebrated his sixty-fifth birthday Tuesday, March 22. Louis has been a long time with the Northern Division as operator and agent, with a first-class record. He also taught two of his sons the business, one of them being chief dispatcher on the I. & M. Division and the other a trick dispatcher on the La Crosse Division. We hope that Agent Meyers will celebrate a great many more birthdays in the service of the great C. M. & St. P. system.

An exciting incident took place on the Northern Division a short time ago at Iron Ridge. A burglary occurred at one of the stations east of there, and at the time Conductor John Monogue's train was passing through the town. It was supposed that one of the burglars jumped the train. Iron Ridge was notified to have the night watchman on hand to inspect the train on its arrival. When Conductor Monogue stopped at Iron Ridge he was met by two night watchmen who said they would like to look over the train for the robbers. Conductor Monogue told them to go ahead and he went into the office.

The brakeman overheard the conversation and thought he would have a little fun at the expense of the Iron Ridge watchmen. He placed two torpedoes ahead of the rear trucks of the caboose.

While one of the watchmen was looking over the train the other marched up and down the platform, with a double-barreled shotgun, waiting for the burglar to get from under cover. In about ten minutes the watchman who was looking over the train advised Conductor Monogue that there was nothing doing. Conductor Monogue then signalled the engineer ahead; when the rear trucks went over the torpedoes—bang, bang—one of the watchmen said the burglars were shooting and the one with the double-barreled shotgun started and ran into the turn-table pit, taking a header. The two barrels of his gun went off as he fell. From the noise of torpedoes and gun Conductor Monogue thought something was doing and got out of town as soon as steam would take him.

The gun was found in the turn-table pit the following day and as it was not called for it was given to Bob Whitty for "duck shooting."

Conductor Monogue thought the robber got off the train and captured the watchman.

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

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Miles City, Montana

European Plan From \$1 up

Miles City Leading Hotel

MODERN MODERATE

We Solicit Your Patronage and will try to Please

A. C. LEIGHTON

Of trust companies

The largest in the Pacific Northwest.
The oldest in Spokane.

SPOKANE & EASTERN TRUST COMPANY

A BANK OF STRENGTH AND SERVICE

Capital and Surplus	4%	Resources Over
\$1,200,000		\$13,000,000

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Let business experts train you by mail during spare time. Quickest, cheapest, best way. Private Sec'y, Stenog. and Bookkeeper, Advertising Writer-Mgr., Business-Sales Correspondent, Office Manager, Bookkeeper, Accountant, Banking, Civil Service. Name position for which you wish to qualify. We will send free booklet. Very low cost; easy terms now.

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R. B. JONES, Mgr.

Cor. Main Avenue
and Bernard Street

**SPOKANE
WASHINGTON**

EUROPEAN PLAN

Larabie Bros.

BANKERS

INCORPORATED

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.

New England National Bank

THE Bank

OF

KANSAS CITY, MISSOURI

W. A. CLARK J. ROSS CLARK

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Bankers

Established 1877
BUTTE, MONTANA.

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

Transacts a general banking business. Ac-
counts of banks, corporations and firms
will receive best terms consistent with
good banking methods.

Interest Paid on Time Deposits

Boxes in Safety Deposit Vault

S. M. Division (West).

J. W. Malone.

Mrs. Joseph Rooney was called to Council Bluffs, Sunday, by the illness of relatives. Frank and Edw. Flynn, two of our enterprising young brakemen, spent Easter with their parents at Lakefield, Minn.

Mr. and Mrs. Wm. J. Tyler are rejoicing over the arrival of a bouncing baby boy. The congratulations of the division are theirs.

A. E. Lambert, agent at Chandler, paid us a pleasant visit last Sunday.

We have a real dyed-in-the-wool mystery on our division, and anyone being able to furnish us with a clue or present a solution, will receive the profound thanks of the entire division. The title should read, "The Mystery of the Division, or Who Really Invented Our Sewing Machine?"

Car Foreman H. Haroldson is spending a few days with relatives at Adams, Minn.

Below we show a picture of engine No. 2098, which, on March 20, with the effective aid of Foreman C. Kahan and Roadmaster W. H. Crabbs, opened the line from Woonsocket to Wessington Springs.

"A Few of Our Uncrowned Monarchs."

(Dedicated to "Thomas P. H.")

My gentle lad with thy pleasant rhymes
Can Snow be truly King?
We have many men on the S. M. West,
Who should take first place in the ring.

Oh, give to me Dan Lawler,
With Clem Ellingson at the bat,
And I assure you my noble co-patriot
Mr. Snow would not know where he's at.

There's Herbert Franklin Putney with
George Lindsay on the throne;
You've not got a pass or a defile
That can hold these two alone.

Now, what is wrong with Joseph J
Whose last name is O'Brien?
Put him with Herman Hunter and in spite of
Mr. Snow
You'll always find the trains on time.

We have Peter Jonathan Hooval,
With Tom Staley on the M. & B. Line.
They have been up there since God knows
when,
But they always arrive on time.

You can take these men with Old King Snow,
Your knightly element at the gate,
Just turn them loose o'er the S. M. East.
And we'll bet that throne they don't come in
late.

C. & M. Division Notes.

B. J. Simen.

Gotlieb Reickhoff, section foreman at Oakwood, Wis., has been very sick, but is now reported much improved.

On March 18 and April 8, Conductor William B. Carr presented stereopticon views in the Eastern Star Hall, at Libertyville, showing "The Trail of the Olympian" and scenic views of "The Golden West." A large crowd was in attendance and enjoyed the treat.

F. Panker, section foreman at Ingleside, was called to Paterson, N. J., on account of his child being seriously ill. Mrs. Panker and the child were visiting with her parents at Paterson.

Engineer R. N. Scott of Libertyville, who with his wife has been in California for several weeks, was taken down with pneumonia a few days after his arrival at Los Angeles. He was taken to a hospital and was seriously ill for many days. He is now much improved and is visiting at San Diego.

Mr. and Mrs. J. C. Dilworth of Detroit, Mich., announce the arrival of John Clement, Jr., on March 23, 1915. You ask, who is this? Don't you remember Mary Sullivan Dilworth? Well, she is his mother. Congratulations. We all want to see the boy.

Miss Agnes and Miss Margaret Joyce, daughters of Section Foreman M. Joyce of Janesville, visited in Edgerton for a few days.

Roadmaster E. Cush spent a few days in Green Bay, Wis., as a witness before the Federal court.

A few nights ago the large ice house of Nelson Morris & Co., at Fox Lake, Ill., was burned. The fire was not discovered until well under way, the entire building was destroyed. Four box cars were also burned.

Engineer Richard Folger is to be commended for discovering a bridge on fire. This bridge is about two miles east of Bardwell. He was on train No. 160. They stopped the train and put the fire out.

S. A. Laas, operator and leverman at Belmont avenue, Chicago, informs us that his oldest son, a little boy, only two and one-half years old, was operated on five times in about two weeks on account of blood poison, but we are glad to say that at the present time, he is getting along nicely.

River Division Items.

H. D. Witts.

Fred Kolb, bill clerk at Winona, visited the Twin Cities, looking over the spring styles.

Agents Smock of Winona, and Thayer of Red Wing, attended the Safety First meeting held at Minneapolis, March 28.

The Chicago, Milwaukee & St. Paul railway clerks, Brotherhood of Railway Clerks of Winona, defeated the St. Paul clerks of the Milwaukee road at the O'Brien alleys, by a total score of 2,336 to 2,224. The high man of Winona was Kolb, who had a total of 572 to his credit.

We wonder what attraction there is at Stillwater, Minn., for Transit Clerk E. R. Dickman of the Winona freight office to take him to that city two or three times every month.

Section Foreman M. Hefferman and Agent Hefferman of Caryville, attended the Safety First meeting at Minneapolis.

Engineer Clark has now charge of the Winona switch engine.

Engineer John Nelson and wife are visiting in Wisconsin.

Gilbert Rodgers was appointed general foreman, with headquarters at Mason City. His many friends on the River Division are pleased to hear of his promotion.

John Weaver, passenger engineer, has been on the sick list all winter, but will soon be in service, which is good news to his friends.

Mr. and Mrs. George Vore have returned from a trip to Florida, where they spent the winter. George is a few shades darker, owing to the sunny lands of the South.

Samuel Burbank, Stillwater line conductor, is taking leave of absence on account of a sore foot. Peter Bingo is handling the business.

Harry Seyfried, son of Engineer Henry Seyfried, has gone to Arizona for his health.

H. O'Leary, night foreman at St. Paul, and Engineer John Martland spent two weeks at Prairie Du Chien, taking treatments for rheumatism.

Engineer Jud Poole and wife of Farmington, spent a few days visiting L. A. Harris and wife at Minneapolis.

Conductor Claude Burg, who has been laid up for some time with blood poisoning, we are pleased to note, is on the way to recovery.

Friday Burger is around trying to put a mortgage on his fishing tackle. Cause, unknown. Kindly ask George Bowles about it.

Pebbles from the Musselshell.

W. F. Maughan.

Conductor J. F. Kittenger has taken the Melstone Yard days; Harry O'Neil, nights.

Conductor L. Nimer is on the middle local, Sunday layover at Melstone. He says if his whiskers had been a little longer he would have had the Miles City layover.

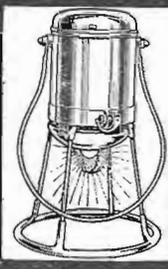
Pump Repairer W. Martin's family have moved out to their summer home. Walt, don't forget us when the melons are ripe.

Conductor Harry O'Neil's wife has been visiting him in Melstone a few days.

Mr. F. C. Allen, who was roadmaster on the Middle Musselshell last summer is now on the Columbia Division, headquarters at St. Maries.

Conductors Trainmen and Agents

All Want the
FEDERAL
Electric Lantern
When They See One



All the boys who are now using the Federal Electric Lantern are enthusiastic about it. They say it's the best railroad lantern they have ever seen. No oil to leak out and spoil your clothes or soil the floor, carpets or furniture—no matches—burns upside down or right side up, or in any possible position—**can't blow out**—stiffest wind and hardest rain storms cannot affect it—no oil tank to obstruct the light—**throws all the light downward where every other lantern casts a shadow.** Gives a steady, clear light, always sure, and ready instantly. Economical—reliable—safe—durable—weatherproof. Designed by a railroad trainman particularly for railroad use. Meets every railroad requirement. Cheapest battery cost. Handsomely nickeled. Collapsible. Fits easily into your suit case.

Write today for illustrated folder and prices—write name and occupation in margin and address it to
BRAKEMAN PAIRD Federal Sign System (Electric), Desk 107, Chicago
Who invented the lantern Dealers and Agents wanted everywhere



Economical Luxury

is offered the traveling public at the new

Fort Dearborn Hotel

CHICAGO

Opposite LaSalle Street Station
LaSalle Street at Van Buren

Every room with private bath or toilet

\$1.50, \$2.00, \$2.50 Per Day—No Higher

HOTEL SHERMAN COMPANY
Chicago

Commercial State Bank
MILES CITY, MONT.

CAPITAL AND SURPLUS
\$125,000.00

Special Attention Given to Savings
Depositors

**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

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 invest-
ments which bear a higher rate of interest.

**UNION SAVINGS &
TRUST COMPANY**
Hoge Building Seattle, Washington

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

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

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

Conductor John Casey has returned to work after a short lay-off looking after his stock ranch.

Mr. E. W. Young, chief boiler inspector from Dubuque, was over this division with Inspector Wilson April 12th. Ed would like Montana if it wasn't so wet.

Machinist F. Morley has returned to work after a short lay-off.

J. W. LeRoy is working second trick operator a few days while Wilson looks over Northern Wisconsin.

W. E. Berger is now working third trick operator at Melstone.

Word was received at Melstone recently of the death of Mrs. Kinty at Mitchell, S. D. Mrs. Kinty was the grandmother of Mrs. Hazel Galvin, wife of Conductor M. M. Galvin, and of Dispatcher B. Doud of Moberge. Our sympathy is extended to them in their loss.

P. H. Pfeiffer, roundhouse foreman at Melstone, has been transferred to Marmarth, on the T. M. Division, B. W. Goggens succeeding him at Melstone.

Conductors Douglas and Kelley are in the work train service, reducing Sumatro cut.

Brakemen Harry Wade and DePue have taken the night job at Melstone.

Conductor Bill Shime says the rubber on ca-boose No. 1313 has driven away that bad feeling he has been having for some time.

Conductor DeFord of Miles, is laying off for a few days.

P. Burns, late roadmaster of the T. M. Division, will have charge of the graveling and construction work on the Musselshell Division, west of Miles, for the summer.

Northern Montana Division.

We have heard some of the employes express their opinions rather strongly about the extra trouble caused by the "Safety First" movement. The time may come when their apparent disregard for such things will work to their own disadvantage.

John Pierce, chief clerk to the division engineer, and wife will be missed by their Lewistown friends. They have gone to Seattle, where Mr. Pierce will take a position in Mr. Reeder's office for the present.

Chief carpenter's office now occupies the rooms vacated by the Engineering department.

The patrons of the inter-State lunch room were very much disappointed when it was learned that B. H. Farrell expected to give up the management of the Lewistown restaurant. Both Mr. Farrell and his charming wife have made it pleasant for those who patronized the inter-State Company, and we are all sorry to see them go. It is hoped that Mr. Farrell will prosper wherever he may engage in business.

Mr. and Mrs. G. A. Nerby now have charge of the lunch room.

On March 22, Switchman Albert Burch had his foot badly bruised by being caught under the footboard of the engine which was derailed at Great Falls material yard. It took about two hours' work to get him from underneath the engine and a derrick was required to pick up the engine.

The third Safety First meeting was held in the superintendent's office on March 26, and was a successful meeting, taking into consideration the small attendance. Let us hope that on the date of the next meeting there isn't any big show in town to claim the attention of our committeemen.

Chief Carpenter R. D. Coulter left on March 31, to enjoy his vacation. J. A. Birkholz will have charge of the office during Mr. Coulter's absence.

On April 5, occurred the marriage of Fireman Henry Hansen to Miss Estella Surprenant. After a short trip, the happy couple will make their home at Becket. May good luck and prosperity continue with them.

Charles Hackett has returned to the Northern Montana Division after spending the winter in Iowa.

Machinist G. W. Shepard and wife returned April 8, from a two week's visit in Seattle and Tacoma. They report an enjoyable time.

Boiler Inspector M. A. Griffin returned April 10, from a visit with his brother in St. Paul. Mike seems to have made a thorough study of the new spring styles while in the East and we would, no doubt, gain much information from a discussion of the subject.

Frank Rusch, assist. S. M. P., and G. E. Cessford, district master mechanic, were visitors at Lewistown engine terminals March 21.

E. W. Young, general locomotive boiler inspector, of Dubuque, Iowa, and J. T. Wilson, traveling boiler inspector were business visitors at Lewistown shops April 12.

Mr. and Mrs. C. H. Ridout are the proud parents of a fine daughter.

The first Japanese baby born in Fergus County, made its appearance on April 1. Mr. and Mrs. K. Nakamura are rejoicing over the arrival of this little daughter. During the first four days of her stay in Lewistown, over fifty visitors had come to see her.

East Prairie Du Chien Division Notes.

M. C. Murphy.

Section Foreman H. Bohrman of Waukesha, went to Milwaukee on a business trip.

William Gust, a section laborer at Stoughton, met with a painful accident when he attempted to jump on a switch engine. His foot slipped and a car passed over his body, making it necessary to amputate the right leg.

Conductor E. Wheeler is braking with the switch crew at Waukesha. Brakeman Chas. Horr is laying off.

Brakeman Frank Hardy is wearing a smile that won't come off. The proud daddy of a bouncing baby girl. Like himself she is a "hardy one." A welcome, young lady.

Bill Clerk J. Hawthins of Waukesha, laid off a few days on account of illness.

Engineer Fred Zunker and Fireman Will Zunker of Milwaukee, visited friends at Eagle, Wis.

Section Foreman H. Carroll Milton has been transferred to Mazomanie. A. Manske succeeding him as foreman at Milton.

Fireman M. Gaggin of Milwaukee, was a visitor at Waukesha.

Firemen John and Herman Marsh took a vacation and visited at their home at Eagle, Wis.

Mrs. Baker, wife of Brakeman Chas. Baker visited her nephew, who is at a Milwaukee hospital.

Mrs. August Boesel wife of Section Foreman A. Boesel and mother of Section Foreman C. Boesel of McFarland, died at the home of her daughter at Elm Grove, Wis., after a short illness.

P. Roberts, third trick man at Waukesha, has been transferred to Milton, and C. E. Hotaling is working third trick at Waukesha.

We hear that Conductor I. Fuller has purchased a new automobile. We sure hope to have some ride soon.

Fred Kibler, genial baggage man at North Avenue Station, Milwaukee, passed the half century mark February 19th, fifteen years of which have been spent in faithful service with the Milwaukee Road.

His early manhood was spent on the western plains driving beef for the government, and Fred was a familiar figure on the Indian reservations when the region west of the Missouri was a trackless wilderness. He later forsook this rough life, and has since been in the employ of the Milwaukee road in various capacities. He started as a gate-tender, but his good work soon earned for him promotion to the position of weighmaster and baggageman.

Born in Louvain, Belgium, it is with heartfelt sorrow that he sees his native land endure the horrors of starvation. We all wish Fred many happy returns of the day and hope to see him in active service for many years to come.

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Missoula Division.

Although items from the Missoula Division have been somewhat scarce in our good Magazine for some little time, I want to make it known that it is not because we are not interested in the publication. We believe that this month we have something to announce to our readers that will interest each and every one, especially those who expect to visit the California expositions or the Pacific Coast, and this is "Stampede" that is to be held in Missoula on July 2, 3, 4 and 5. This, without doubt, will be the biggest and best Wild West show ever pulled off in the Northwest. All the attractions and events are under the direction of Drumheller Brothers, who have for so many years managed the Pendleton "Roundup" successfully. Now, it behooves our ticket agents, station agents and all employees to let the traveler know of this event in order that they can arrange to stop off here and enjoy this event while on their way to the California fairs.

The Milwaukee Railroad covers a large territory, but large as it is and varied as are the attractions to be found along its right of way, Missoula claims to have something which is going to be bigger and better than anything of its character to be found elsewhere. The whole show is covered by three words, "The Missoula Stampede."

Just what idea these words, "The Missoula Stampede," convey to you we in Missoula do not know, but unless you are familiar with the show and its various ramifications you won't get any real conception of the entertainment until you have seen it. Everything that can be given in a real Wild West show will be found here. If you want to see the best riders in the country, you will find them in Missoula. If you would be interested in watching the men who can do more stunts with a rope than the proverbial monkey on a mile of grapevine, come to Missoula. These are only a few of the many things of interest and excitement which await you in Missoula on July 2, 3, 4 and 5. Steer roping and tying, bull and buffalo riding, steer bull-dogging, wild horse races, Indian races and dances, relay races for both men and women with the champions in both classes participating are a few of the features which will be staged.

The best Indian dancers and performers from ten of the leading tribes of the Northwest will be present. The old Indian dances and ceremonials preserved from the preceding generations will be given in the tribal costumes. At this time the city of Missoula will celebrate her fiftieth anniversary and the morning of July 5th will be given over to a reproduction of the many events which took place in this historic section of Montana. If you are figuring on making a western trip this year, plan your journey so as to be in Missoula on the above-mentioned dates. Tell your friends about this show and write the Chamber of Commerce, at Missoula if you want more particulars. Don't miss the best entertainment of its kind you will ever see.

Conditions in Broadway Yard, Chicago, Milwaukee & St. Paul Railway Co., Kansas City, Mo.

Just looking around to see what I could see
Taking in things as they come by the way,
Soon chanced I along to a gang of stout workmen,
Who seemed bent to accomplish the work for the day.
Each one to his duty paid closest attention,
Everyone seemed all intent on his work.
Not a word of displeasure did anyone utter.
Everyone working, no duty did shirk.
You see satisfaction in every bright feature—

Each one his whole duty is willing to do,
No lording of master o'er such cheerful workmen,
Giving and taking is what they're used to.

It speaks well for the head of the Local Department,
No friction has ever appeared in the ranks.
Everyone vying the one with the other,
Each striving to make his department first rank, to
Recieve at the last the good will and thanks of the whole corporation.

Waubay, S. D.

Dear Editor: With the aid of the Magazine, let us school the track men in matters connected with their work, looking toward better results in general.

Also, why should not each roadmaster select a convenient place on his division and get his men together, say four times a year; show them the difference between right and wrong and discuss track work generally.

It would be found, by doing this, that there were soon a more enlightened set of foremen. How many foremen now know one curve from another, or how to apply elevation to suit curves or traffic, or where to start same, or where to set for full elevation? How many compound curves are ruined by ignorance of foremen thinking they are simple curves or uniform. A foreman not knowing these differences may work for hours or days trying to make all alike, when by getting foremen together and instructing them these difficulties might be overcome. A long blackboard could be used on which to sketch different curves, simple, spiral and compound, explaining the difference and explaining how to properly elevate, etc. Also how to determine the degree of curves. This is very important. Also, how many foremen know one frog from another. Get the men together and school them on these points.

A roadmaster could pick out, say, six foremen on his division. Give them a month to study on some certain subject upon which they are to talk at the meeting; one man to talk, say, on proper handling of curves; another on frogs and switches and so on, discussing all branches of track work. This would have the further benefit of getting the men together and by their becoming better acquainted, have a better understanding all around.

Superior Division Notes.

P. H. Donley.

Conductors Heitka, Havey and a few freight conductors are off their runs, being assigned to other duties.

Quite a change has taken place with our baggagemen on trains Nos. 31, 6, 9, 10 and 21.

It is very gratifying to note that our Superintendent, Mr. Clifford, is out and around with us again, and has about fully recovered from his injuries received a short time ago.

"Safety First" has become a "nation-wide motto," and in no place is it more needed than in our vocation. So boys, your company needs your efforts, now let us be on the lookout.

Obituary.

On February 22, after a short illness of pneumonia at the St. Mary's hospital, Madison, occurred the death of Section Foreman W. Leonard. Mr. Leonard was an upright and hard-working man. His railroad career began about thirty-three years ago. He was foreman of Madison yard for eight years.

Besides his wife he is survived by one son, Harry. The sympathy of the Pra Du Chien Division employes is extended to the bereaved family.

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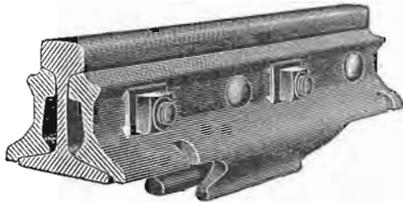
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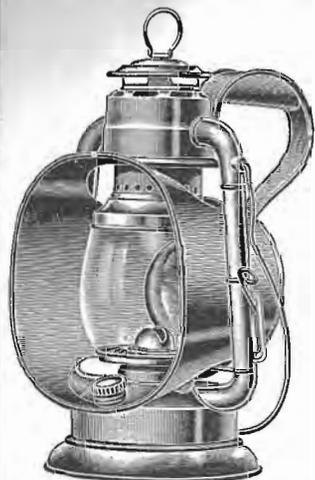


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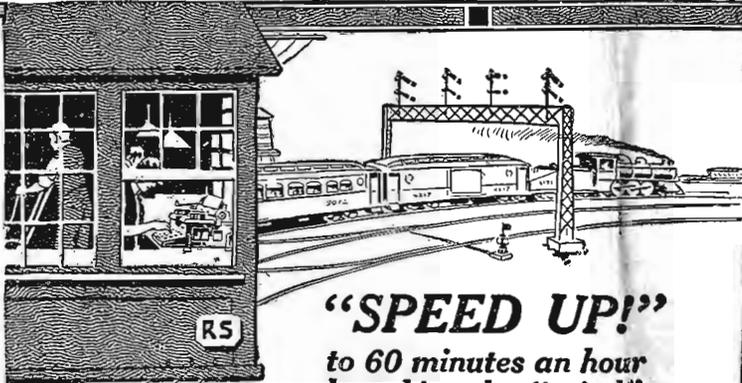
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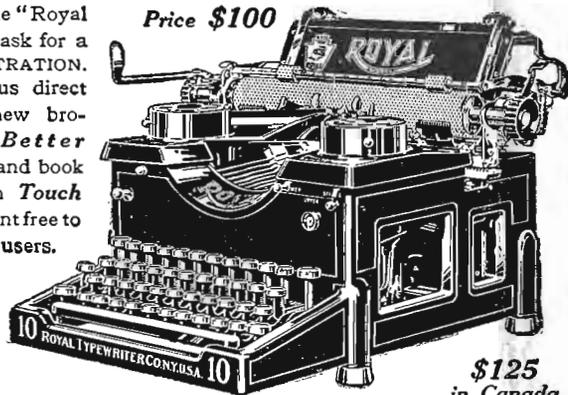
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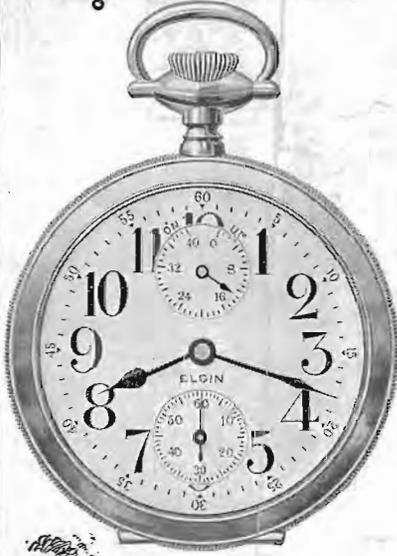
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