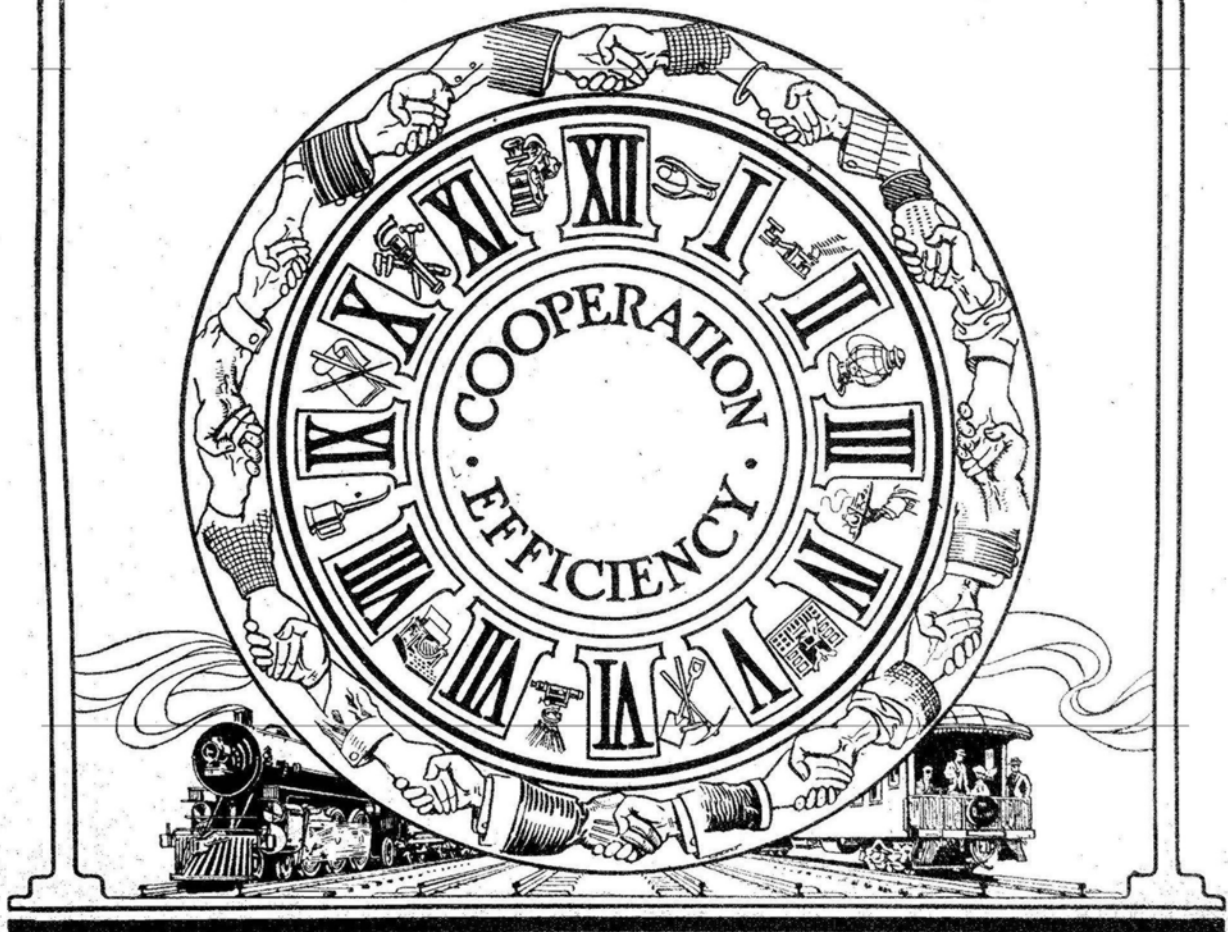


THE MILWAUKEE RAILWAY SYSTEM EMPLOYEES' MAGAZINE

February

1917



VOLUME 4

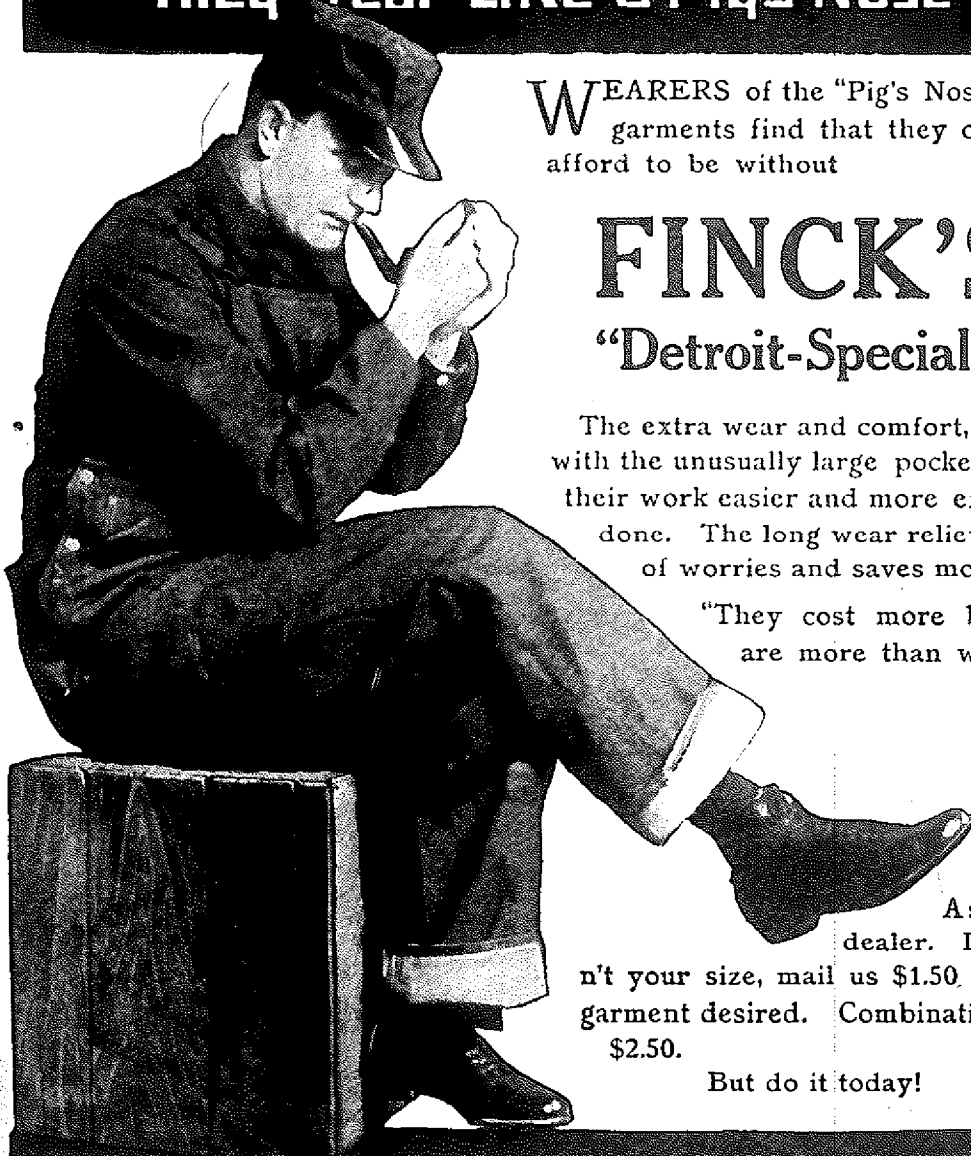
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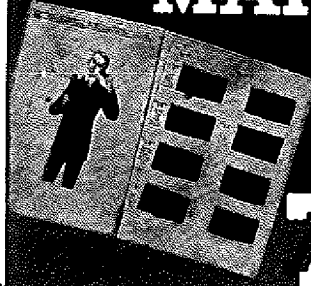
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The Return on Railway Operations

G. J. Bunting.

Do you know how to read a railway annual report? Can you figure out the percent of return to the company on capital invested? It is extremely interesting to note the devious methods pursued by laymen and the misconstructions placed thereon by them in attempting to interpret the results of the operation of a railway as reflected in its annual report to its stockholders, in comparison with the methods pursued by a statistician or an accountant. The ordinary layman, in reading an annual report of these days, is more or less confused by the changing methods of report forms that have taken place due to the regulations by the state and federal governments in the past ten years. These changes have had little result, however, on the method which is usually pursued by the statisticians except to enable them to elaborate the statistical data produced, due to the larger amount of material at their disposal through the commission form of regulation.

It is the purpose of this article to indicate to the reader the proper way of measuring and comparing the return on capital invested in a similar way as a statistician would, in the absence of any additional material other than that produced in the stockholders' form of annual report. For this purpose, the annual report of the Chicago, Milwau-

kee & St. Paul Railway Company for the year ended June 30, 1916, will be used.

I do not think any of us can conceive of the possibility of operating a railroad merely with the equipment and roadbed. It is essential to have an adequate supply of fuel in readiness; likewise it is essential to have supplies of materials of all kinds to make repairs; to have sufficient moneys in hand to pay for such required supplies as may be needed for stock purposes, funds to pay employes their salaries and wages, before earnings of the property are available for that purpose; funds to advance other lines for their proportion of earnings on shipments received at junction points in advance of actual collection of the charges from the consignee; funds to pay foreign lines for per diem on their equipment coming to the line; and a sufficient working capital to cover wages and cost of materials used in construction and repair work performed by this company for other companies and individuals, which necessarily has to be paid in advance of collection from the beneficiaries. In fact, it will be seen that the actual capital necessary to operate a railway must be an amount in excess of the cost of road and equipment sufficient to render the operation a success without financial embarrassment.

These matters are usually overlooked by the ordinary layman in his conception of what is necessary to operate a railroad and on which returns should be made in connection therewith. In fact, there is rarely an occasion where arguments are offered with reference to a return on railway property that the amount upon which the return is usually stated to be expected is other than merely the cost of road and equipment, and as indicated above, it is practically impossible to operate successfully a railway property without adequate funds for its current needs of operation.

It is impossible to conceive therefore of operating a railroad successfully without the necessary fuel or materials in stock and without sufficient funds to carry on current transaction for that purpose. This would be considerably worse if the company did not have borrowing power with which to secure these funds, and in the event that it does have to borrow it is necessarily expected that a sufficient return must be made to pay the interest on such funds which necessarily has to be paid if a receivership or other proceedings is to be avoided.

There is another point, however, that should be considered, reference to which has not yet been made, and that is the Milwaukee Company's investment in "feeder" lines separately incorporated. The "feeder" lines of the Milwaukee Company, such as the Gallatin Valley Railway Company, Tacoma Eastern R. R. Co., Big Blackfoot Railway Company, etc., are not self-sustaining in themselves, but when considered from the standpoint of the business they create for the parent company, their value is sure to be of immediate and great importance. For instance, the Gallatin Valley Railway created business during the year ended June 30, 1916, on which the total revenue was \$442,882.02 and of which the Milwaukee Company's proportion was \$320,681.69, which was included in its earnings. This proportion accruing to the C., M. & St. P. Co., less the cost of operation, therefore, represents a return to the Milwaukee Company on its

investment in the Gallatin Valley property.

It can, therefore, be seen that the C., M. & St. P. Company's investment should be increased by the total it has invested in these "feeder" lines to arrive at the actual return on its entire investment in property devoted to Transportation Services; likewise, its return should include the surplus or deficit of these wholly owned "feeder" lines to reflect the true net return on the investment. The correct method of measuring the return necessitates, therefore, the recognition of all these elements without which operations would fail. This latter information relative to "feeder" lines is not available, however, and we must therefore deny it consideration.

The investment in C., M. & St. P. Ry. property on which a fair return should be made (excluding "feeder" lines) is as follows:

Investment.		
Road and Equipment—Net		\$573,293,471.12
Working Assets (such as Cash on Hand, Balances due from Other Companies, Agents and Conductors, Materials and Supplies on hand, and similar items)	\$28,977,215.47	
Less—Working Liabilities (such as Balances due to Other Companies, Unpaid Pay Rolls and Vouchers, etc.)	10,343,640.64	18,033,604.83
Total Net Investment—Railway		
Operations	\$591,927,075.95	
Return for the Year Ended June 30, 1916.		
Operating Income	\$ 31,231,194.82	
Rents Received	464,892.08	
Gross Income	\$ 31,726,086.90	
Less—Income Deductions—		
Rents Paid	\$ 1,029,907.47	
Hire of Equipment	903,132.16	1,948,039.63
Net Return—Railway Property	\$ 29,778,047.27	
Per cent of return of \$29,778,047.27 on a property book value of \$591,927,075.95		5.03%

It will thus be seen that there is hardly a sufficient return to the owners of the property to make the securities of the company attractive to investors unless there is income from some other source (this, however, has nothing whatsoever to do with the matter of a fair return on the investment in railway property) and there is also undoubtedly nothing at all to provide for improvements which should be provided for from earnings. Under the classifications of the Interstate Commerce Commission there are numerous

small capital items which ordinarily ought to be provided for from earnings and should not necessitate the Company to create additional capital to acquire same. There should be, therefore, a sufficient return over and above that necessary to compensate the owners of the property to enable the Company to make this class of capital expenditures without resorting to borrowed funds.

Let us now compare this return with that enjoyed by some industries in other lines. I have attempted herein to indicate the returns of a diversified number of industries that will just about represent the average for each class and have not attempted to show those that give the highest returns for their class, so that the statistics herewith produced, in the majority of cases, represent an average return for each class, if classifiable:

Company	Property Investment	Net Income	Per Cent of Return on Investment
American Chile Co.....	\$ 14,141,941.00	\$ 1,582,988.00	11.19
The American Tobacco Co..	134,406,203.00	11,836,931.00	8.81
Bethlehem Steel Corporation	100,157,398.00	9,649,669.00	9.69
Internat'l Harvester Co. of New Jersey..	128,404,416.00	11,049,684.00	8.61
Butler Bros..	20,541,922.00	2,202,127.00	10.72
Sears Roebuck & Co.....	71,449,989.00	9,081,521.00	12.71
General Electric Company....	136,763,145.00	11,855,384.00	8.67
General Motor Company....	53,342,477.00	7,819,968.00	14.13
Leggett & Meyers Tobacco Co..	82,009,801.00	7,231,161.00	8.82
Quaker Oats Co.	21,165,335.00	2,099,650.00	9.92
National Carbon Company....	16,945,838.00	1,826,007.00	10.78
Union Switch & Signal Co.....	8,102,461.00	833,348.00	10.29
Westinghouse Air Brake Co.	29,661,553.00	3,482,994.00	11.74
C. M. & St. P. Ry. Co.....	591,937,975.95	29,778,047.27	5.03

Most of the returns for the companies mentioned in the foregoing represent the net returns after deducting large sums for plant depreciation, reserves for sinking funds and other amortization purposes far in excess of any such reserves by the Milwaukee Company. It therefore can readily be seen how niggardly small the railway property is being compensated in comparison.

Owing to the agitation on the part of some of our citizens for government ownership of our railway properties, I have often wondered whether such agi-

tators realize the exceedingly low rates now enjoyed by the public in comparison with those of other countries. In this connection I wish to say that our rates are too low, but, notwithstanding that fact, I am convinced that rates under government ownership are much higher, and necessarily so, than is economically necessary to furnish an adequate return under private ownership. The average receipts per ton per mile on the C., M. & St. P. Ry. in comparison with railways in other countries which are in part or wholly state owned, and the resultant additional revenue to the Milwaukee Company if its receipts per ton per mile had been the same as theirs is very graphically illustrated in the following table (statistics taken from compilations of the Bureau of Economics):

Company or State Owned Road	Receipts per Ton per Mile (Cents)	Additional Revenue to St. Paul Co. if Its Receipts Were on Same Basis.
*C. M. & St. P. Ry. Co.....	763
Commonwealth of Australia:		
New South Wales.....	1,593	\$ 83,157,991.23
South Australia.....	1,756	99,528,405.36
Austria.....	1,509	74,721,073.28
Brazil.....	7,038	630,012,172.76
Cuba.....	2,944	218,842,104.96
Denmark.....	2,113	135,382,816.65
France.....	1,183	41,980,725.04
Germany.....	1,244	48,107,098.79
Holland.....	1,242	47,906,234.08
Hungary.....	1,215	45,194,560.45
Norway.....	1,487	72,512,161.44
Roumania.....	1,297	53,430,013.69
Slam.....	1,435	67,289,678.90
Spain.....	2,226	146,731,672.94
Sweden.....	1,373	61,062,872.79
Switzerland.....	2,632	187,507,209.71
Union of South Africa.....	1,597	83,559,720.66
*C., M. & St. P. Ry's Tons One Mile—		10,043,234.657

As an indication as to just how the revenues of this Company have shrunk since 1898, the following table is exhibited showing the decline in freight receipts per ton per mile and what the additional revenue to the C., M. & St. P. Co. would have been had it enjoyed a similar return in the fiscal year ending June 30, 1916. (See stockholders' annual reports for the years mentioned.)

Year Ending.	Receipts per Ton per Mile (Cents.)	Additional Revenue to St. Paul Co. Had Its Receipts in Year Ending June 30, 1916, Been the Same as Year Shown.
*June 30, 1916.....	7571
June 30, 1914.....	8078	\$ 5,091,919.97
June 30, 1912.....	8485	9,179,516.47
June 30, 1910.....	8431	8,637,181.80
June 30, 1908.....	8117	5,483,606.12
June 30, 1906.....	8617	10,505,223.45
June 30, 1904.....	8908	13,427,804.73

June 30, 1902.....	8400	8,325,841.53
June 30, 1900.....	.9299	17,354,709.48
June 30, 1898.....	.9720	21,582,911.27
*Tons One Mile—10,043,234,657.		

How simple a solution of our difficulties it would be if the receipt per ton per mile had been as great in the year ending June 30, 1916, as it was in 1898 or even 1904! Just think, it would have added only 1.337 mills per ton per mile, or for one ton from Chicago to Milwaukee the insignificant average added cost to the shipper of 11 cents, if the average receipt per ton per mile had been the same as in 1904. It can be seen, therefore, that it would not be a very great hardship for the public to pay the railways adequate revenues.

It would be pertinent to indicate the greatly increased cost in labor and material in the past ten years, but that would require analyses of conditions and statistics that are not available in the reports to stockholders and, therefore, such a discussion must necessarily be dismissed from this article.

The last table just considered, together with the first (showing the actual return for the year ending June 30, 1916) reflects the conditions now facing the railroads and indicates that there must be a halt in one or the other direction.

Operating cost increases must cease, which means no further increases in wages and salaries in the future and the

substitution of poorer but cheaper materials in maintenance work, or an upward trend in transportation rates must be granted to meet the additional demands of labor and material costs. You cannot eat your pie and have it, too. Every employe who expects to continue railroading and expects to profit by it in the future should exert himself to mould public opinion as to the needs of increased rates, both interstate and intrastate, and should do all in his power to secure proper legislative action to protect the interests of the railroads, as by so doing he is helping himself as well as his employer. Think it over and see if we cannot all do something to improve conditions. Things have been serious, though not so much so at present, but I am confident they will be so again, after the European war (when the present abnormal conditions will subside) unless some relief is granted to the carriers. No one is better able to judge the conditions existing or is better able to exert himself for some relief than an employe. Railroading is the means of your livelihood and, therefore, your interest is second to none, not even excepting the owners of the property. So I repeat, let us do our part individually and collectively to secure better consideration for our railway properties.



The Men Who Do Things at Milwaukee Shops Foundry

Scenes and Happenings on Our

Division

Second Section.

W. H. Shafer.

A word about Portage before we start. Portage is located on the extreme east shore of the Wisconsin river, the river making a big bend here, and then shooting southwest for the Mississippi.

Portage derives its name from the Indians, who used to portage from the Fox river to the Wisconsin river, a distance of two miles. The government, years ago, built a canal from the Fox to the Wisconsin, which it still maintains, and keeps in repair, and light draft boats can leave Lake Michigan at Green Bay and go to the Gulf of Mexico via this route. One mile east of Portage our road crosses this canal. Here, also, the Northern division and the Madison-Portage branch form a junction, the Northern division swinging in from the Northeast and the M. & P. Line from the South. This place is called Portage Junction. We have a fine electric interlocking plant here to move trains over the crossing. The draw bridge spanning the canal is also handled from this plant.

On our next five-mile stretch we cross the Lake George flats. Then comes the little station of Wyocena, a potato and bean town, both of which are extensively raised in this vicinity. Upon leaving Wyocena we strike Rio Hill, our heaviest eastbound grade, and then the town of Rio. More beans and potatoes. Three miles further and the village of Doylestown, a farming and stock country. Five miles east and then Fall River, a farming and dairying town. Two miles further and the beautiful city of Columbus. We are now entering the best agricultural section in the State of Wisconsin.

Columbus is noted for its farming surroundings and has a large canning factory and malting plant, but things happen there occasionally, just as they do in larger cities. While waiting here one night, some years ago, for No. 3 to arrive, time 2 a. m., and bitter cold, I was startled at hearing a shrill female voice calling for help, and calling loud and repeatedly. Out of the caboose I went to investigate, nearly breaking my back in the effort, when, to my surprise, what did I find but a woman standing on the sidewalk in front of a house that stood near the track, and a man standing in the doorway telling her to shut up and beat it.

"What's the trouble here?" said I, after the woman had calmed a little. "It's this way," the woman replied, "that man is my husband and this is our home, but he won't let me in, and I'm nearly frozen. He has shoved a couch out on the porch and tells me to sleep there tonight."

"How about it, old man?" I asked. Gee! but he was a tough looking customer and a big club he had in his hand made him look all the more vicious.

"She's my wife alright," says he, "but she can't come in. I'm tired of her going out

every night to dances and card parties and staying until 2 and 3 o'clock, and I won't stand for it anymore. She can go back to where she spends her evenings."

This only started another outburst of wailing from the woman, who exclaimed that he was an old man and wouldn't go with her, but wanted her to stay home with him all the time. With a little diplomatic strategy on my part, however, the argument was curtailed, and when I started to pull out they were both tugging at the couch to get it back into the house.

Two miles further comes the station of Elba, a farming town and boasting of a large canning factory. Reeseville, next, is also a good farming and dairy center. Between Reeseville and Richwood, our next town, we cross Mud Lake marsh. This marsh caused the company a great deal of trouble and expense before they got a good substantial roadbed on it. Next comes Richwood Hill, another heavy grade, and then Watertown Junction. Here the Madison-Watertown branch connects with the main line.

I am going to switch off for a few minutes and tell you about a boomer brakeman we had the pleasure of having on with us for just three round trips. On our first and second trips, with this knight of the brake for company, we had through trains, and no work to do, and everything went smoothly. One peculiarity we noticed, though, was his signals. The rear brakeman argued they must be those "standard signals" he so much boasted of. On our third trip we departed from Portage on a moonlighter, only the moon wasn't shining. Instead it was raining, and hard at that.

Just merely one of those rains that last twelve hours and then some more. On this joyful trip we had two cars for Columbus. I told the boomer that two behind two had to be set on the house track at Columbus. "Alright, cap," says he, "leave it to me. That 'two behind two' stuff sounds good; ain't heard it since I left the Katy line four years ago. I'll set them out alright."

We got to Columbus in due time, with it raining hard. Ordinarily it would have taken about five minutes to set the cars out, but after waiting twenty minutes and still hearing him switching, I started over to see what the trouble was, and here is how he had them lined up: Two cars on the spur track, two on the house track, and four with the engine.

"What's going on here?" I blurted out!

"I am doing just as you told me, cap, two behind two means four and two times four is eight. I guess I know how to bat'em out, I didn't work on the Katy line ten years for nothing."

"But," says I, "two behind two means set out the two behind the two head cars."

Just then the Eagle Eye came down off his perch and started to bawl out both of us.

"It's a fine stunt your pulling off," he shouted. "Here I've been switching thirty minutes with the rain pouring down the back of my neck and haven't accomplished

anything yet." But we quickly righted ourselves and were soon on our way.

At Watertown Junction we got a message to pick up a car of butter. It still was raining hard and I gave the boomer the number of the car and told him to get it. After being gone ten minutes he came back without it, and all out of breath, saying he couldn't get it because there was a car ahead of it. "Floundered again." It wouldn't have been so bad, though, if the Eagle Eye hadn't shuffled up out of the dark and given me the laugh.

One mile east of Watertown Junction we touch the thriving city of Watertown. Watertown boasts of twelve thousand population, has numerous factories, a large malting plant and is undoubtedly our best town. Seven miles further we have the little town of Ixonia, a good farming, stock raising, and dairying community. Six miles further and we drop into Oconomowoc, our millionaire town. It is said Oconomowoc gets its name from the old Indian chief—Old-Coon-No-More-Walk. It claims the distinction of being the best summer town in the state. Many wealthy people from the South spend the summer months here. We are now getting into the region of the small lakes, of which there are many.

Next comes the little station of Giffords, noted for its numerous sanitariums. Then Okauchee, another famous summer resort. A great many people from Milwaukee have their summer homes here, and passenger travel during the summer months is exceedingly heavy.

Two miles further we drag into Nashotah, another heavy grade. Nashotah is the railroad station for the famous St. Johns Military Academy. We got held up here one night on account of change in time card. (This for ye trainmen.)

No. 68, the train I was on, was due at Nashotah at 11:55 p. m. A new card went into effect at 12:01 a. m. Not being able to make the next telegraph station necessitated our staying there until we picked up our time on the new card, which was 12:40 a. m., a delay of forty-five minutes. I implored the train dispatcher to run us extra to overcome this delay, but nothing doing in the extra line. Yet I shall always remember him as having a big heart and being able to open it at the right time. Then again, everything must have been moving smooth on the whole division. The radiator in the office must have been popping off, and we'll bet the grade chart on the wall looked level all the way through; and, again, that his midnight lunch surely set good. Anyway, grin, or look scared if you want to, but this is what he sent:

"C. & E. No. 68 Run (23) twenty-three hours and (45) forty-five minutes late on the new card and proceed at once." Wouldn't that stagger you? It sounded good to Bill, though, and say, we could have cut circles around Halley's comet the way we gyrated from there.

One mile further the little station of Nagawicka looms up, another summer resort,

named after an Indian princess. I'll admit I don't fancy the "Nag" part of it. One mile further and the beautiful city of Hartland, then Lakeside, then Alaska, situated on Pewaukee Lake. Here are immense ice houses that supply Milwaukee and Chicago during the summer months. Next comes Pewaukee, also beautifully located on Pewaukee Lake, with many summer homes occupied during the summer by Milwaukee and Chicago patrons.

Notice the names of those last ten stations? Mostly Indian. What a glorious country this must have been when the red man roamed at will, when they could pitch their tepees anywhere and say, "It's our home, given us by the Almighty Father, who is just and good."

Three miles east of Pewaukee we bound into Duplainville, here the main line of the Soo crosses our tracks. Two miles further and we're at Brookfield. The Prairie du Chien Division connects with us here and both divisions use the same tracks from here to Milwaukee. Four miles further east and we drift into Elm Grove. Here is where we swing off the main line and head for Air Line yard.

Three miles further on and we're crawling to the top of Section Six, named thus because of it being the sixth mile of the first laid track on this division. When this division started to build, the terminal then was the old Reed Street Depot, and every mile of track constructed was called a section. Section Six still retains that name, presumably on account of the steep grade.

From Section Six to Air Line yard we get a down hill pull, a Grand Speedway—but all trains must move under perfect control all the way. It was descending such grades as Section Six in ye olden times that a new callous was started, or the old ones enlarged on a trainman's hands or wrists; that his nerve and strength were tested, his vitality sapped, the heart strings tightened and the cold sweat oozed forth, etc., helping bring on the premature grey hair so commonly noticeable on railroad men. I often think of those hard trips and wonder why the power brake and automatic coupler were slow in coming into practical use. Ingenuity, however, is a slow workman but a sure one, and that's why all good things come slow.

On our glide down Section Six we pass the State Fair Grounds and the large shops of the Allis-Chalmers Co., the largest of its kind west of Pittsburgh. We also pass through the Milwaukee National Soldiers' Home Park, an ideal spot, but none too ideal for the men that call it home.

A little further on and we are drifting into "Air Line Yard," Milwaukee. Good old Milwaukee. Everybody knows all about Milwaukee, and its the home town of our own great road. May it ever be known as such.

And now, dear reader, I have taken you over the speediest freight division in the United States. Our average speed, including all freight trains, is 17.7 miles per hours.

No eight-hour law needed here.

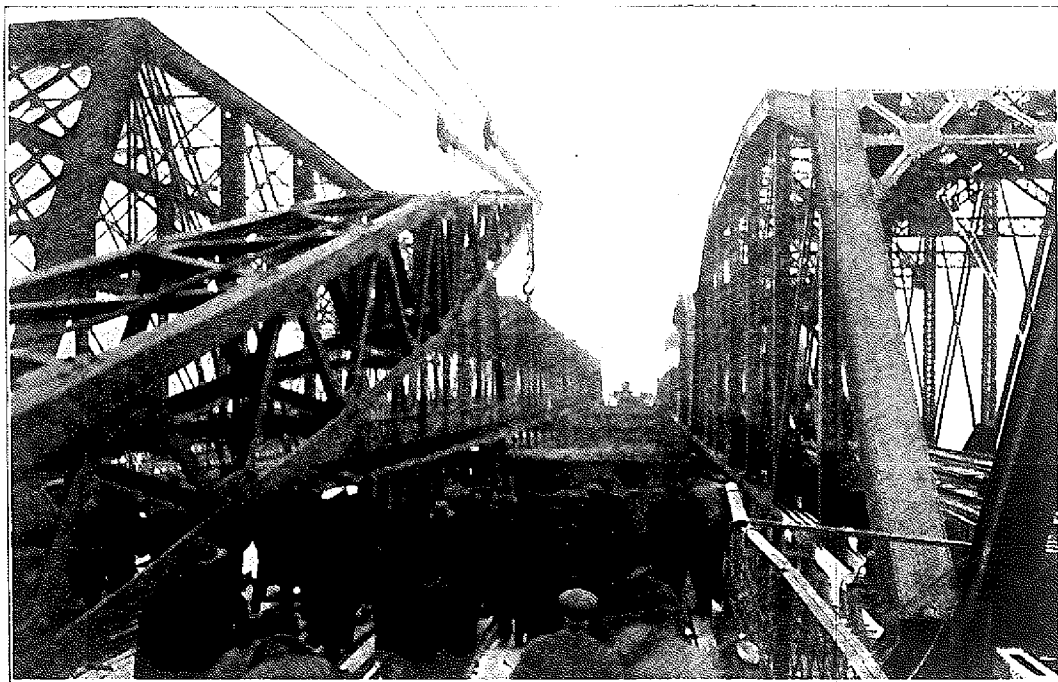
The New Trans-Missouri Bridge

The new all-steel railroad bridge between Council Bluffs and Omaha, to take the place of the old structure that had become entirely insufficient for the constantly increasing volume of traffic to which it was subjected, was successfully moved on rollers into its place on December 23rd, after the old bridge had been rolled by the same process off on to falsework erected just to the north of it.

The new bridge, to cost, when entirely completed, approximately \$1,000,000, was erected on falsework immediately at the south of the old structure, and after everything in con-

demands. The four monster truss spans, with space for double tracks, were erected on falsework piers at the south, and as its completion drew near, similar falsework to receive the old structure was built at the north, and the preliminaries of the removal began. This was a trying season for all the railroads, because in the interests of safety, only one train at a time was permitted on the bridge, and the speed limited to about four miles an hour.

It was a curious spectacle to see the long processions of trains of all classes, moving



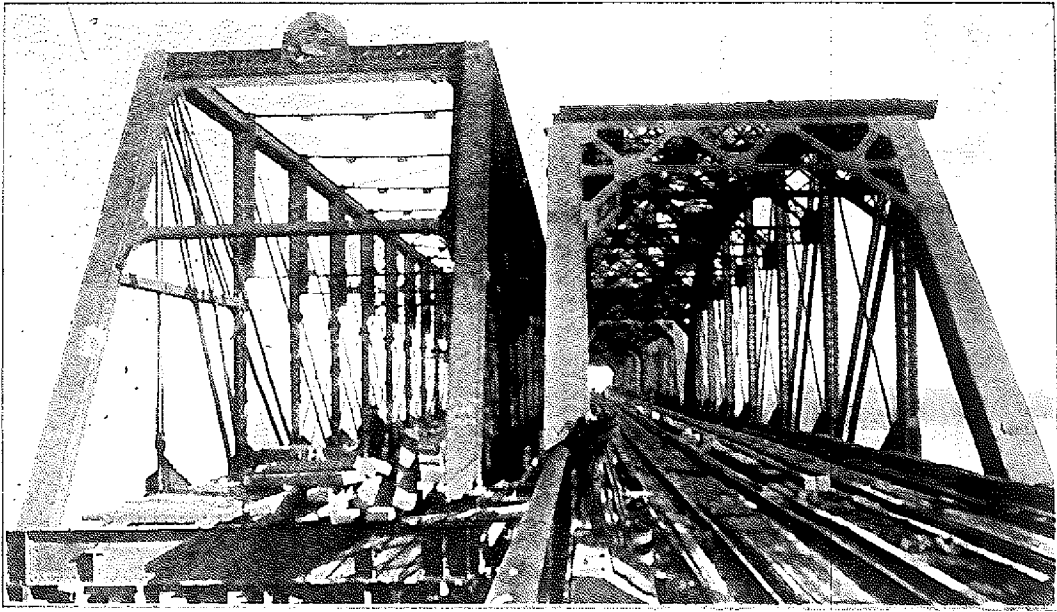
Both Bridges on Falsework, Permanent Piers in Center.

nection with displacing the old and placing the new, was in readiness, the actual moving of both bridges was accomplished in less than one hour. This was the greatest piece of bridge removal ever accomplished, and one reflecting great credit on the engineering skill in charge of the operation.

The old Omaha bridge, owned by the Union Pacific Railroad, and used jointly by all lines entering Omaha from the East, except the Illinois Central, was built in 1889, and at that time was considered a remarkably efficient highway over the Missouri River—one that would undoubtedly answer all traffic demands for many decades to come. Traffic, however, had long since outgrown the old bridge, and the congestion on both sides of the river, largely in consequence of bridge limitations, became intolerable. The piers of the old structure were examined and found to be perfectly capable of sustaining a bridge which in size and capacity would answer all

slowly up, focussing on that one point, waiting their turn to cross the river. Hour after hour "on the dump" at Council Bluffs hundreds of trains were in line awaiting the signal to move, and as one moved over the bridge, all behind it crawled a little closer, but none might pass until, in regular rotation, its turn came. This condition continued for days and weeks, and both sides of the river were centers of great interest for the operating forces of all the roads, notwithstanding the nerve-racking anxiety at the unavoidable delays, with thousands of tons of freight held back indefinitely while consignees clamored and emitted volumes of blue profanity, and traffic men were on the verge of insanity for lack of cars. It was an object lesson in railroading.

Mrs. Hackstock, our Council Bluffs correspondent, braved the bitter cold of that December day and witnessed the great sight of seeing one bridge weighing hundreds of



Old Bridge at Left, New Bridge in Position.

tons moved off its old supports and another weighing thousands of tons rolled into its place. Of the sight, Mrs. Hackstock writes:

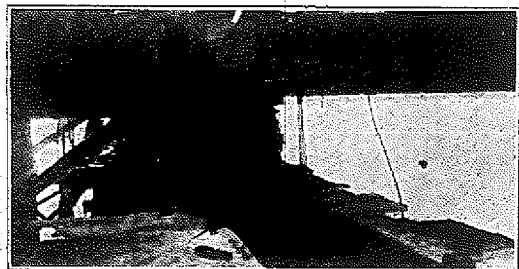
"While some delays were experienced in moving the two bridges, the actual moving time was less than one hour. The work was commenced at 11 a. m. and the new bridge was in place, leveled up and traffic passing over it without interruption that night."

The four spans of the old bridge, each 250 feet in length, were unbolted from the approach spans at both the Nebraska and Iowa sides of the river, the spikes drawn from the connecting rails and all connection cut.

Prior to that day, rollers had been placed under the old spans at each of the four piers, cables were attached to the structure and carried over to the five pulling engines located on the new bridge. When everything was ready, the chief erector for the American Bridge Company, which had the contract, passed the word to the general foreman in charge. The latter at once signaled the engineers on the stationary engines, the ropes were tightened up, and as the engine on the over-river pier sounded a sharp, shrill call, at 11:25 all of the engines commenced to pull. It was a breathless moment as the old bridge, weighing 5,600,000 pounds and 1,000 feet long, slowly, very slowly at first, but surely moved off its old accustomed place, going steadily out on its twenty-eight foot journey to the falsework waiting to receive it and to hold it until its wrecking is completed. In five minutes the bridge had cleared the pier and was over the south edge of its new supports, and then a guy rope parted and the journey was arrested. For twenty-five minutes the old bridge was astride its old and new positions, as if loath to abandon its old familiar haunts; but the rope being spliced, the journey commenced again and inside of three minutes the great steel spans towered above its new piers.

From 12 until 1:06 p. m. was consumed

changing the cables, blocks and tackles into position to handle the new structure. At the latter time the signal was given and again the thrill of a breathless instant, and then we saw the monster spans of the great bridge that is to mean so much to railroad operation out here, trembled a bit, the five engines puffed and snorted for the load of 11,200,000 pounds was a little heavy for their combined pulling strength; but their power was soon exerted and the new bridge began to move. After it had rolled about five feet over it stopped, and there was another delay of about thirty minutes while the rollers under the spans were readjusted some, and again a start was made. This time the bridge pulled along until its north line was well over the piers, when it was evident that a readjustment of the pulling machinery, some further lubrication of the tracks on which the rollers turned and a tightening of the guy-ropes were necessary. This having been done, again the signal was given to move, and this time, before the engines stopped again, the monster steel construction had rolled easily and quietly into its appointed place, with joints and bolt holes in the plates at the ends fitting exactly those of that portion of the old structure to which it was to be attached, and all done in less time than it takes to write about it.



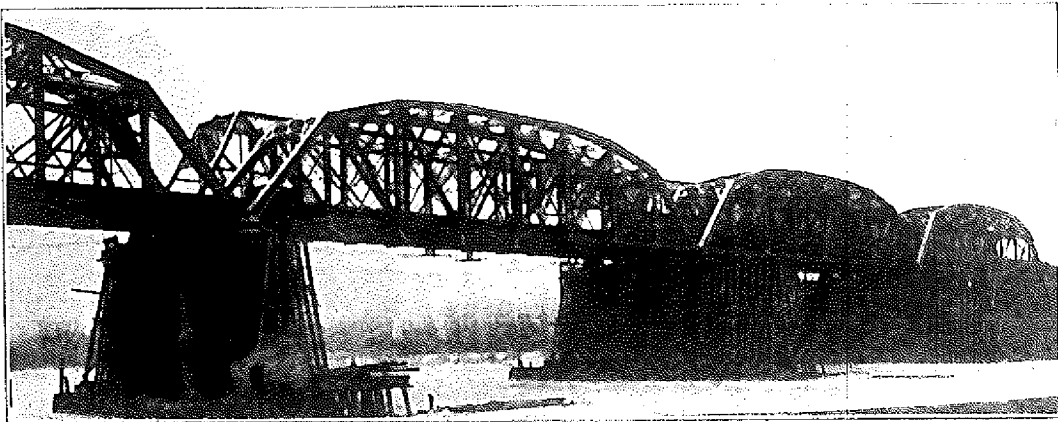
The Rollers.
Michael Sol Collection

Great lifting cranes were then brought up to either end of the new bridge, with which the rails, which had been taken from the approaches, were laid in place. Power jacks were applied at the piers and the entire new structure was lifted enough so that the rollers could be removed, and then the whole superstructure was slowly dropped onto the top of the piers. A thick sheet of lead was placed on top of the pier surfaces, into which the girders embedded themselves, the weight of the bridge acting to sink all the rough edges of the steel into the lead and at the same time driving the lead down into the crevices and holes in the rock, thus effectually preventing any slipping of the girders, acting to throw the bridge out of alignment.

The bridge was lined up and ready for the operation of trains over it at 4:30 p. m.

Many people, including officials of all the railroads operating in and out of Omaha, watched the spectacle with unabated interest in spite of the intense cold.

The dismantling of the old bridge has been begun. It will be taken apart piece by piece and all the material will be used again. Three spans are to be converted into a single track bridge over one of the streams crossed by the Oregon Short Line, and the remaining one will be used by the Oregon-Washington Railway and Navigation Company. In dismantling the bridge, the greater portion of the hoisting will be done from the deck of the new structure. The new bridge is double-tracked, and when entirely completed will be one of the most efficient links of this great transcontinental steel trail.



First Train Crossing New Bridge.

It Pays to Advertise.

My January number arrived today. I'll sing you this song in a Walt Mason way. Just read the advertising in our Magazine, see the "Casey Jones track limousine." If a present to one you wish to bring, why not buy a "Rajah" diamond ring; or call on Gallett at Aberdeen, where jewelry of the best may be seen. A place for your money, get an Inter-American book, with your name engraved. At their ad, take a look. Save up your cash, put it in a good bank, as advertizers, they lead the first rank. Banks you will find, no matter where you roam, some are near at hand, some far from home. Out at Seattle, you will find the leading three, glance into your mag and the names you will see. Now down at Spokane we find two more and a couple at Butte, mid the copper ore. Judith Basin, Harlowton and Roundup, Montana, Deer Lodge, Miles City, the ranchers' "bonzana." South Dakota shows us two, Aberdeen and Sioux Falls, and we find the Merchants' National is one of St. Paul's. The New England, Kansas City, is far from the East, with the Chicago Central Trust last but not the least. Picture all the money stored so safe away, piling up the interest from each day to day. Now if you want some insurance protection you can have your policies made out to perfection. There's the Mass. Bond and the Midland Company, the

Travelers and the big C. C. C. To keep warm this winter, order Roslyn Fuel, and from the Western Iron get any kind of tool. Bernard-Hewitt suits for summer or for fall, and always get the Stifel cloth for your overall. Safety First forgotten, you get an awful sprain, but Circus Liniment quickly relieves you of all the pain. Brighten up your furniture, with Murphy's or with Flint's—varnish and colors in every kind of tints. Now when you want some rubber goods bear in mind the name of Woods. A tip to you on the next buy, get in touch with Ayer & Lord Tie. Make no mistake when traveling at night, Galena Oil makes a fine light. To get results that are real, try out some Buckeye Cast Steel. Comforts are given in cold and sleet with your car equipped with Chicago Car heat. Just a mention now while I am able, your attention is called to Kerite Cable. There is Robert W. Hunt on all kinds of construction and Bates and Rodgers, they need no introduction. For paving blocks the ad was noted, Korrugo makes them all creosoted. Dearborn Chemical treat water so we read, just let them know if such treatment you need. Has your invention now been perfected, see W. E. Coleman, patents protected. When in Detroit, stop at the Tuller Hotel, a name famous for service swell. The squirrels surround me, I must come to a close, calling attention to Boss-Nuts, from one who knows.

Old Times on the Railroad

Some interesting reminiscences of old "Milwaukee" days were contributed by several of the senior agents of the system, which had to be omitted from the previous number of the Magazine, on account of space limitation. Mr. C. J. Cawley, the well known veteran of the Southern Minnesota Division writes:

"I was born at Mazomanie, Wisconsin, and commenced my railroad work at that station, with probably one of the oldest agents in point of service the company ever had—Mr. J. B. Stickney, who came to Mazomanie with the railroad in 1855, and remained at that station until his death, a few years ago, at the age of 82 years. I transferred to Sun Prairie in 1872, and worked as operator under another veteran, Col. W. H. Hamilton, who was probably the most faithful servant the company ever had. I remember that tea was then two dollars a pound and he never allowed a chest of tea to remain in a way car over night for fear someone would steal it. On several different occasions he arose in the middle of the night in violent wind and rain storms, to set the brakes on every box car in the yard so that they would not run out on the main track. Hamilton was a 'paper-mill operator' and would not discard the mill when I told him I could read by sound, so I had to use the contrivance for some time.

"Mr. H. C. Atkins, father of our popular superintendent, E. G. Atkins, was superintendent of the Sun Prairie Line, and he and Mr. Hamilton were warm friends. Mr. Atkins came to Sun Prairie frequently to visit. 'Hub' Atkins was probably one of the best known and universally liked officials of the early days, both with the public and employes. During those years, President Earling worked a trick in the Milwaukee office, and his pure, distinct 'Morse' was a revelation in telegraphy to me and to all who heard it.

"I was in Wisconsin at the time the 'Granger Laws' were enacted, laws that brought hardship and disaster to the railroad business. The great panic of 1873 followed, bringing further troubles on the rail lines.

"Shortly after, when the Wisconsin Valley Division was building to Centralia, I went to that point, opening that office; and when the line reached Wausau in the fall of 1874, I was sent there to open that telegraph station. I remained there until April 1, 1875, when I was appointed agent at Schofield, Wis., then agent at Lakefield, Minn. The passenger train at that time ran only to Jackson, and you had to catch a construction train to get out to Lakefield. The train left Jackson at most any time of the night, and coming out on the train with me was Mr. Rogers, who was building the telegraph line west of Jackson. He told me there was not a house in Lakefield and that I would not be able to stay there that night, so he invited me to go to his camp, which was about seven miles west of Lakefield, to put up for

the night. When we reached Lakefield, there was not a building of any kind to be seen, so I decided to accept Mr. Rogers' invitation. His crew was made up of 'darkies'; there were not beds in the tent and only about a foot of straw to lie down on, with no covering. The smell of the cooking which had taken place in the tent, together with some other not especially pleasant odors, 'got my goat,' and I was ready to return to Wisconsin on the next train. The line men took me back to Lakefield on their hand car, and I found a tent had been erected to serve meals, and several foundations laid for buildings. The people told me with much enthusiasm that the place was the geographical center of Jackson county, and would be the county seat and the future metropolis of Jackson county. The attempt to make it so failed. Mr. Rogers was ordered to put in an office near a beautiful lake about seven miles west of Kinbrahe, and he was puzzled to find a name for the future town. He said the weather had been so bad he had not been able to put in a full day until he reached this spot, so I suggested that would be an appropriate name for the station. It was, therefore, christened FULDA. I was appointed agent at Pipestone, November 25, 1879."

Mr. J. E. Collins writes from Brodhead:

"The editor of the *Employes' Magazine* requests some account of the railroad career of the old station agents on the Min. Pt. Division, and I cheerfully comply with that request. I began my career as station agent and operator, July 1, 1873, at Calamine. The line from Mineral Point to Warren was still in the hands of the Mineral Point Railway Company, which also operated the Platteville branch, Calamine to Platteville.

"I learned telegraphy in the commercial office of the Pacific & Atlantic Telegraph Co. in Warren. Up to July 1, 1873, Calamine had been a non-telegraph station and neither Belmont or Platteville had any telegraph service. A telegraph line from Calamine to Platteville was built in the fall of 1873 and I remember Lineman Smith sending me the first message ever sent over that wire.

"In regard to my proficiency in knowledge of station work at that time, will say I could do pretty well for a beginner in telegraphing; but my knowledge of station work was very limited indeed. Mr. Cal Spenceley was auditor of the Mineral Point Railway, and I remember his coming down to Calamine and spending a good part of one day posting me up in station accounting.

"Looking back to those early days, I cannot help remarking upon the great contrast between the freight service then and now. At that time there was no refrigerator service. Butter and all other perishable commodities were shipped in box cars and we were restricted to shipping way freight to two days a week.

"I lived at Calamine until March, 1883, when I moved with my family to Monroe, where I succeeded Henry Brockway as clerk and operator. Mr. Brockway decided to try farming, but not liking it, he soon returned

the railway service, taking the agency at Albany, Wis. At that time Monroe was a kind of division point, and had a roundhouse and machine shop. P. W. Puffer, who spent over half a century there, was agent; George Carson was conductor of the time freight, making the run from Monroe to Mineral Point every day.

"The Monroe station was a pretty busy place even as early as 1883, keeping four or five of us stepping lively to handle the business. It was about 1885 that the Illinois Central began agitating a proposition to build their line from Freeport up through Monroe and Monticello, to Madison, and that soon developed a demand from the New Glarus people for an extension of the Albany branch to their village. As soon as this line had been decided upon, I saw there would be an opening for agents and operators at Monticello and New Glarus, so I lost no time in making application to Mr. S. J. Collins, who was our division superintendent, for the station of New Glarus. He assured me that if he were 'on the job' when the extension was opened I should have the station. He left, however, before that time came and was succeeded by Mr. E. W. McKenna. My application for New Glarus, therefore, was made to Mr. McKenna, and he assigned me to that position. I left Monroe for New Glarus, July 26, 1887, going across country by stage. The construction company had run out of rails and track-laying on the extension was held up in consequence. Although track was laid to within three miles of the town, some of the people became uneasy, so to allay their anxiety, the agent was sent in ahead of the railroad. It was not many days, however, before track-laying again commenced and the railroad reached the town in the first week of August. We were soon receiving and delivering freight brought in on the construction trains. In 1887, New Glarus was about as much of a foreign community as the old town of Glarus in Switzerland. The Swiss dialect was all you heard spoken in the stores or on the streets, and a person who could not speak Swiss sometimes found it difficult to transact business without an interpreter. I had some young boys of my own and they were not slow in picking up the language and were able to act as interpreters when the necessity arose.

"I held the agency at New Glarus eighteen years, and think I must have given good satisfaction to the community, for when I left there in August, 1895, they serenaded us and presented both my wife and myself with handsome and costly souvenirs. I took charge of the station at Brodhead, August 14, 1905, holding it until the latter part of February, 1916, when I was made assistant agent and the responsibilities which attach to the agency were transferred to the shoulders of Mr. B. Regan. During the ten years of my agency here, there has been a remarkable increase in the business of the station, chiefly through the development of the cheese industry. In 1905, the company's cheese cellar was the only building here devoted to han-

dling cheese, but now it requires not only the cellar, but two large cold storage plants besides to handle the business.

"Although I could not be said to possess a very robust constitution I was never seriously sick until last March, when I suffered from a general physical and nervous breakdown, from which I have, so far, made only a partial recovery."

The following from Mrs. Belle Curry, the senior agent of the Tacoma Eastern Railroad, is of interest:

The Tacoma Eastern penetrates the big timber lands southeast of Tacoma, and the railroad for the most part runs through heavy forests with here and there a hamlet with its sawmill, or a village which owes its existence to a developing farming country on the cut-over lands. Ashford, where Mrs. Curry lives, is the station for Mount Ranier National Park, and during the summer months, there is a daily in and out-flow of tourists en route to or from a trip up the mountain. Mrs. Curry, like all who live in the shadow of the great mountain, and have imagination, idealizes its wonderful beauty and mystery, and from these she has written some charming children's stories and playlets, with the great icy dome and its mysterious caves and glaciers as *mise en scene*. Here is what Mrs. Curry says of her early experiences as an agent in frontier country:

"My first work for the Tacoma Eastern was at Watkins, as construction agent, when that station was opened in March, 1905. We were nicely settled at Watkins, when the man at Mineral quit, and it was my pleasure to take a hand speeder (one of those that leave the rails for the woods every few minutes) and run down to Mineral each morning, do the work and pump back at night—a distance of three miles. Another agent was at length checked in at Mineral, and I looked forward to a quiet life at Watkins again; but he remained only one week, and the pleasure again became mine to take the early morning speeder jaunt to Mineral. The weather bureau records may not agree with me, but I maintain that it rained more that March than any other in history, while a tree or two blown down on the track, to be gotten over or around, was not an uncommon occurrence. After about a month, another agent came to Mineral and my troubles were over. Mr. J. G. Dickson was then auditor for the Tacoma Eastern and he sent me a very nice letter with \$25.00 in addition to my regular salary in appreciation of my efforts to keep things going. When the road was extended, the station was moved from Watkins to Tilton, the line ending at Glenora, where construction work was for a time suspended. I then worked in the Tacoma freight office as revising clerk, and was checked in as agent at Ashford, October 17, 1907. I have seen the mountain travel grow, and 'Paradise Valley' from a tent camp reached only by pony trail, to the present sumptuous hotel reached by one of the best automobile roads in the world. Telephone and telegraph lines constructed in the park and many trails

reaching the remote places of the great mountain.

"We have lived so long, practically at the foot of the mountain, that we would scarce be content to remain long where we could not step out of the door to see and enjoy its beauties and silent, majestic grandeur."

The Section Man.

E. W. D.

I sing of the Section Man.
His field is the Right of Way.
The Pick and Shovel are the implements
Of his Heraldry.
His car a Chariot that conveys him
To points of advantage, the propulsion of
which
Gives him a graceful and rhythmic motion.
His authority is unquestioned, and the President's Special
Halts at sight of his crimson signal.
His watchful eye, trained in days of apprenticeship,
Sees the flaws caused by sun and frost;
His attentive ear is tuned to discords of low joints,
And the perfect harmony in the
Metrical tread of wheels.
He receives remuneration for his labor,
And his heart is made glad as he writes his name
Across the back of a Certificate, proclaiming:
"You Owe Me."
His Sign-Manual of Royalty is also recorded there!
His Escutcheon is a Switch Target showing thereon
A Claw-bar couchant and a Spike-maul rampant—
His Coat-of-Arms.
In time of wrecks or other disaster, he is
The first to arrive and the last to depart,
Counting not the hours.
Loyalty is his Stage name, a Head Liner.
His motto—
"The Tie That Binds!"
The Grip of his Order is the Jim-Crow Clutch,
The password—
"Three Joints Ahead!"

Courtesy.

J. R. B.

The president of our company, in connection with the issuance of annual report for the past fiscal year, called attention of the stockholders to the importance of continued and persistent efforts to secure new traffic, as well as to retain that which the company already enjoys.

From observation and personal experience I would say that what usually gets the business is SERVICE,—and an important element of "service" is COURTESY!

One store perhaps has the reputation of charging more for its goods than its competitors, but nevertheless secures its full proportion of the business. Why! SERVICE! And you will find that the employes of that one store make a strong point of being courteous to customers.

In one bank, the teller does not greet you, because you are perhaps only a casual or occasional customer. The pass book (or money) is kind of thrown at you. Carelessness! The effect is a shock. At another bank, the teller greets you with a smile, and a "How do you do?"—calling you by name if he knows it. The pass-book (or money) is placed before you more carefully. Needless to ask which of these two banks you would prefer to patronize.

Let us get the habit of treating patrons, whether well-known or strangers, with more than common civility,—so that the invariably courteous treatment of the public by the employes of the C., M. & St. P. Ry. will become an advertisement for it, and draw business accordingly.

Remedy for Creeping Track.

Brother Roadmasters, C., M. & St. P. Ry. Co.:

I have had a great deal of trouble with creeping track within the last eight years; have spent a great deal of money and time every year straightening up ties that have been slewed around by creeping track. I have had track that pulled the joint spikes and moved fourteen (14) inches in one season, as our power and rolling stock has been gradually getting larger, the trouble with creeping was also gradually getting worse. No doubt but you will all have more or less of this same trouble, but I am glad to be able to state to you that I have laid thirty miles of ninety pound new steel, using the Barrett Combination tie plate and rail anchor, and my thirty miles of this new steel has never moved a particle in either direction. There is no pulling or pushing, back and forth of the ties, as the rail is anchored from moving in either direction. Where the creepers are put on the rail on one side of the tie, the contracting of the rail and movement of the trains have the tendency to move the rail a little, getting the creeper away from the tie, so that when a train comes in the opposite direction or the expanding of the rail with heat causes the creeper to come back against the tie with a thump, this will have a tendency to move the tie more or less. If you move the tie, no matter how little, it gives a chance for water to settle in around it, or in other words, will kick the gravel away from the sides, giving your track an untidy appearance.

Any time any of you should happen to be going over my division, I will be very glad to take you out on the ground and show you that those combination tie plate and creepers are holding the track just exactly where we laid it, on six-tenths grade, against Mallet engines and one hundred car trains.

I hope that I may have the opportunity to show a number of you the good work these plates are doing, by you going out on the ground where the plates are in use.

Dan Gorman,

Roadmaster Trans. Mo. Div.

Michael Sol Collection



Chief Clerk Wm. Hebard and Office Force.

The Milwaukee Terminals

I. G. C. K.

How many employes of this system remember the Menomonic Valley Railroad Yards in that little old home town of Milwaukee, twenty-five or forty years ago? A dozen or so of tracks around Muskego avenue, where the "slaughter houses" helped to make a fragrant memory; those out west of the old Reed street passenger station on the opposite side of the valley; and a track or two that came down from up north somewhere, to Chestnut street, ending at the "old LaCrosse depot." Those few passing tracks, where the symphony of the switching mingling with the sliding drivers of the locomotives and the bumping of box cars, yielded up their song of a future greatness, which, with the remarkable growth of the city, have developed into the extensive Milwaukee Terminals.

Railroad terminals are one of the problems of railroad operation, and the management of big railroad yards the most complex and the most important question in handling trains; their economic efficiency being the key to the strong box—the answer in the arithmetic lesson of profit and loss. They are the clearing house of tonnage, and to be efficient, must be sufficiently extensive to take care of a great volume of traffic—yet the possession and maintenance of several hundred miles of yard tracks costs tremendously, and there has to be a fine distinction drawn between the actual present necessities of space and the problematic needs of the morrow. Obviously you can't handle cars without tracks, and terminals must be in all respects adequate for the general average, with something to spare for a rush.

The Milwaukee Terminals have a mileage of over three hundred miles—a large division in itself, whose earnings alone are no mean portion of the total gross of the road; and with their perplexing questions of operation

and maintenance and the tremendous tonnage passing through daily, they are not only a division, but a whole and complete railroad in themselves. They are manned and kept in action by an army of thorough-going, efficient team-workers, captained by a veteran railroader and a staff of lieutenants who know the game from the ground up, having started on the bottom rounds of the ladder and tarried sufficiently long on all the succeeding upward steps to know intimately all the question and answers pertaining to the business.

The railroad they direct, the mileage over which they exercise supervision had its beginning away back in 1847, when a streak or two of rust appeared on the north side of the Menomonic Valley in the little burg of Milwaukee, with a wood-burning engine and a box car or two to balance back and forth over the rails at the call of the budding traffic of the town. Now there are twenty-one yards in all, the largest being the Air Line Yard, which in former days was the yard extending along beside Florida street on the south side, under a hill which was honeycombed with tunnels, some said to store and cool beer, but which the youngsters of that day looked upon with creepy thrills, and into the yawning opening of which, just west of Hanover street, not one of them could look without the fear of pirate hordes swooping out upon them; for the story went that in those "caves" were chests of gold and "pieces of eight" that would make the fabled store of Captain Kidd a mere toy dog compared to a Great Danish hound. The Air Line Yard has thirty-three tracks with a capacity of 2,500 cars. Over on the north side of the Valley is the Muskego Yard, with seventeen tracks and a capacity of 957 cars, and southwest of the Shops, in the Soldiers' Home District, is the Blue



Superintendent W. B. Hinrichs.

Mound Yard, about the same size as the Muskego, and with a like capacity. The other yards are smaller in size, yet of very respectable capacity and are situated conveniently to handle traffic from the great number of Milwaukee's industries; there being over 400 manufacturing plants on our Milwaukee Terminals' tariffs.

A great railroad terminal, to anyone not versed in the real science of railroading, seems all noise and Chinese puzzle. The engines appear to be idling up and down the tracks in a desultory way, now and then taking a vicious punch at a string of box cars, or grabbing up a bunch of them and loping off into the distance, only to reappear with a few more or a few less, which they drag around, not seeming to know exactly what to do with them after all. They keep this up all day and all night and your head whirls with the incessant movement—dozens of engines and hundreds, nay thousands of cars, box, flat, gondola, coaches, sleepers and every kind and variety of equipment being towed or pushed about in the most puzzling manner, unless you are wise to the game yourself.

Six divisions of the road focus on the Milwaukee Terminals, bringing in and taking out, on an average five thousand cars every twenty-four hours; and except in slack seasons from ninety to one hundred freight trains and one hundred passenger trains arrive and depart daily. This requires eighty-five switching crews and sixty-three engines working continuously. Out of that number of crews, fifty-three work during the daytime and the rest make up the night forces. During the present rush season, extra crews have been in service continuously in switching and transfer work. To handle and direct this large force, the superintendent of terminals, W. B. Hinrichs, has assisting him D. E. Rossiter, trainmaster; W. J. Breckenridge, general day yardmaster, and K. J. Schwartz, general night yardmaster; three train directors and eighteen yardmasters, in all the yards.

Hump switching is done from the hump in the center of Air Line Yard. Seventeen long tracks are locted west of the hump for receiving freight from the west, and during the busy season from 2,000 to 3,500 cars come in there every day. East of the hump is the classification yard, with twenty-five tracks for classification purposes, and eight tracks designed as auxiliary to the two receiving yards, to prevent delays in receiving. The cars are taken from the receiving yards by the hump engine and shoved over the hump and switched to their places in the classification yards. Riders accompany the cars on the gravity run, to control the brakes and spot the cars. Notwithstanding the very apparent opportunities for damage to equipment in hump switching, the riders in Milwaukee Terminals are so expert and their teamwork is of such quality that the cases of damage to equipment are extraordinarily few. The riders, after spotting their cars, walk back to the hump to catch the next string coming down. One rider can take care of three cars, loaded or empty; two riders handle from three to six, three riders from six to nine, etc. A "pin lifter" at the summit has charge of the riders and regulates the number required to handle the cars. One hump engine in day time and two at night give the necessary engine service.

In the flat switching yards there are two engines days and two nights, and the number of cars handled by these averages 4,500 a day, about evenly divided, east and west-bound. The industrial yards are located in close proximity to the largest industries, as for example in the North Avenue District, where over eighty manufacturing concerns are served from one yard; but the handling of the large amount of freight, perishable and otherwise, without delays from the industries, is a complex problem, even with favorable location and the most efficient service. To illustrate: loading cars at the industries continues until 6 p. m., prior to which time it is not permissible for a switch engine to enter private industry tracks or pull cars from the freight houses. After loading is completed, bills have to be furnished, cars carded for switching, etc., so that it is practically 7 p. m. before the real business of transferring to proper classification yards can begin. From that time until midnight, when all trains must be moving toward their destination, the yards are full of action—moving trains, shunting box cars, swinging lanterns, every man on his job, and no false moves finally bring the most perfect order out of seeming chaos, and by the appointed hour the cars have been moved into their proper classification yards, other engines and other crews take up the work of making up trains, and with systematic precision these move out of the terminals and are on their way. The amount of work which all this entails may be imagined by taking a night in summer, when the shipments of beer, meat and other perishables are heavy. Two hundred and fifty cars of beer a day in the summer is a light aver-

age, and the meat and other perishables almost as much; the other merchandise, which also has to move promptly, brings up a grand total. Some of the cars must travel distances of five to fifteen miles before they are classified and ready for road trains before midnight. These are the problems that make "headache" for terminal officials.

After midnight is there a lull? Quite the contrary, for then comes the business of setting cars into the industrial and team tracks for unloading during the day, and switching in the empties for loading at warehouses, team tracks, industries, the elevators, wharfs, etc., all of which has to be finished before 7 a. m.



Trainmaster D. E. Rossiter, General Yardmasters and Office Force at Muskego Yard.

In addition to the above, there are the forty or fifty trains arriving through the night, to be broken up and the cars switched in and out of trains for the road, etc. With the 7 a. m. whistle comes a corps of yard clerks and train clerks taking track list of every car in the terminals. By 10 a. m. they have the list complete; it is then sent to the car record office in the passenger depot, where a system of car accounting similar to that in use in the general car accounting office shows by noon of the same day the location of any car in Milwaukee, and the number and identification of every car sent out on the road during the past twenty-four hours.

The daily loading at Milwaukee, if expressed in distances instead of number of cars, would mean, if placed in a solid train, a "drag" of nearly eight miles, basing distance on forty-foot car lengths. The entire loading, per annum, would make a train 12,000,000 feet in length, or 2,272 miles, computed on forty-foot cars. Now the distance from Chicago to Seattle being 2,173 miles, we would have, at the figures shown above, over one hundred miles of freight cars, which, if the Pacific Ocean could be reached by air line, would extend across Puget Sound and several miles into the ocean. On our eight-mile train, represented by the daily loading, it would take a brakeman nearly three hours to walk over the top of the cars; on our annual loading in Milwaukee Terminals, the brakeman would have a ninety-day hike to reach the last car bobbing on the waves of the Pacific.

The maximum number of cars loaded in a day in Milwaukee by our company in the past four years would reach a distance of

60,920 feet, or nearly twelve miles of loaded cars. The total number computed on forty-foot cars will easily be found.

Among the large forces of men required to operate these terminals, there is the utmost co-operation, vital factors in efficient operation. Mr. Hinrichs holds frequent "get-togethers," to which all employees are invited. These meetings are held in his office, or in large halls convenient of access. The topics of discussion are the different phases of the work, and any employe having suggestions to make is attentively listened to. While his ideas are given careful consideration, many of them are adopted, or reasons given as to why the suggestion does not seem feasible.

In this way interest is kept up, every man is an indispensable cog in the big wheel, and so the big wheel runs smoothly and with the least possible friction, which is the desirable end in handling every large business.

Superintendent Hinrichs commenced service with the Milwaukee as telegraph operator at Eagle, Wis., in 1873, but soon left there to take the position of night operator at Madison. He was later, for a short time, joint operator for the Milwaukee and C. & N. W. at Milton Junction, returning to Madison as day operator. He was appointed triek dispatcher on the Mineral Point Division, with headquarters at Milwaukee, in 1885, then dispatcher for the West P. du C.; then chief dispatcher of the "Prairie." In 1903, became chief dispatcher of the LaCrosse Division, and, in 1905, trainmaster on the Wisconsin Valley, when P. C. Hart was superintendent. In 1906, he came to Milwaukee again as trainmaster of the Northern Division, and in 1908 joint trainmaster on the Northern and LaCrosse Divisions, and was appointed to his present position in 1912. During that time, he worked under most of the old-time superintendents and many of those now on the road: H. C. Atkins, A. J. Earling, W. G. Collins, S. J. Collins, R. B. Campbell, E. X. Hastings, H. B. Earling, P. C. Hart, G. H. Atkins, P. C. Eldredge and F. M. Melin.

In Superintendent Hinrichs's office are Mr. W. L. Hebard, chief clerk; Geo. A. Steuer, E. M. Marsh, H. A. Gamm and Miss Agnes Hebard

Mr. Hebard is an old-timer, having entered the service in 1882 as clerk in the Return Ticket Office, also working a short time in

the General Passenger Department. In 1884, he went to the Car Department at Milwaukee Shops as clerk, under the late W. E. Kittredge, M. C. B. In 1887 he became Assistant Storekeeper at North Milwaukee Shops. In 1907, he was operator at Milwaukee Freight Office, and, in 1908, entered the service of the Superintendent of Terminals, where he has risen to his present position.

Trainmaster D. E. Rossiter began his railroad career on the B. C. R. & N. R. R., but being a native of Oxfordville, Wis., a strictly "Milwaukee" town, Dan was homesick for the yellow cars, so returned home and went to work for the Milwaukee as operator and agent, being stationed at various points on the Mineral Point and P. du C. Divisions. He was promoted to the position of train dispatcher of those divisions, and afterwards to the position of dispatcher, chief dispatcher and trainmaster of the C. & M. Division and trainmaster of the LaCrosse Division, from which position he was transferred last October to trainmaster of the Milwaukee Terminal district.

Serving the widely scattered districts of the terminals are eight sub-stations of the main Milwaukee freight station, located at the principal industrial centers, viz.: North avenue, Stonell, Allis, Merrill Park, Bay View, West Allis, North Milwaukee and Chestnut street.

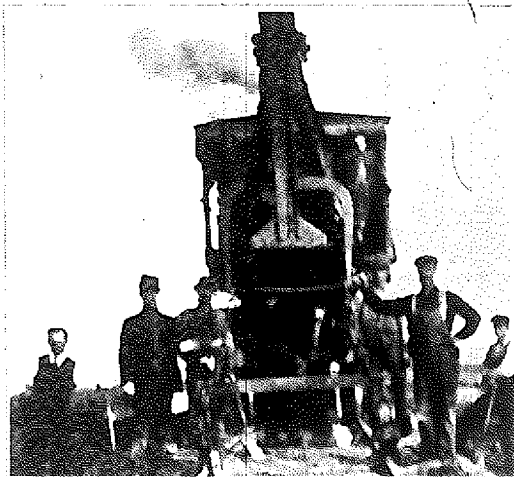
Electrification.

Electrifications work is nearly completed in the Bitter Root Mountains. The sub-station at Avery was energized January 18th, and the trolley lines are completed up to the St. Paul Pass tunnel. Owing to the unfinished concrete work the lines through the tunnel have been delayed, but it is expected that work will be finished before the middle of February, and electrical operation of trains through to Avery begun. This will complete this unit of the greatest achievement of the modern electrical world and give the Milwaukee the unprecedented and unequalled distinction of four hundred and forty miles of electrical operation of trains on its main line.

Following the remarkable success of electrical train operation in Montana, it was to be expected that electrifying the lines over the mountain grades in Washington would ensue. At a meeting of the Board of Directors held in New York on January 18th, the extension of the electrification from Othello to Cedar Falls, at the foot of the west slope, of the Cascade Mountains, was authorized and work will begin as soon as practicable. In making this announcement, Mr. C. A. Goodnow said: "The outstanding feature of the success of our electrification is the ease with which heavy freight trains are handled on the mountain grades. Recently Presidents Hill of the Great Northern, and Hannaford, of the N. P., made a tour over the electrification district, and were much impressed by the sight of the electric engines hauling heavy freight trains up the steep grades, at a speed of fifteen miles an

hour or better, where formerly three or four steam engines strained and puffed to move lighter trains at half speed."

No trouble has been experienced in maintaining schedules over the electrified lines this winter, and the time saved on the mountain divisions has been a signal help in delivering freight and passengers on time. The motor that hauled the Messrs. Hill and Hannaford took them 330 miles without a stop for overhauling or other necessities of the steam locomotive.

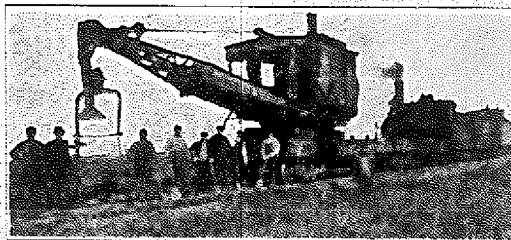


Roadmaster W. H. Crabbs Raising Track With Steam Ditcher.

The accompanying pictures show the ditcher raising track on the S. M. Division. These machines have been used for most any kind of work, but this seems to be the first time any attempt has been made to raise track with them, and the efforts have been very successful.

With several miles of ballast distributed over the M. & B. Line, cold weather coming on and no men to put it under available, the prospect of making good the promise to complete the job before a freeze came was dubious. Then Roadmaster Crabbs conceived the idea of using a steam ditcher, taking off the dipper and fastening two chains to dipper bracket, with a rail clamp on the end of each chain. It proved an easy matter to raise on an average of a little more than three thousand feet per day and ballast same with ten to sixteen men. Altogether about eleven miles of track were raised and ballasted before it froze up.

Roadmaster Crabbs entered the service of this company on the C. B. Ia. Division in 1889, and after twenty-two years of service as foreman and roadmaster on that division, he went to the S. M. West, where for the past six years he has proved one of the most reliable and efficient men of the division. The clamps used by Mr. Crabbs on the end of the chains were his own invention, and it can readily be seen that with the aid of the ditcher and the clamps the tedious work of jacking up track is greatly helped, and the labor of approximately fifty men done away with.



Claim Prevention Bureau.

The General Committee on Prevention of Loss and Damage Claims is pleased to report that the loss and damage account for November, 1916, amounts to \$104,874.30. Comparing this amount with November, 1915, which was \$117,738.27, indicates a decrease of \$12,863.97. The ratio of loss and damage to freight revenue for November, 1916, is .0136 per cent.

While the Prevention Committee are glad to note this decrease over last year, yet as long as this account is running in excess of \$100,000 per month there will be nothing to feel especially proud over, and it will have to be held considerably under this figure to reach anywhere near the ratio of 1 per cent of freight revenue at which we are aiming.

During the month of December there were probably more cases of frost damage to perishable freight reported to this office than during any previous month for several years back; and while there was considerable low temperature experienced over most of the line, our analysis of a large number of the reports received indicates that it was through no fault of the car heaters nor the equipment that this damage occurred. On the contrary, in a large number of cases the damage complained of was the direct result of carelessness and lack of supervision.

In many cases where fruit and vegetables were found frozen in refrigerator cars with heaters burning, it developed that the plugs in the ice bunkers had not been placed in position, and in many cases the heaters were permitted to go out for lack of fuel. The Prevention Committee urges every employe connected with the handling of perishable freight, including station men and trainmen, to give these heated cars their special attention during the balance of this winter, with a view toward greatly reducing this class of claims.

Receiving agents can assist especially by declining to accept perishable freight where the temperature is below zero at the time the freight is tendered for shipment.

The attention of all agents is again directed to our excellent facilities for repairing anything in the cast iron line from stove castings up to the most expensive machinery. There has been more than 500 jobs completed since this practice was inaugurated, and with but very few exceptions the work has been satisfactory.

We recently repaired a piece of cast iron pipe at Milwaukee Shops that weighed 3,000 pounds and thereby saved a claim for at least \$200. The repairs were made at a nominal expense.

From the present outlook our company, in connection with the car shortage, the coal famine and the severe weather to be expected during the winter months, and incidentally our loss and damage account, will require the very best efforts of every man on its payrolls.

And while the local conditions may in many cases seem almost impossible to overcome, I believe that everyone of us should bear in mind the fact that these very conditions furnish us the opportunity of demonstrating our real ability, and such opportunities are worthy of our best efforts.

The Claim Prevention Committee confidently hopes that 1917 will bring forth our first 1 per cent loss and damage account, and it extends to every man connected with this work its best wishes for a Happy New Year.

Approved:

C. H. DIETRICK,
Ass't Freight Claim Agent.

Progress of Work at Atkins.

In spite of the severe weather conditions the Milwaukee terminal construction work at Atkins is progressing.

Grading Contractor Jeffrey is still working two steam shovels and is moving the dirt at a fair rate of speed. This work is necessarily slower now than in the warmer weather on account of the frost, which is over two feet in depth and which must be blasted out in order to get it in shape for the shovels to handle. Sub-Contractor Hayes, who was doing the excavating for the round house site, was forced to shut down the latter part of December on account of the cold and will not resume his operations until some time in the spring. At the present time the grading for the yards and the terminal are about 45 per cent completed.

The extra gang under Foreman John Flanagan is engaged in laying a material track extending from the main line to the round house site and which will be used for unloading material for the round house, cinder pits and coaling station, the foundations for which are to be started as soon as the material arrives.

Concrete Foreman Dudley has just finished the work on the concrete under-crossing which is located a short distance north of the water tanks. As soon as the forms are removed the under-crossing can be used, although the cover for the north half is not to be placed until the main tracks are moved to the new location. The concrete gang are now getting moved to a new location, where they will begin on the foundation for the coaling station.

Comments on Correspondents.

February being the valentine month, we offer the following nonsense:

We give a Tea
To Nora B.
It will cause a thrill
As you see
This little t
Makes Nora B S(t)ill.

Some day, to LaCrosse, we are going to travel,
A mystery there we hope to unravel.
Indians, I know, must surely be
On the S. M. East with their teppee (T. P.).

Michael Sol Collection

Safety First

A. W. Smullen, General Chairman.

FROM THE BUREAU OF SAFETY.

Stop! Look! Listen!

Ponderous STEAM LOCOMOTIVES, DRAWING HEAVY TRAINS, composed of many cars, carry the PRODUCTS OF THE FARMS to the markets and the COMMODITIES OF THE MARKETS back to the farms. In other words, the railroads are the INTERMEDIARIES which accelerate the HUM OF INDUSTRY.

Should HEAVY TRAINS be required to stop at grade crossings in order to avert collisions with LIGHT, SWIFTLY MOVING, EASILY CONTROLLED AUTOMOBILES, which enjoy the freedom of the roads, their direction not being CONTROLLED BY STEEL RAILS LAID ON TIES? Or should the AUTOMOBILES, with their loads of HUMAN FREIGHT, be required to STOP AT RAILWAY GRADE CROSSINGS? We SUBMIT this question to the PUBLIC.

There is now in use ONE AUTOMOBILE to every FORTY-FOUR PEOPLE in the United States, and the number is CONSTANTLY INCREASING. AUTOMOBILE GRADE CROSSING CATASTROPHES ARE ALSO INCREASING.

ABSOLUTE SAFETY OF AUTOMOBILES at RAILWAY CROSSINGS only REQUIRES A SLIGHT EFFORT on their own part, but many fail to make THIS EFFORT.

TAKING NEEDLESS CHANCES.

Corporations Seeking to Make Employes Observe Safety First.

That the leading railroads are trying to impress upon their employes the necessity of "safety first" is an encouraging sign. This movement is not for the protection of passengers, for which everything possible has been done for years, but for the protection of the employes themselves. There are too many of these who take needless risks while in the performance of their duties, and the effort on the part of the companies to correct this bad habit is to be commended.

A leading Eastern railroad has just posted a bulletin calling the attention of its station and yard employes to several accidents, some of them fatal, caused by taking what are very properly termed "unnecessary chances," the Portsmouth (N. H.) Herald remarks. A brakeman in kicking a coupling that did not work right suffered the fracture of an ankle in two places. One man lost his life by trying to get upon the front footboard of a switch engine when it was going four miles an hour, and the bulletin cites several other accidents, all of which could have been avoided by reasonable care.

Railroading is a dangerous occupation at the best, and it is proper that the men should be trained and required to exercise the utmost care in safeguarding themselves and their fellow workmen at all times.

One of the characteristics of this age is the practice of taking unnecessary chances in practically all things. There is a foolish notion abroad that to be afraid of anything is a sign of cowardice and weakness. Too many regard foolhardiness as bravery, but it is nothing of the sort. The brave man will face danger knowing what he is doing and what he is doing it for. Fireman, policemen and railroad men, under some circumstances, do this, and are to be highly commended for it. But there is nothing brave or courageous in getting on or off trains or trolley cars when they are in motion; in crossing streets carelessly when automobiles are flying in both directions, or in passing over railroad crossings just ahead of approaching trains. These and many other forms of recklessness are in evidence every day. Too often the man who shows a disposition to look carefully after his personal safety is deemed a coward or an old fogey. The result

is numberless accidents and many deaths that might well have been avoided.

As Luke McLuke Would Say It.

A man rocked a boat to see if it would tip. It did.

A laborer stepped on a nail to see if it would go through his shoe. It did.

A man looked into a gun to see if it was loaded. It was.

A press hand kept his foot on the treadle to see if it would repeat. It did.

A woman looked into a patent medicine book-let to see if she was sick. She was.

Last June a helper smelt escaping gas and hit a piece of oily waste to find the leak. He found it. A drill press hand wore a pair of gloves to see if he would get caught. He was.

ILLINOIS RAILROADS REDUCE ACCIDENTS OF ALL KINDS.

Large Majority of All Killed Were Trespassers.

The State Public Utilities Commission has issued a report showing that fewer people were killed on the steam railroads of Illinois during the year ended June 30th, 1915, than in any year since 1899, despite the great increase in population, in track mileage, in train service and in passenger and freight traffic handled in the past sixteen years.

As stated by the commission, the total number killed in 1915 was 769. Compared with the year 1914 this was a decrease of 20½ per cent. As compared with 1913, it was a decrease of 30 per cent.

Of all the persons killed, four hundred and twenty-seven (427) were trespassers. The Public Utilities Commission thus comments on those casualties:

"While there was a substantial decrease in all kinds of accidents, it is noted that, of the total number of persons killed, 60 per cent were trespassers."

Safety of Passenger Travel.

Only fourteen passengers were killed on Illinois railroads in 1915. This was less than 2 per cent of the total number of all persons killed. The passenger traffic handled was equivalent to carrying two and one-half billion (2,500,000,000) passengers one mile.

On that basis, a passenger on the railroads of Illinois could travel 178,571,428 miles before meeting death.

At a speed of sixty miles an hour, day and night, 365 days a year, it would take over 339 years for a man to travel that distance.

Why There Are Less Accidents.

The Public Utilities Commission's statistics as to passengers and trespassers killed show how much safer the railways of Illinois have made it to travel in their trains than to trespass on their trains and tracks.

This decrease in railway accidents is due mainly to the vigorous "Safety First" campaign carried on by all the companies, and the expenditure of many millions of dollars for stronger tracks, steel cars, safety devices and many other improvements.

Could anything more strikingly illustrate the situation as to railway accidents in this state than the fact that over thirty times as many people are killed while trespassing on the property of the railways as while traveling in their trains?

Illinois Railroad Committee.

Stop! Look Both Ways! Listen!

The latest report of the Illinois State Public Utilities Commission shows 95 persons lost their lives and 241 were seriously injured in accidents at highway crossings of Illinois railroads, in 1915. The commission says:

"The transition from team to automobile traffic in the last few years has been remarkable. * * * Automobile drivers will not approach a railroad crossing in the same careful manner as will the driver of a team."

Why Do Accidents Occur at Highway Crossings?

It is not the mere existence of grade crossings that makes them dangerous. It is the way people use them. Human nature is the same in all the states. Here is what the California Railway Commission reports on actual observations of 17,000 motor vehicle drivers at railway crossings: 69.5 per cent looked neither way before crossing the tracks.

2.7 per cent looked in only one direction.
27.8 per cent looked both ways.

This is what the commission learned as to 4,900 drivers of teams and 6,300 pedestrians, at railway crossings:

	Team Drivers.	Pedestrians.
Looked neither way.....	39.4%	49.1%
Looked one way only.....	8.6%	15.0%
Looked both ways.....	52.0%	35.9%
	100%	100%

Some Facts About Grade Crossings.

To eliminate the 17,100 grade crossings in Illinois would cost an average of at least \$30,000 a crossing, or a total exceeding \$500,000,000—a half billion dollars.

Under the laws of Illinois, part of this enormous sum would have to be paid in direct taxation, by the public.

The remainder would have to be paid by the public in freight and passenger rates. For a railroad is not a mint—it does not coin money. Every penny it pays out must first be paid by the public.

The railroads already have expended over \$100,000,000 for track elevation in this state, but because of the great cost of this work, it is plain that thousands of grade crossings must remain for years to come.

Public Co-operation Is Necessary.

The railroads are doing their part to prevent accidents at highway crossings. They have spent and will spend immense sums for track elevation, watchmen, crossing gates, alarms and in "safety first" campaigns of education.

But accidents of that kind will continue to occur unless the public, too, does its share toward preventing them.

Why should anyone risk his life and limb or self and others, rather than take the time at every railroad crossing, to Stop, Look Both Ways and Listen?

Which Should Stop?

A train running 60 miles an hour goes 88 feet in one second and cannot be stopped in much less than a quarter of a mile.

An automobile running 25 miles an hour can be stopped in 50 feet.

A horse or team can be stopped quickly.

A pedestrian can stop almost instantly.

Illinois Railroad Committee.

CARELESS

According to Webster's Standard Dictionary Means:

"HAVING NO CARE; NOT TAKING ORDINARY OR PROPER CARE; NEGLIGENT; UNCONCERNED; HEEDLESS; INATTENTIVE; UNMINDFUL; REGARDLESS."

When a man is said to have been injured "due to his own carelessness" it does not necessarily mean that he lacked intelligence or that he was injured on purpose. However, 83 per cent of the injuries on this system during the past year were due to carelessness of the injured person or some other employe.

**THINK THIS OVER
DO NOT GROW CARELESS OF
YOURSELF OR OTHERS.
BE CAREFUL ALWAYS.**

El Paso and Southwestern.

Statement Showing the Decrease in Accidents Since the Beginning of the Safety First Movement in 1912.

July 1, 1912 to June 30, 1913.	
Killed.	Injured.
Non-trespassers 47	Non-trespassers... 386
Trespassers188	Trespassers 240
Passengers 7	Passengers 878

Employees	117	Employees	11,547
	359		13,051

Total amount paid out for personal injuries	\$1,206,804.46
Total train miles for year ending June 30, 1913	44,720,753
Number of employes for year ending June 30, 1913	49,387

July 1, 1913, to June 30, 1914.

Killed.		Injured.	
Non-trespassers.....	45	Non-trespassers..	349
Trespassers	154	Trespassers	246
Passengers	12	Passengers	659
Employees	98	Employees	10,441
	309		11,695

Total amount paid out for personal injuries	\$1,281,454.55
Total train miles for year ending June 30, 1914	42,946,605
Number of employes for year ending June 30, 1914	49,750

July 1, 1914, to June 30, 1915.

Killed.		Injured.	
Non-trespassers.....	42	Non-trespassers..	396
Trespassers	162	Trespassers	236
Passengers	7	Passengers	604
Employees	73	Employees	10,144
	284		11,380

Total amount paid out for personal injuries	\$1,370,584.24
Total train miles for year ending June 30, 1915	41,402,910
Number of employes for year ending June 30, 1915	51,250

July 1, 1915, to June 30, 1916

Killed.		Injured.	
Non-trespassers.....	39	Non-trespassers..	371
Trespassers	147	Trespassers	233
Passengers	5	Passengers	520
Employees	64	Employees	11,723
	255		12,847

Total amount paid out for personal injuries	\$1,280,250.70
Total train miles for year ending June 30, 1916	44,413,534
Number of employes for year ending June 30, 1916	52,199

SAFETY FIRST COMMITTEE MEETINGS and PROPER HANDLING OF FREIGHT will be held as follows:

- Des Moines Division, Tuesday, March 6th.
- Hastings and Dakota Division, Thursday, March 8th.
- Wisconsin Valley Division, Monday, March 12th.
- Sioux City and Dakota Division, Wednesday, March 14th.
- C. & C. B. Iowa Division, Tuesday, March 20th.
- Kansas City Division, Friday, March 23d.
- Iowa and Dakota Division, Monday, March 26th.
- Rockelle and Southern Division, Thursday, March 29th.
- Dubuque Division, Friday, March 30th.

Hurray for Dubuque.

The following, received from Mr. A. W. Smallen, chairman of the General Safety Committee, is a fine showing for the Dubuque division, and it also shows that each and every employe on this division is practicing Safety First.

Mr. J. W. Stapleton,
Supt. Dubuque Division,
Dubuque, Iowa.

Dear Sir:
I am pleased to enclose report of personal injuries reported to the Interstate Commerce Commission for the fiscal years 1915-16, and you are to be congratulated in that you have led the entire system east of the Missouri River for two consecutive years.
I believe this will be encouraging to the employes, whose co-operation has aided in bringing this result about.

Very truly yours,
(Signed) A. W. Smallen,
Chairman General Safety Committee.

At Home

Anna M. Scott, Editor.



Margaret June, 2 years old. Little Daughter of C. & M. Dispatcher J. H. Valentine.

The Bargain Sales.

Mid-winter with sub-zero temperatures, snow-drifts, ice and a few blizzards, is hardly the time one would look for spring fashions, but the shops are showing some advance models, presumably for those who are happy enough to be leaving lands of snow for lands of sun; but for most of us, who have the family hearthstone to tend, the spring styles may well wait a few weeks while we take a look at the bargain counters for a coveted winter coat, some furs, or even a suit that will do for early spring and fall wear. For your guidance, let me tell you that I have learned from a celebrated city modiste that skirts will be narrower, coats less full and straight lines will prevail with the appearance of the new modes. Therefore, look for coats with a simple ripple, rather than the exaggerated fullness, if you would have it do service and look up to date through two seasons. Coats of velours, Bolivia cloth, and the other favorite weaves, which sold in early season for prohibitive prices, may now be picked up at very great reductions. Likewise suits, which bore price marks from \$35 to \$85 and more, are now on the bargain racks for whatever they will bring. I shopped with an out-of-town friend a few days ago. She was looking for a suit and we conned the Michigan boulevard shops well before we found the real bargain, although there were many others of undeniably reasonable pricing. The suit selected was an excellent quality of navy-blue velour, made with a smartly, plain tailored coat, quite snugly fitting and flaring but slightly below the waist. The high collar had some natty points in front that flared

from directly under the chin, and the simulated pocket flaps were button trimmed. The coat was prettily lined with white Skinner satin. The skirt had large pockets that looked a bit like a yoke on the sides, while the back was slightly gathered. The skirt was scarcely more than two yards round and about six inches from the floor. This suit had been \$35, and my young friend walked out of the shop the owner of it at \$12.50.

Handsome coats that were priced too high for the moderate purse may now be afforded quite comfortably, the reductions being all the way from a third to half the price originally asked.

Furs, even at the mid-winter reduction prices, can't be said to be cheap. At this year's extravagant prices, furs are a real luxury, but with the severe weather they seem a necessity, too.

Hats, unless you are one of those who do not mind being in the second rank of fashion's parade, so to speak, are precarious bargains of the mid-winter, because winter hats look so out of place the minute spring begins to smile, and the next year they'll be passeé, the best you can do. However, many women who always manage to look and to be well dressed, always buy their millinery after the prices are marked down, and by keeping a late winter hat over; they have something to start the next fall with; and doing the same thing with a late summer hat, they are able to take advantage of very low prices, and thus have really nice hats that they could not at all afford if they bought them in the beginning of the season.

The High Cost of Living

It has come now to a point where you might say housekeeping is a business, with very necessary and strict accounts kept of expenditures. Much time and thought must be given to foods with regard to their nutritive and economic values, their preparation and selection. With American families it is perhaps not so much the high cost of living as the cost of living high. More thought and more personal attention must be given to buying goods. Watch the sales, and if some articles are exceptionally high, do not buy them, but find a substitute of equal nutritive value, and then find a palatable way of preparing it for the table.

Bones, gristle and tough-fibred meat, though unsuitable for the regular meat course, make good soup, and with potatoes, onions, carrots and barley added you have a soup which is a full meal and excellent for the youngsters, because it is sustaining as well as filling. The cheaper cuts of meat, well seasoned, cut up fine and allowed to simmer on the back of the range for hours, may then be made into a meat pie or cooked en casserole with vege-

tables. The cost of living may be lightened, also, by careful attention to the left-overs, which may be skillfully combined into appetizing and nutritious dishes. Here are a few recipes of that class:

Lamb Stew with Dumplings.—Two pounds of lamb, six small onions, one-half cup of diced carrot, two or three potatoes, sliced. One teaspoon salt, pepper to taste. Cut the meat and onions in small pieces, cover with boiling water and boil gently for an hour. Add the vegetables and cook until they are tender. Stir one tablespoon of flour into a small quantity of cold water and add to the gravy to thicken. Make dumplings of one pint of flour, half a teaspoon of salt, two teaspoons of baking powder. Mix with one scant cup of sweet milk into a dough soft enough to handle easily. Cut this in small rounds and lay over the top of the stew; cover tightly and cook ten minutes. The dumplings will not fall if the cover is weighted down so as to be air tight, and not removed for ten minutes.

Rice Fritters.—Two cups of cold boiled rice, one cup of flour, one egg, three-fourths cup of milk, one rounding teaspoon of baking powder, one teaspoon of salt, one of melted butter and one tablespoon of molasses. This makes a very stiff mixture and is intended to fry in deep fat.

Baked Ham with Hominy.—You can buy a shank of ham or a three or four-pound piece from the center of the ham. Wash, put in cold water, bring to a boil and cook an hour and a half. Remove from the water, put in a roasting pan, dress with a little pepper and cover with one-half cup of brown sugar. Pour one cup of water into the pan and place in a hot oven for thirty or forty minutes, basting twice. The hominy is cooked in the usual way, formed into balls, placed around the ham as you would brown potatoes with a roast of beef.

Hominy.—There is almost no end to the uses of hominy. It is a delicious substitute for potatoes, and after it has been cooked in the double boiler until tender, it can be set away for future uses, keeping always in a cool place. Hominy can be fried in bacon drippings, or creamed as you would prepare creamed potatoes. It can also be mixed with potatoes for the two uses just mentioned. Hominy pancakes are delicious; hominy fritters are wonderful, while hominy prepared as you would a rice pudding is a delightful dessert. And speak softly, lest the market man hear and put up the price without delay, hominy is cheap, as well as a dainty and nourishing article of food.

Italian Hash, or Rice à la Riston, is a toothsome preparation and economical as well. Finely chop two thin slices of bacon, add one-half a raw, medium-sized cabbage, also finely chopped. Cover and cook slowly twenty-five minutes—a little water may be needed. Then add one-fourth of a cup of boiled rice, half a teaspoon of chopped parsley, salt and pepper to taste. Moisten with one cup of white stock or water and cook fifteen minutes.

Notes.

It is a new idea now among housewives to have, instead of the round or square luncheon cloth, one long runner for the table, with enough large and small doilies matching it to fill in the sides.

Irish crochet is coming back in favor again. So hunt up your old pieces of crochet; they may be used for chemise tops, night gowns, yokes, etc.

On frocks the uses of Irish lace is legion. On such fabrics as linens, organdies and voiles for spring and summer wear, Irish collars can be used to outline deep pockets, to edge collars and cuffs.

Household Suggestions.

Put a teaspoonful of ammonia in a quart of water; wash your brushes and combs in it and all grease and dirt will disappear.

Jewelry can be cleaned by being washed in soapsuds in which a few drops of ammonia are stirred, shaking off the water and laying the jewelry in a box of sawdust. This method leaves no marks or scratches.

Remember that the yolk of an egg, if placed in a cup and covered with a little cold water, will keep for a couple of days. The water can be easily poured off when the yolk is used.

Moisten grease spots with cold water and soda before scrubbing, as it lightens the spots.

Stains on knives, however obstinate, will disappear if rubbed with a piece of raw potato.

Save your celery stalks; dry them and use for flavoring.

Kerosene poured down the sink and boiling water immediately after will clean out a stopped up drain-pipe.

"THE CHICAGO ALLIED BAZAAR"

Through the Eyes of An Ally.

A vast hall filled with enthusiastic sellers and enthusiastic buyers, all joined by the common bond of human kindness and human sympathy, all working for the alleviation of the suffering of Europe—this the Allied Bazaar given by the people of Chicago. The whole atmosphere was Continental, each of the Allied Powers having its distinctive booth, displaying the most fascinating of wares, and high above the heads of all swung from the roof two captured German biplanes and a French monoplane looked down over the people with an air of being able to tell many tales were they but asked.

All the booths were representative. The English booth was a large tea garden, where many thirsty ones enjoyed an English muffin and a cup of tea. The Canadians were represented by a grocery store, where one egg was bought for \$55. The Italian, presided over by a delightful Count and Countess, had some really beautiful paintings, some small bronzes and one or two Della Robbia plaques. In one corner of their booth was an Italian grocery with a full accompaniment of macaroni and cheese. The attendants wore skirts of wide red and white stripes, green

velvet jackets and Bersaglieri hats topped with the coque plumes worn by the Italian military.

The French booth had a wonderful miniature of General Joffre and were soliciting contributions toward its purchase price, the painting to be given to the Art Institute as a gift from the people of Chicago. The Belgians for their booth had a reproduction of the trenches, outside of the hall, and very realistically cold and uncomfortable.

Many were the lotteries offered to the people in the guise of "shares." For one dollar you might have a chance on a \$10,000 pearl necklace or a diamond watch, many different automobiles and a beautiful set of silver fox. For fifty cents, more automobiles, pianos, an electric, furs, jewelry, a dazzling array, especially as the chances were all sold by pretty girls, and for twenty-five cents, an evening coat, more automobiles, dresses, hats, pictures, in fact everything to entice the hard-earned money out of one's pocket.

Pathos dominated the booth for the Pension Fund for the Blind Soldiers. Here sat a Scotch soldier, both eyes destroyed by shrapnel, selling postal cards autographed by himself and soliciting sympathy for the cause. Through the shattered eyes of this one self-sacrificing man, we can see the devastation of human life and human liberty in this great war. Surely no effort is too arduous, no sacrifice too great, if we can in any way lighten the burden.

Coast Division Locals.

The new trainmen's quarters at Rockdale look warm and comfortable for the passing trains. We hope the boys enjoy them that are working for the Snow King.

Mrs. Frank Buchanan's new address is 1000009 C. & St. P., Rockdale, while the snow lasts. Mrs. Ed O'Malley has been spending most of the time lately in Spokane, on account of the illness of her father.

Conductor Eugene McGuire and wife spent Christmas holidays at Deer Lodge visiting friends and relatives.

We had the Pullman students special this year. Gave the boys a good ride for ten cars. Baggage man Dudley layed off a trip a few days ago. Said he was sick, but we heard something about him having three pictures of the same girl at once. Anyway, he layed off.

Brakeman Burns is seen occasionally on the Main Line, when they can spare him from Tacoma run.

Guess the electric lights at Cle Elum are like peace in Europe, long way off.

Porter Jimmie Jones, on Spokane car, says business is so rushing now he doesn't know if he is going East or West.

Passenger Agent W. P. Warner of Spokane was a Seattle visitor last week.

James Vivian Miller—We agree with you that a microbe couldn't live on the salary of a store department clerk, but why stop at store department? You have an enormous field to work on. Without stopping to think, we could mention several outside of store department.

L. M. Johnston, brakeman, Coast Division, was called to Snobomish, Wash., by the death of his mother. Our heartfelt sympathy is extended.

A. L. Boyd, timekeeper, is the latest in this office to try and offset the high cost of living by trying to make the soil assist him. Lee bought a farm in the suburbs. Our idea of some excitement would be to see Lee milking a cow.

To My Friend, Fred N. Hicks.

G. McEdwards.

Mr. F. N. Hicks is appointed New England Freight and Passenger Agent for this Company, with headquarters at 260 Washington street, Boston, Mass., succeeding Mr. J. H. Skillen, promoted.

Effective January 15, 1917.

GEO. B. HAYNES,

General Passenger Agent.

J. T. CONLEY,

General Freight Agent.

And thereby hangs a tale.

A long time ago, back in the early eighties, that most welcome of all birds, the stork mounted the front steps of an attractive little home on Chicago's north side and knocked at the door. It was plain to be seen that he had come from a far-off country, but he deposited his burden ever so gently.

"It's a boy," exclaimed the stork, howling gracefully, and preparing to resume his long journey, for he had other visits to make. "He's a fine little chap, and mind you, Father Hicks, you'll make no mistake if you start this fellow rail-roading when the proper time comes. He'll be a credit to you. Why, in the 'everywhere' the land we just left over yonder, this little fellow had a whole railway all to himself. And he knew every one on it, and every one knew him. Make a railroad man of him."

The stork bowed low, flapped his wings and was gone. There was much merry making in the old home that night. In due time it was decided to call the newcomer Fred N. Hicks.

The "days of real sport" passed quickly enough, and as time went on young Fred listened to the siren voice of the locomotive. That was many years ago—in 1895—when he entered the service of the Lake Erie and Western Railway general passenger department. He was with them for three years. Then he left for the Monon at Indianapolis, where he was city passenger agent for six years.

Fred entered the service of the Sovereign St. Paul as traveling passenger agent at Philadelphia, opened our ticket office at Indianapolis, and came to Chicago as city passenger and theatrical agent in 1911. He was one of the best known railroad men in Chicago newspaper offices, and hardly a sporting writer in the middle West but knew him and loved him. Here's what a few of 'em say of Fred:

"I met Fred years ago," said Ray C. Pearson of the Chicago Tribune, "and know him to be an all-around sport and thorough railroad man. He'll make good wherever they put him. He leaves a host of friends in the West, for every one worth while knew him."

Sam Hall, The Examiner: "Fred Hicks is one of the most popular men in railway circles I ever had the pleasure to meet. He is sterling. Sporting men on Chicago newspapers I know will miss him, for he was ready at all times to help out. Good luck to you, Fred."

Ed. Smith, The American: "The Chicago, Milwaukee and St. Paul Railway has a man worth while in Fred Hicks. To know him is to like him. He's never too tired to help out. He'll win anywhere. I knew him when he was making his mark in athletics."

Joe Foley, The Journal: "I met Hicks many years ago in Minneapolis and have counted him a friend and good railroader since then."

Howard Mann, The Post: "Fred Hicks has an army of friends in railroad circles; his friends in newspaper sporting departments throughout the country is legion. I love Fred Hicks and wish him well in his climb to the top. He'll get there."

"Boston, we're told, has good pork and beans, Fred.

Oysters and cod fish and Mulligan stew—What does it matter; they're not made for you, Fred:

Chicago's the town that your inner man knew."

Tacoma Items.

F. J. J. Kratschmer.

One Minute Interviews.

J. V. Miller: "A friend of mine went East and left me his machine, but I am afraid to take her out because she kicks like Maud." What kind of a machine is it?

C. J. Golny: "I don't know what I'll do if stogies take another jump." Do without 'em, Chester.

Al. Simons: "Looks like we are getting a corner on lumber." Quite so! Quite so!

B. C. Claypool: "I am getting on to the new dances fast." You mean the new fast dances.

"Suds" Sutherland: "This will be a big year for me in baseball." How are you hitting now, "Suds"?

E. Keppler: "I think I'll declare a truce with the store department." We surrender.

Joe Casey: "I would buy a new car, but—\$— You bet, Joe, there's the rub.

Harvey Snyder: "Will all this talk about peace bring down the cost of living?" Don't know, Harvey, but we have one consolation. It can hardly go higher.

Dick Dunwoodie: "Is a man an artist because he draws his breath?" No; nor when he draws his pay, either.

Al. Pentecost: "I can lick the best man that ever walked." I think he is dead now, Al.

P. A. Manley: "You can drive a horse to water, but you cannot make him drink. Well, I'm making my chickens lay nights anyway." (For the readers' information, Mr. Manley has a 200-watt lamp in his hen house, and he is making his hens think that a day is sixteen hours long.)

G. O. Mason: "I would rather work than eat." The privilege is yours, George.

B. W. Zilley: "The new army post ought to make things boom around here." It probably will, Barney, when they begin shooting off the big guns.

Joe Smith: "— blank! ?—! ? Blank! —? ! (—)!"

The boys around the store are slinging a new song lately, entitled: "Oh, Where, Oh, Where, Has Our Little Red Bird Flown?"

Barry Glen and "Red" Sweeney, the Milwaukee fashion setters, were recently seen on the streets with real green hats. We pass.

Aaron Albertson of the machine shop informs us that he received a Dahl (doll) for Christmas. Yes, he and Miss Hazel Dahl of this city were married shortly before Christmas.

George Mason says he received a letter from his brother back in Iowa, saying that he noticed George's name in the Magazine occasionally. We think this is a broad hint to put his name in oftener.

The store department is about to turn out two comptometer experts. Names withheld for future reference.

W. L. Delaney, car foreman, visited at his old home in Dubuque, Iowa, last month. Mr. Loonam says that Bill didn't give him a "chance," as he came back too soon.

All of the shop foremen journeyed over to Mr. Foster's office last month. Here's our best wishes.

Tom Henry, boiler-maker at the Tacoma shops for the past five years or more, died at St. Joseph's Hospital on December 13th after an operation for appendicitis. Tom was feeling fine a few days before his death, but complications set in, resulting in death. Our heartfelt sympathy and condolence are extended to his wife and family.

Storekeeper A. J. Kroha has purchased a new Dodge car.

Barney Zilley's car had the heartburn one day last month.

We called up Ray Grummel a short time ago, and he informed us that he was "washing windows." We also understand that Ray has purchased quite a supply of cigars, but we will tell you more about it in next issue.

Mike O'Connor has purchased a ten-acre farm at Fern Hill and is going to do "light farming." He has also bought a few chickens to keep the bugs off the potato vines. Mike says that about next year the Milwaukee will have to build a spur out to his farm.

Machinist Fred Carpenter took unto himself a wife on January 2nd.

"Mr. S. M. Berg,

"Chicago, Ill.

"Dear Sir:

"This is to advise that you have been appointed a committee of several to ascertain the whereabouts of our own S. W. Miller. When last seen and heard of he was lingering around the vicinity of Heinekebubeler's palace, Chicago. He answers to the name of 'Red,' wears a brilliant smile, and always has a shine. Kindly report your findings to the A. R. & I. O. S. S."

How do we know that Arnie Schrup has a Chalmers car?

Stenographer Broadwell claims to be all the class when it comes to the fine art of dancing, but the trouble is he has thus far failed to show up at any of his appointments. We understand that he traveled out to Ruston once, but only once.

Mr. Seeberger of the signal department wanted us to print a little story on Mr. Buck, but we have no desire of losing A. J.'s friendship.

L. W. Smith has remodeled his office in the old T. E. building and has polished the floor. We hereby wish to make application to lead the grand march, Lin.

Watch Tacoma grow New army post, new shipbuilding plans, and—new Milwaukee depot?

Dad Marvin wishes to give notice that his lunch hour is between 12 and 12:30 and that he will pay no attention to any orders during this period.

Mr. Loonam states that he is still holding open the shop order for the frame.

George Felzer insists that he is no hoodoo, but that Miller is simply lucky.

Our deepest sympathy is extended to Mr. Guy Bennett and family in the loss of the mother.

Santa Claus, in the person of the employees of Tacoma shops, was very kind to the Y. M. C. A. workers who visit us every Friday. He presented Mrs. James S. West with a handsome reading lamp, and the Rev. Wightman and Mr. J. F. Grieves each received a beautiful fountain pen.

"Dutch" Miller had to stay home and wash dishes while his mother was in Frisco attending the trial of the German consul.

Ginet Says:

Far be it from me to jibe T. P.,
Or to joke with the gentleman, either;
But to find a joke in his "Jibes and Jokes,"
One should have considerable leasure.

New Use for the Bell Cord.

An old lady in Montana, who recently took her first ride on the railroad train, asked the newsboys what the cord in the top of the coach was for, and the boy replied very seriously, "That, Madam, is to ring the bell when you want your lunch."

About noon, just when the train was crossing a high trestle in the Bitter Root Mountain, the old lady gave the bell cord a good strong yank and the train, of course, came to a very sudden stop. The entire train was in a state of confusion, the conductor came rushing through the coach and asked: "Who pulled the bell cord?" The old lady very calmly said, "I did." "Well, what do you want?" asked the conductor. "You can bring me a cup of tea and a sandwich, please."

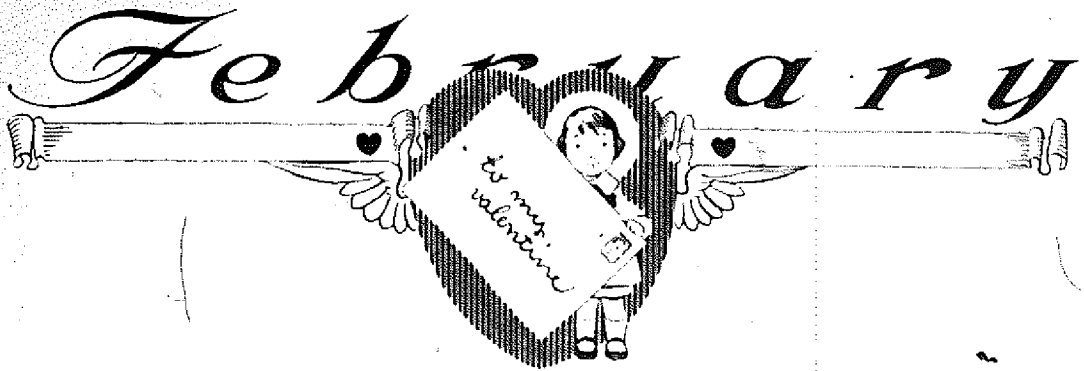
Claude Pike very kindly undertook to supply some of his particular friends among the Seattle employes with Christmas turkeys at wholesale prices, and guaranteed that the turks would be fresh from the farm and young. Mine was so tough I couldn't even cut the gravy or the dressing.

Little Robert asked his mother one day what kind of pie she was making. She said, "Lemon meringue pie." The little fellow ran off to play, but soon came back and said:

"Mother, what did you say the pie's middle name was?"—Exchange.

The Children's Page

Jennie B. Ginet



George Washington.

The first in peace, the first in war,
And in the heart of everyone,
His name is honored near and far,
The great George Washington.

In all the pictures that I see,
He is so very big and tall,
I wonder, when he cut the tree,
If he was really small?

—Selected.

Strange Appetites.

Elephants sometimes have queer tastes, especially those that are captive. An elephant in a certain zoo one time ate his bed! Thirty-six pounds of straw had been put down for him to sleep on, but in the morning the keeper could not find a bit of the straw or even the bands that bound it together. This same elephant during that same day ate three more bundles of hay weighing 150 pounds. Someone also brought in some Christmas puddings for the elephants and this elephant ate his pudding without even taking off the cardboard box.

Some years ago when ladies and girls wore "garden hats"—that is, hats all covered with flowers, a giraffe in the zoo ate seventeen of these hats in one day!

A keeper of another zoo once said that an elephant he had under his care swallowed enough buns in a half day to feed a whole village. This keeper kept count and he said that for six hours this elephant swallowed buns at the rate of 400 an hour!—Sel.

Friends.

How good to lie a little while
And look up through the tree!
The sky is like a kind big smile
Bent sweetly over me.

The Sunshine flickers through the lace
Of leaves above my head,
And kisses me upon the face
Like Mother, before bed.

The Wind comes stealing o'er the grass,
To whisper pretty things;
And though I cannot see him pass,
I feel his careful wings. —Brown.

Willie's Composition on Soap.

"Soap is a kind of stuff made into nice-looking cakes that smells good and tastes awful. Soap pieces always taste the worst when you get it into your eye. My father says the Eskimos don't never use soap. I wish I was an Eskimo." —Selected.

The Goose With the Golden Egg.

One morning a countryman went to the nest of his goose. To his surprise and delight, he found an egg of pure gold. Every morning the same thing occurred, and he soon became rich by selling the eggs. As he grew rich, he grew greedy. Hoping to get at once all the gold the goose could give, he killed it and opened it only to find—nothing. —Adapted.

Railroad Boys' Nursery Rhymes.

Little call boy,
Come blow your horn
And call a crew,
For that train of corn.
Please try and hurry
Those tired feet,
Or the train of stock following
Will have it to eat.

Sing a song of sixpence,
A train full of rye,
Hurrying to market
While the price is high.
Shipped via "The Milwaukee,"
With scarcely any stops,
It's sure to reach Chicago
Ere the market drops.

AFTER STUDY HOURS.

Anagram.

NICER EXIT BY COIL, YET CUTE.

It was quite the fashion yesterday
To "take a drop" too much;
In Sing Sing Prison now they go,
Just by a touch!

Answer next month. In the four lines is the clue. E. W. D.

Answers to Hidden Girls' Names:
Isabel; Eva; Dora; Mary; Anna.

Michael Sol Collection

Obituary

Friends in every position of rank or officialdom, all over the system, were called upon to mourn the death of their beloved friend, William J. Underwood, formerly general manager of this railroad, and in the beginning of his railroad career a train brakeman, then train conductor, division superintendent, general superintendent and general manager. Mr. Underwood spent all of his business life with the Milwaukee, and was one of its most trusted and efficient employees and officials. His death occurred January 3rd, at his home in Wauwatosa, after a long and painful illness, burial taking place in the family plot in Wauwatosa cemetery. He is survived by his widow and one daughter, his brother, Mr. Frederic D. Underwood, president of the Erie Railroad, and one sister, Mrs. Thomas Gray.

The funeral was largely attended by Mr. Underwood's old associates, a special train from Chicago bringing a large delegation, including President Earling, Vice Presidents Sewall, Bush, H. B. Earling, General Manager P. C. Hart, Assistant General Manager J. T. Gillick, Passenger Traffic Manager F. A. Miller, General Passenger Agent George B. Haynes, General Adjuster O. D. Aepph, and many others. The pallbearers were W. S. Cooper, J. H. Foster, G. A. Van Dyke, W. J. Thiele, M. J. Larson and Otto Kloetzner. The sympathy of the entire railroad is tendered the bereaved family and relatives.

Card of Thanks.

Everett, Wash., December 20, 1916.

C. M. & St. P. Freight and Passenger Employees: We wish to thank you for your kind expression of sympathy in the beautiful floral offering during our bereavement.

MRS. EDITH McCLOUD and Children.

Samuel Kluder, for many years a carpenter foreman in the engineering department, died at his home in Sabula, Iowa, on December 13, 1916, in his eighty-first year. He was born in Canada, moved to Waukesha County, Wisconsin, with his parents when 11 years old, and lived there until the outbreak of the Civil War. In June, 1861, he enlisted with the 7th Battery Wisconsin Light Artillery at Milwaukee, and served his country until he was mustered out in July, 1865.

After the war he entered the service of the railway company as a carpenter foreman and remained in active service until in the autumn of 1913, a continuous service record of 48 years. He then retired and has since been living at Sabula, Iowa. He leaves two children, seven grandchildren and one great-grandchild.

Friends of Harry Barlow, roundhouse machinist at Portage, who saw him go to work Sunday, December 31st, were shocked to learn that death had claimed him the following Wednesday evening, caused from typhoid pneumonia. Mr. Barlow had held the position of roundhouse foreman and machinist at Portage for several years. During his employment there he had made a host of friends, who extend heartfelt sympathy to the bereaved family.

The death of Section Foreman Jerry Connors, Muscoda, Wis., on January 7th, removes another old, faithful and efficient employee. He entered our service in 1867; was one of the most highly respected men of the community in which he lived, and was trusted and respected by his employers and associates. Superintendent N. P. Thurber paid him the following tribute: "He took the utmost interest in his work, had his track and station grounds always neat and trim, and no condition of the weather or his health was severe enough to induce him to neglect his work. Safety of his track first, last and all the time.

Foundryman Joseph Yundt was one of the first molders when the foundry was built in 1883. He was always pleasant and congenial and will be greatly missed, as will the thin, stooping walk, so often seen after the closing hours. He loved sports as well as work, and was a frequent visitor at the park ball games and other kindred events. The pall bearers at the funeral were H. E. Brownell, R. Gudert, William Fultz, Ben Peters, Henry Porsow and William Shinefelt.

Mr. Schostag was 75 years old and started in early with the Milwaukee road and worked up to machinist in the old North Milwaukee shops and the old Prairie du Chien shops. A few years ago he retired from work and began to live on the property which he had accumulated in his working days, both of which he so well enjoyed. He was buried from his home, Twenty-seventh and Sycamore streets, January 11th to the Evangelical Salems Church, Twenty-seventh and Brown streets. Interment was at Union Cemetery.

Engineer Peter Haddock, who died on the 9th was buried on the 11th. He was severely injured in a wreck some time ago and was brought home from the hospital January 2nd, apparently on the road to recovery, but died from what the doctor said was leakage of the heart. This was a sudden taking away of one who will be missed by a large circle of friends and co-workers.

North LaCrosse News.

H. J. Bullock.

M. Fred Heath, passenger engineer on the Kansas City Division, gave us a pleasant call recently while en route to his native town, New Lisbon. Fred is like Barnum's circus, getting bigger and better every year.

Telegrapher J. Slaughter of the coast line visited with Telegrapher Fred Kruger a few days.

Mr. P. Fischbach, yard section foreman, is off for the winter.

Mr. Albert Zauker has charge of the yard section during the absence of P. Fischbach.

Switchman J. E. Wilson is spending the winter with his son at Washington, D. C.

Some of the well-known spokes in the wheel in this neck of the woods are "Mug" Devine, "Broncho" Smith, "Bony" Summers, "Jumbo" Lutiger, "Peggy" Olliver, "Happy" Weber, "Chuck" Domstreich, "Bobby" Weber, "Grandpa" Hyde and "Dogtrot" Cary.

Roundhouse Foreman H. M. Hauser and General Yardmaster C. A. Bush deserve a Carnegie medal for their patience and skill in handling business under the most severe conditions caused by the extreme weather from January 14 to 17.

Telegrapher Anton Bartl was called to Milwaukee by sickness January 16th.

Telegrapher A. E. Brenner is back, after serving several weeks at Mauston.

Telegrapher C. R. Upham of Kilbourn has purchased a new model X "Bug" and sure "do" some fine wire work with same.

Assistant Ticket Agent J. P. Paulus has been promoted to the position of traveling freight and passenger agent, with headquarters at Indianapolis.

River Division Items.

H. D. Witte.

Conductor George A. Parkhurst spent December 18th at Ripon, Wis., visiting his mother, who celebrated her ninety-second birthday. We wish her many happy returns of the day.

John Hayes, the veteran conductor on the Wabasha Division, was laid up a few days on account of rheumatism. He was relieved by Conductor Wahl.

Yardmaster A. M. Donaldson and wife of Eau Claire, Wis., were suddenly called to Thief River Falls, Minn., on January 12th on account of death in the family.

Mr. J. H. Fleming, roundhouse foreman, spent January 17th at Minneapolis attending a meeting of roundhouse foremen in regard to inspection of boilers and machinery of locomotives.

Mr. H. E. Jones, agent at Wabasha, spent January 1st at Chippewa Falls visiting with relatives.

Roadmaster H. C. Kassabaum, accompanied the flanger over the C. V. and Wabasha Division on January 13th and 14th. H. C. K. reports same doing fine work.

Engineer Fred Wilson of Eau Claire is absent from duty on account of illness of his daughter.

Conductor H. L. Wahl made a business trip to Eau Claire January 15th.

Our car foreman, M. J. C. Houtes, has obtained a license to gamble with the flinty tribe. However, we notice that he has met with little success during his leisure hours, for just about the time John gets settled in his cozy little shanty a call comes for repairs to a hot journal or other defects.

Special Commendation

C. & M. Division Brakeman S. McKae has received special commendation for discovering broken truck frame under car MRT4074, while train was standing at Gurnee, Ill., December 20th. Such careful attention to duty is much appreciated.

Section Foreman George Abbas, Forreston, Ill., and Section Man Harry Winders, Section 19, have been commended for close inspection of passing trains and quick action in preventing what might have been serious accident. On January 4th, while extra east was passing, Foreman Abbas discovered a broken wheel under O-W15551. He managed to attract the attention of Winters, who was able to get onto the train notwithstanding its speed and notify the conductor. The train was stopped and it was found that fourteen inches of flange was broken out of the wheel. Both men have received credit in the service roster.

Engineer W. E. Hamilton, Seattle, has received special commendation and credit for finding a loose cross-head key on engine 6610, just before the engine was due to leave Othello, Wash., on train 2d 17, December 30th.

P. Mickelson, engineer, Malden, Wash., has received special commendation and credit in the service roster for discovery of a crack on bottom inside web of right main rod in engine 6624. This was a difficult place in which to locate a crack, so much so that it took the mechanics at Spirit Lake some time to find the crack after it had been reported by Engineer Mickelson. This indicates the most careful attention and interest and same is greatly appreciated.

Passenger Brakeman A. J. Schmause and Assistant Ticket Agent J. P. Paulus are deserving of much credit for their prompt action and valuable assistance in removing the furniture, tickets, etc., from the ticket office during the burning of the Cameron House and depot at LaCrosse. Their action saved the company many hundreds of dollars.

P. du C. Engineer E. F. Ellis, handling trains 411 and 467 between Milwaukee and Madison, has received a letter of commendation for his prompt action upon discovering something wrong in train No. 166, which was passing him in Madison Yard. Engineer Ellis opened his window to watch 166 pull by when he noticed something wrong under one of the cars. He immediately blew his whistle to attract the crew of the passing train, which was stopped and a broken truck was found. A bad derailment would undoubtedly have been the result had this timely discovery not been made. Such loyalty and attention to the company's interests are much appreciated.

C. & M. Conductor C. E. Dodge has received special commendation and credit in the service roster for watchfulness while on duty. On January 15th, Conductor Dodge discovered St. P. car 83434 on Janesville Line passing track at Roundout had its load of ice shifted so badly as to force open the side door and foul the main track. His prompt report of same no doubt prevented an accident and possibly serious personal injury.

C. B. Ill. Conductor J. L. Sophy has received special commendation for discovery of dragging brake beam under N. & W. 91105 at Rock Island, January 1st. Special credit has also been given him in the service roster.

The following letter to our agent at Judith Gap, Montana, from the superintendent of the Great Northern Railroad speaks for itself:

Great Falls, December 18th, 1916.

Mr. Geo. Redding, Agent C. M. & St. P. Ry., Judith Gap, Mont.

Dear Sir:

I have just been advised that on December 11th, while one of our freight trains was pulling out of yard westbound during a very severe storm that you noticed a car in the train on fire; that you ran out and notified the train-

men, who immediately stopped the train and extinguished the fire before any great amount of damage had been done.

Had it not been for the prompt action taken by you no doubt a great deal of damage would have been done, and I wish to thank you on behalf of the Great Northern Railway for your prompt action at this time, which I assure you was very much appreciated.

A copy of this letter has been sent to Mr. Whiting at Lewistown.

Yours truly,
G. E. VOTAW, Superintendent.

General Foreman S. J. O'Gar of Ottumwa is a booster for the K. C. Division every chance he has. He received the following "boost" for the Milwaukee from C. W. Davis of Aulick, Kansas, who was a passenger on the Overland Special recently run over the Kansas City Division, and passes it along to the magazine to let everyone know that the Overland people think of the service we gave them. "And speaking of service, unless a patron of the great Chicago, Milwaukee & St. Paul route, no one can imagine the accommodations one receives when traveling. Their diners serve the best going and their sleepers are of the best. Their employes most courteous we ever met. In fact, one is at home on Milwaukee train, though a stranger he may be. Absolutely no privileges are granted to one more than another. The Milwaukee will long be remembered by the Overland bunch of boosters." (Signed) C. W. DAVIS.

Train 15, "Olympian," January 11th, passing Minnesota Falls, Operator H. C. Torbinson reported to the dispatcher of a hot box on this train. The dispatcher stopped the train at Granite Falls for inspection and it was found that there was a broken pedestal casting on truck of coach 689, and the safety track chain unhooked on the body of the car. This might have caused a serious accident, and letter of commendation has been written to Mr. Torbinson commending him for his action in this matter.

Agent F. R. Scott of Waubay noticed automatic signal, which can be seen from his office, in caution position; notified the dispatcher and a signal maintainer found a broken rail one mile west of Signal 228-9. The rail was repaired at 3 p. m. without delay to trains.

A commendatory entry has been placed in the service roster to the credit of Brakeman Guy C. Williams, Ottumwa Junction, for observing brake beam down and dragging under PFE361 in train No. 62, when passing Blakesburg, January 11th.

While train No. 67 was pulling out of Portage on Christmas day, in charge of Conductor Wyman, Crossing Tender Harry McCoy discovered a defective brake beam and notified the crew in time to stop them before being allowed to pull over the interlocking plant.

Foreman Priem, who has charge of the construction crew putting in the subway at Mac street, Portage, also discovered a brake beam dragging on a train pulling out of Portage and notified Conductor Carey. The train was stopped before any serious damage was done.

Christmas on the Olympian 1916.

Voice on the telephone:

"Hello, this is the city ticket office, hold the line a minute."

"Hello, this Miss 'Et Al'?"

"Yes, sir."

"This is E. W. Zamzow, traveling passenger agent of the Sante Fe, and I want to tell you about the fun we had on the Milwaukee Christmas Eve, due in Chicago Christmas day."

"Along about 5 o'clock on Christmas Eve, we folks in the Pullman thought it would be a good idea to give the children on the train a treat. We took up a collection and got money enough to buy all the candy the news butcher had, as well as what we could get along the line. One



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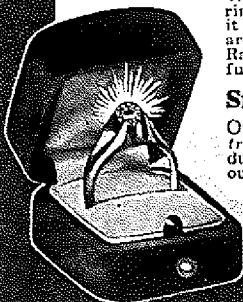
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lady had some muslin, so we cut a pattern and all of us helped make white stockings, so that each child could have one. Another lady had some tinsel and little pictures, and we soon had those stockings decorated. We stuffed them full and they looked like Christmas.

"Then we sent word to all the children to be in the diner at 8 o'clock sharp. They were there.

"In the meantime we found another passenger with a roll of medicated cotton. We picked out a nice elderly man and fixed him up with whiskers and a white cotton suit. Someone had a red stocking cap and he made a real Santa Claus. One man in the party had a violin, so we were all fixed.

"In the diner, Saint Nick gave each child a stocking and the violin man played Christmas music for us. The kiddies had a fine time.

"Afterwards, we grown-ups got the idea we should dance, so the chairs were taken out of the observation car, the violin man furnished the music, and we danced. We also made a raid on the dining room and found material for punch.

"Taking it all around we had a Merry Christmas and arrived in Chicago only a little late on Christmas Day."

Around the Railway Exchange.

Among the promotions of the month, none is more pleasing to employes of the traffic department in and about Chicago than the appointment of J. H. Skillea, formerly general Eastern agent at Boston, as general agent in Chicago, succeeding Mr. T. W. Proctor, who has been appointed assistant general freight agent at Minneapolis.

Other moves in the traffic department are the appointment of Mr. S. McClurkin of Milwaukee as assistant general agent, Chicago; of Mr. S. A. Eddy, formerly contracting freight agent, Minneapolis, as D. E. & P. A., Des Moines, to succeed W. W. Hall, resigned, and of Mr. T. B. Montgomery, general agent New York City, formerly assistant general freight agent, Minneapolis. Congratulations all around.

Bill Kane has some sort of a prejudice against the "Italian Wop." Why he should have, nobody knows, because why should he, indeed. But Bill got considerably riled one day when a bunch of this gentry was calling on him, and he was in such a cross-eyed frame of mind after they left that "Me" went out in a hurry, but he fired the following back at Bill as he departed:

To my dear friend, Bill Kane, arch enemy of the Italian wop:

I love you, Bill,
And always will;
For you are true and handsome.
If more I'd say
This sunny day,
You'd throw me o'er the transom.
Good night, Me.

La Crosse Division Doin's.

Guy E. Sampson.

Early in the morning of December 24th during a terrific snow storm, the Milwaukee depot and Cameron Hotel, all the same building at South La Crosse, broke out in flames, and although the efforts of the full fire department were turned to the burning building, it was of no use and was finally completely destroyed. A number of our passenger men were sleeping in the building at the time and barely escaped with their lives. Conductor E. J. Brown came out through the thick smoke nearly exhausted, while Conductor R. C. Curtis was unable to find his way through the smoke, but managed to locate a window leading to a fire escape and got out that way. Luckily no lives were lost, but one of the old land marks of the Milwaukee road passed out of existence.

Conductor C. Jorner had a narrow escape one night this month, when he and his brakeman went ahead to attend to a hot box on a car in their train. Mr. Jorner instructed the brakeman to ride ahead and set the car out at the next station and he himself would catch the caboose and protect the rear of the train. As Mr. Jorner attempted to catch the caboose, which had by this time gained a rapid gait, he received such a jerk

as to injure his arm and lost his hold on the grab handle, falling to the ground with such force as to render him helpless for a few minutes. As his lamp was extinguished by the fall and every match in his possession also went out in trying to relight the lamp, he was compelled to go to a farm house for a light and returned just in time to stop No. 2 and follow his train to Portage, where he found his crew all wondering what had become of their train conductor.

Yardman E. Bublitz and family spent a few days in Chicago this month.

William Ramsey, warehouseman at Sparta, was forced to take a holiday vacation on account of getting an injured shoulder. He spent the time at his old home in Kilbourn.

Mrs. Jessup and children, family of Engineer William Jessup, of Portage, spent the holidays with her parents at Poynette, Wis.

Engineer Argall and wife of Tomah attended the funeral of Mrs. Argall's mother at Reedsburg December 28th. The aged lady died at her home in that city Christmas morning. The sympathy of all employes is extended.

On Wednesday, December 20th, Mr. Henry Isberner of Portage, one of the Milwaukee's oldest section foremen, met with a shocking accident. While working with his section crew on the double track east of Portage he stepped out of the way of an east bound freight train and in front of a west bound, having one of his lower limbs crushed under the engine. Amputation was necessary, and at this time Mr. Isberner is getting along nicely.

Conductor M. H. Shackley and his son, Ray, a passenger brakeman, did some heroic work rescuing fire-trapped employes in the Cameron House fire December 24th.

William O'Brien of the B. & B. department informs us that there had been over \$60,000 in fire losses in his territory in the last month.

Engineer John Schwelkert was absent from his run on the La Crosse way freight on account of the death of his brother-in-law, Mr. Otto Granke.

Several of our extra passenger conductors got a chance to air their uniforms in service during the holiday rush. Among the fortunate ones was Ed. Fenner, one of the youngest passenger men.

Mrs. Montleth and daughter, family of Engineer Bert Montleth, of Portage, visited in Milwaukee this month.

Yardmaster Thomas Bloomfield of Portage has been confined to his home with an attack of facial paralysis. We are glad to report that he is improving and will soon be back on the job. Later: Back on the job; all O. K.

Night Roundhouse Foreman Frank Sheehan of Portage was laid up a few days with an attack of lumbago.

Conductor W. B. Clemmons has rented his home in Portage and moved his family to La Crosse.

Engineer Frank Steel is back on the Sparta pusher after a couple of months vacation spent in and around Denver.

Conductor George Acres of the M. & P. passenger train took a couple of weeks vacation this month. Frank Varney took Mr. Acres' place, while William Springer took Mr. Varney's place running the M. & P. way freight.

Grandpa Wiltcomb, agent at Poynette, is taking a lay-off for the winter and is dividing his time between reading the boxing match reports and playing with his grandchildren.

Engineer Robert Grace, one of the oldest Milwaukee men, is taking his annual winter vacation. Section Foreman Pat Kerwin of Portage was on the sick list and unable to work a part of the month, but is back on the job again, jolly as ever.

Brakeman Fabin Devine, who was injured last month, is around on crutches.

Towerman William Lucas and wife of Portage are rejoicing over the arrival of a son. More cigars, Billie.

Albert Fredrick, section foreman at Sparta, says the western prairies have nothing on "Old Wisconsin" when it comes to being stranded away from home over night. Recently Albert was taken with an attack of la grippe while working near Camp Robinson, a closed station, five miles from Sparta. Not feeling well enough to ride the band car home, he sent the rest of the crew home, intending to flag the helper engine on its return trip and ride home the evening being

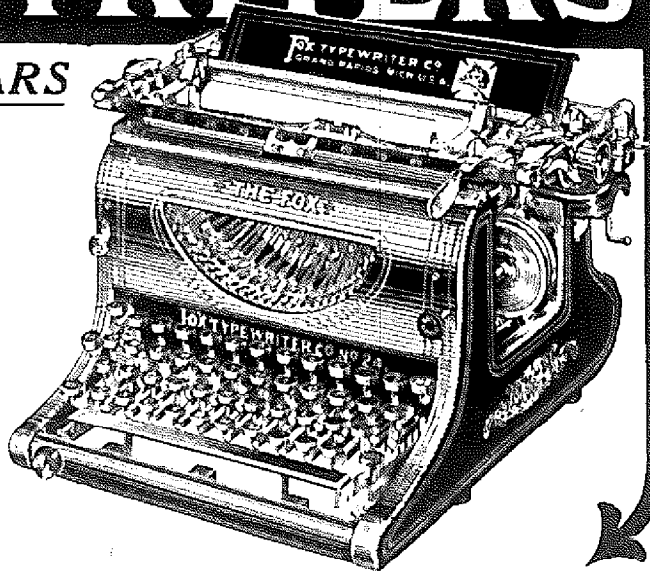
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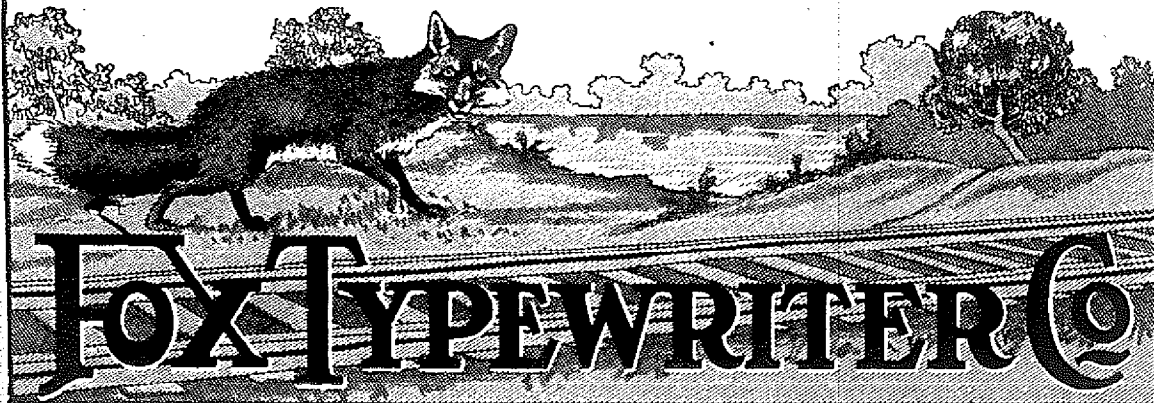
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Please order direct from this offer, mentioning The Milwaukee Employees' Magazine for January. State price you wish to pay and inclose any amount of cash you can spare. Shipment of typewriters will be made same day order is received.



On The Steel Trail

Items From Twin City Terminals. Idell N. Widholm.

Mrs. August Johnson and son, Irving, are spending a few days in Chicago visiting friends.

Miss Elizabeth O'Brien, telephone operator at the Minneapolis passenger station, visited friends at Mason City, Iowa, Sunday, December 17th.

Our newly married yard clerk, Walter Riley, made a trip to Montgomery, Minn., and reports conditions on the farm very good.

Hubert Des Marais, assistant revising clerk at the Minneapolis freight house, is still making his regular trips to Furibault.

Arthur Mahoney, ticket clerk at the Minneapolis passenger station, made a short visit with his folks at Omaha, Neb.

Mrs. Leach of the Travelers' Aid visited her daughter at Milbank, S. D.

Miss Hannah Loken will spend Christmas at Hudson. Miss Loken is a stenographer in the engineering department.

Miss Nellie Hennessey spent Sunday, December 10th, as a guest of Miss Francis Norman, formerly a telephone operator at the Minneapolis passenger station. Miss Norman is attending the normal school at Winona.

Bill Dougatt, ticket clerk at the Minneapolis passenger station, spent a few days at Sioux City.

Miss Gertrude McLaughlin, stenographer in the engineering department, will spend Christmas at Waseca, Minn.

Miss Elsie Bender, stenographer in the superintendent's office, spent Sunday at Annandale, visiting friends.

Carl Davis, assistant baggage agent at the Minneapolis baggage room, is making a visit at Butternut, Mich.

Northern Division News. Heien Munroe.

Carpenter Foreman Charles Voss of Horicon died very suddenly at Fond du Lac, December 15th. He was eating dinner with his men in their boarding car and suddenly fell over dead. He had had heart trouble for some time, but as he was never known to complain, it was not known that his health was not good. Mr. Voss leaves a wife and daughter to mourn his death. They have the deepest sympathy of all their friends.

Conductor George Parkhurst of the River Division has been at Ripon with his aged mother for a short visit.

Conductor "Sandy" William Graham is back at work, after being off about eight months, account of sickness.

Operator Louis Greenland is again working on the Northern Division. He worked in the Saskatchewan Province for several months, but it was getting pretty cold there, so Louie decided to return to Wisconsin.

Dispatcher W. C. Zimmermann and Miss Ethel McDonald of Milwaukee have been recently married. C. Neumadore of Horicon is taking Zimmermann's place in Milwaukee while he is away.

Brakeman H. Lodde, E. R. Haslam and Conductor Rochford deserve credit for having stopped a runaway horse at Hartford a few days ago.

Sorry to hear that Engineer Heinie Reif fell while going down to put coal on his furnace at home, severely hurting his ankle so that he will not be able to go to work for some time.

Engineer Abe Aace is not working at present; have not heard whether he is laying off for the winter or only during this cold spell.

Conductor Ed Smith on the Oshkosh way freight is laying off, having hurt his knee while getting on the train when moving.

Claim Adjuster Eddie Schofield of Milwaukee has been out on the division frequently of late, but I have heard that he has changed his headquarters from Waupun to Kenosha. He was passing candy and cigars around the office a couple weeks ago, but will not admit that it meant anything more than just being a good fellow.

Roadmaster F. W. Sawtelle attended the Y. M. C. A. convention at Beloit the first of the month.

Pebbles from the Musselshell. Grace Hardman.

Coal Dock Foreman P. Lettch, wife and daughter, of Roundup, spent Christmas in Melstone.

N. Miles, insurance agent, was in Melstone the 23rd and 24th, writing insurance.

Charles Metelle and wife of Carpenter Creek Mine was in Miles City shopping one day before Xmas.

Car Repairer George Anderson of Melstone spent Xmas in Miles City.

Stationary Boilerman A. W. Parsneau and wife of Melstone spent Xmas at the home of their son, Frank at Miles City.

Trainmaster Ross from Miles City was in Melstone the 27th.

Operator T. J. Kelley is relieving Guy Hayling on first trick, who has been relieving J. H. Jesser, Hayling going to Miles City to work second trick temporarily.

First Truck Operator J. H. Jesser of Melstone took a layoff and surprised his many friends by returning with a bride. Did not learn the lady's name, but we wish them a long and happy life together.

The very popular train despatcher, A. C. Kohlbase, of Miles City has been appointed chief despatcher, with headquarters at Miles City. He has the good wishes of all the boys.

Brakeman C. Mann of Musselshell Division has just returned from a trip to coast cities. He reports a pleasant time, but says old Montana is good enough for him.

Conductor C. W. Neptune of Musselshell Division is the proud father of a twelve and one-half pound baby girl. Congratulations, old boy.

W. V. Division Notes. W. M. Wilcox.

Engineer A. B. Brasted and wife have returned from their month's visit in the West. They found quite a change in the weather in Wisconsin, compared with California, on their return.

Car Department Clerk Herbert Miller is the proud father of twins, born December 21st. Mother and babes doing nicely.

P. W. Millenbah was checked in as agent at Rudolph January 11th by Traveling Auditor Porter.

Traveling Freight Inspector H. E. Brock and traveling Auditor W. A. Porter were looking after the company's interests on this division the first of the month.

Engine Despatcher P. Thompson has been away from his duties at New Lisbon since December on account of illness. He was relieved by Engineer P. J. Plunkett.

Train Baggage man A. G. Shrake attended a meeting of dynamo baggagemen at Chicago in December.

A. L. Hurd was in Milwaukee last month taking the examination on dynamo work.

Engineer Leslie McCormick of Deer Lodge, Montana, was a visitor on the W. V. division through the holidays. "Mac" will never forget his old "Alma Mater."

Mrs. J. J. Flynn of Deer Lodge, Montana, wife of Engineer Flynn, was a visitor at her former home at Merrill during the holidays. Mrs. Flynn informed the correspondent that "Jack" likes the big electrics very much.

No one handed in anything this month, and the cold weather didn't give us much of a chance to go out and gather it. However, we have a few more items that will help fill in.

A card from Engineer M. E. Moore at Miami, Florida, informs us that he and Mrs. Moore are enjoying the beautiful sunshine and ocean bathing every day and are in no hurry to get back to Wisconsin while the cold weather lasts.

Station Baggage man L. V. Willard, New Lisbon, slipped on an icy platform while carrying a heavy floor scraper, letting it fall on his leg and bruising it quite badly. He was relieved by Night Baggage man Jim Cade while off duty.

Conductor W. A. Lee off one trip on passenger on account of looking after business in Chicago. C. A. Dunn relieved.

Everyone Needs a Flashlight

Valuable Pocket Lamps Have a Thousand Uses. How this Handy Little Device Produces Light.

A pocket electric flashlight is the handiest little device ever perfected for use about the home during the night. It saves all the bother of striking matches, of lighting lanterns and the carrying of lights when you want to look into dark places. And, often enough, a light is frequently wanted for use where a lantern would be of no service whatever and matches or open flames would be dangerous. When it becomes necessary to investigate the interior of an automobile while touring in the night, when you want to look into dark partitions, shadowy nooks, into dusty and inflammable places, the flashlight is handy and safe.

There is no mystery about the handy little flashlight, in spite of the fact that it can be carried around for weeks and weeks and yet is ever ready to give a beam of brilliant light on demand whenever the tiny switch is manipulated. This beam of light can be thrown into the most impossible places, from almost any position. The flashlight is an electric light. It differs in no way from the other electric lights in your home, except that it is smaller. The tiny miniature Mazda lamp on the end of the flashlight is a perfect little lamp consisting of a fine filament of tungsten wire encased in a glass vacuum bulb no larger than the end of your finger. Tiny wires lead the current into this lamp through the base and stem to the filament. The lamp screws into its socket and can be easily renewed at a trifling cost when it is burned out, like any other electric lamp.

The electricity for the flashlight is produced by small chemical batteries concealed, within the handle, or body of the device. These batteries are made to conform with the shape of the handle. Each battery consists of three elements, a zinc plate, a carbon plate and the electrolyte, or chemical. The electrolyte is in the form of a paste surrounding both the zinc and the carbon. When the light is not in use the spring device of the push button keeps the circuit open and the battery produces no

electricity. The instant the circuit is completed by pressure on the bottom the chemical compound begins to act on the zinc, in a form of combustion. As the zinc is decomposed by the chemicals, electricity is produced. This electricity flows out over the electrical circuit, consisting of tiny wires concealed within the device, to the electric lamp and causes it to glow and produce light. The light is reflected out into a straight beam by a small reflector affixed behind the little lamp.

The tiny flashlight is really the only pocket light which can be carried without danger of leakage, bad odors or dirt. It is ready at the pressure of a finger and throws a strong beam of light where it is most needed. The lamp does not have to be lighted with matches, requires no dangerous chemicals and the batteries can, when worn out, be replaced instantly by the merest novice, at trifling cost.

Flashlights can be purchased all the way from 25 cents to several dollars each, depending upon size, finish and the life of the batteries. They are made in sizes small enough to be carried in the vest pocket and these little fellows are very serviceable, giving plenty of light for nearly three hours steady burning, if required, without replacing the batteries. The larger sizes of pocket lamps will burn 10 hours continuously or will last for a long time when only used for short intervals, now and then, as required.

Flashlights are carried quite generally by country residents who are frequently out on dark nights where street lights are unknown. They are used about the house, in cellars, dark closets and in general where a light is wanted for half a minute where it hardly pays to light a lantern. They are invaluable for service around inflammable materials. One man easily located an article dropped down a partition, by tying a small flashlight on a string and lowering it between the walls. Another had to crawl under a barn to fix a drain and found the flashlight handy and safe to use amid the cobwebs, chaff and other highly inflammable matter. In many other ways the flashlight is invaluable.

Mrs. G. M. Little visited her daughter, Mrs. P. Hollinshead, Jr., at La Crosse during the holidays.

Mrs. Christ Mauritsen, wife of carsmith at New Lisbon, has been quite ill this month. At present writing, however, she is getting better.

Work on the new depot at New Lisbon is progressing slowly, and it will probably be ready for occupancy about April 1st.

Prairie Breezes From the H. & D.

C. R. Craft.

E. J. Sullivan, traveling inspector of Mason City, was a visitor in Aberdeen on January 11th. H. L. Briggs has been acting as relief agent at Java. Regular agent, R. O. Sabin, on leave of absence.

A. Zimkoski, acting as relief agent at Ipswitch, taking the place of I. Dudley, relieving regular agent, W. F. Kirby, on leave of absence.

Agent B. J. Scott of Eureka has returned to work after a vacation spent at Excelsior Springs, Mo. He reports having got rid of his rheumatism and feels more like running a foot race now than for many years.

O. F. Waller, division freight and passenger agent, accompanied by Mrs. Waller, spent Christmas week at Fond du Lac, Wis., visiting his mother.

Conductor William Foster has returned from an extended trip to Seattle, Tacoma and other Pacific Coast points. He also visited with Conductor J. J. Barndt at Seattle and says that Jack showed him all the sights and then some. Agent Hopkins at Raymond, Wash., was also on his calling list. Mr. Hopkins was a former brakeman on the H. & D.

A. R. Corwine, agent at Linton, will take a six-weeks' vacation, commencing about the middle of February. A large part of his time will be spent in New York.

Conductor M. Matson has resumed his duties on the West End after having spent some time on his claim in Montana.

R. H. Solke, claim clerk, returned from his Christmas trip to Lemmon three days late. Bob claims he got snowed in.

G. E. Crompton, stenographer in superintendent's office, spent New Year's day with relatives at Menomonee, Wis.

George Ferguson, formerly freight house foreman at Aberdeen, has accepted a similar position at Sioux City.

Our messenger boy, Frank Faeth, who spent Christmas at Strasburg, N. D., got snowbound up there for a week and couldn't get back. His younger brother, John "hot-footed" it around here during his enforced absence.

Lucille Combs, the demure little stenographer in the local freight office, spent New Year's day at Huron, S. D. She is now planning a trip to Mitchell to visit her sister.

J. J. Gleason, freight receiver clerk at local freight, has returned from a short visit with his parents in Chicago.

Louis Faeth, bill clerk, has taken a vacation which he will spend at Belkfield, N. D.

W. H. Claussen has been appointed relief agent at Westport in place of Agent J. C. Brown.

Leo Lutgen, car record clerk, visited a sister at Hague, N. D., on New Year's day.

Rate Clerk F. J. Kolb visited at Winona, Minn., over New Year's. We also understand he was accompanied by his lady friend from Minneapolis. Fritz didn't need to write letters for a couple of days anyway.

Mrs. E. M. Smith has returned to her duties as agent at Warner after having spent a well-earned vacation at various points.

Agent A. J. Fischer of Hague has been granted a three-weeks' leave of absence.

The boys in the local freight office have organized a bowling team and as soon as they are in shape to hit the "head pin" with a little more consistency they will be open to challenges from all comers.

Frank Phelan of Milbank, who has been laid up for some time with a broken arm, has discarded the sling and is now back in the harness.

Third Trick Operator Petterman of Milbank has taken a couple months lay-off, being relieved by R. Montiel. Peter says he will take in the Tri-State bowling tournament at Aberdeen and then go home, but would not commit himself any further.

Signal Maintainer J. U. Murray, Milbank, is taking his annual vacation and spending it with relatives at Paterson, N. J. George Huber of Aberdeen is looking after the work during his absence.

The telephone and telegraph maintainers have divided their division and placed a man at Milbank, B. E. Cochrane holding the position.

Roadmaster E. W. Phelan is planning a vacation this month and will journey to the Pacific Coast, stopping at various points en route to visit his sons and other relatives.

Yardmaster Hammer of Milbank has returned from a two-weeks' stay at Minneapolis, where he had some dental work done. Mr. Hammer now advises another week of work and he will have enough of South Dakota weather for this winter. He expects to leave shortly for Hot Springs, going from there to points in Florida for a few months. Conductor Moss relieved Mr. Hammer while the latter was in Minneapolis.

C. W. Wilkinson of the claim department, Chicago, while on a recent inspection trip over this division, was taken suddenly ill at Aberdeen. He was taken to St. Luke's Hospital, where he remained for several days. We are glad to report that he has recovered and has returned to Chicago. Mrs. Wilkinson came out to attend him and accompanied him home.

East Prairie du Chien Division Notes.

Margaret Murphy.

Engineer M. Macdon, Milwaukee, is taking a vacation. Engineer J. Allen has been running Nos. 22 and 7 during his absence.

Conductor T. Callahan has moved his family from Waukesha to Milwaukee, where they will reside in the future.

Roadmaster and Mrs. J. Murphy, Waukesha, spent New Year's with relatives at St. Paul, Minn.

A son was born to Brakeman and Mrs. Charles Knight, Milwaukee. Congratulations.

J. C. Crowley, night roundhouse foreman, Madison, made a business trip to Milwaukee. Machinist F. S. Olinger is acting as foreman during his absence.

Al Pratt, former day caller at Madison, resigned some time ago and left for Milwaukee. We are wondering what the attraction is for Al down there. "Good luck, Al."

Conductor G. Dunn, who has been running on the Chicago division, is back on the East Prairie division, running extra.

Elmo Lodge, No. 42, B. of L. F. & E., will give their annual ball at Kehl's hall at Madison, February 14, 1917. Everybody come and have a good time.

Conductor T. Callahan, who has been taking Conductor H. Vedder's run, was laid up a few days with injuries received by a fall. Conductor J. Chrystal relieved him during his absence.

Engineer G. Campbell has been off duty for some time. Engineer P. Connelly is running Nos. 4 and 5, and Engineer A. Enders has the way freight run while Mr. Connelly is on the passenger run.

Owing to the very cold weather we are having, it became necessary to put on an extra boiler-maker and machinist at Madison roundhouse. Mr. J. Carey, boiler-maker, and Mr. T. E. Nolan, machinist, of Milwaukee, are the new men.

C. H. Tucker, oil house man, Madison, formerly of New Hampton, Iowa, is moving his family to Madison. Mr. Tucker evidently doesn't like Bachelors' Hall.

Several of the employes in and around Madison roundhouse have been on the sick list lately. We are glad to say they are all able to be on the job again.

Conductor and Mrs. H. Durbin, Milwaukee, have left on an extended trip to St. Petersburg, Fla. Conductor T. Kelly has charge of Conductor Durbin's run.

Items from the I. & M.

Katherine McShane.

Roundhouse Foreman and Mrs. W. A. French of Farmington are rejoicing over the arrival of a baby girl at their home.

Yardmaster J. M. Plum and wife have returned from a few weeks vacation, spent at Aberdeen, South Dakota.

Superintendent W. J. Thiele and Chief Carpenter A. A. Kurzejka of Minneapolis were business callers at Austin last week.

Mrs. R. J. Thornton of Farmington spent Saturday in St. Paul.

Chicago Milwaukee & St. Paul Railway.

Hotel Oliver's
Largest Hotel in Chicago
100 N. Dearborn St.
Chicago, Ill.

Jacksonville Steam Laundry
100 N. Dearborn St.
Chicago, Ill.

The Empire Hotel
100 N. Dearborn St.
Chicago, Ill.

We Pay Most For Cream
Hess Creamery Co.
Chicago, Ill.

O'Brien Fine Millinery
100 N. Dearborn St.
Chicago, Ill.

Richardson's Dry Goods
100 N. Dearborn St.
Chicago, Ill.

TRAIN BULLETIN

EAST BOUND

TRAIN NO.	DUE.	WILL ARRIVE.

WEST BOUND

Hotel Bondon
100 N. Dearborn St.
Chicago, Ill.

Buggs Garage
Auto Service
Chicago, Ill.

St. Charles Ice Cream
100 N. Dearborn St.
Chicago, Ill.

Geo. W. Yahn
Butcher Market
Chicago, Ill.

The Hub Mensel & Co.
Head-Tailor Outfitters
Chicago, Ill.

J.M. BOSTWICK & SONS
THE BOSTWICK
DRY GOODS, GARDENS, CURTAINS, CAPS, etc.

The above is an exact reproduction of the new train bulletin that is being installed in the stations along the line by the Railroad Service & Advertising Company.

These bulletins are five feet square and black mission finish over all.

The advertisements, 6x12 inches, are under glass, hermetically sealed so that they are dust and water-proof.

This space can not only be used for advertising service but as a dignified directory as well.

For the local merchant it answers two purposes—it advertises and directs.

Representative will be on the road this month to solicit contracts covering space in these train bulletins. If you think the merchants in your city would appreciate space in a train bulletin in your city, drop us a line and our representative will call on you with the view of allotting space to such merchants as you mention.

Railroad Service & Advertising Co.

Union Station, Chicago.

Mrs. Dick Hinckley, Mrs. J. J. Johnson, Mrs. M. Erickson and Miss Clara Erickson spent the latter part of the week in St. Paul.

Switchman Carl Kelm of Austin spent Christmas with his folks at Toledo, Ohio.

Inspector J. J. Early and family of Austin spent the holidays with Mr. Early's brother at Portage, Wisconsin.

Misses Lola and Verna McShane were home for the holidays from their school duties at Winona.

Section Foreman B. J. Deneen of Austin spent a few days last week in Huron, South Dakota.

Miss Helen Ople has returned to Austin after visiting her brother, Harry, at Madison, S. D.

Section Foreman M. Hoeldt and wife have returned to Blooming Prairie, after having spent a few days at International Falls, Minn.

Willard Parker of Rosemount will spend the holidays with his grandparents, Mr. and Mrs. L. P. Beaudette, at Mendota.

Operator J. L. Ahern and family of Austin visited Mr. Ahern's mother in St. Paul a few days this month, Emmet Ahern doing the relief work at Austin.

Morris Bambrury, son and daughter of Moberg, S. D., have been visiting friends and relatives at Austin, Adams and Fairbault. From here they go to Ashland, Ky., to visit their sister before returning to their home in Moberg, S. D.

A meeting of the River and I. & M. division Safety First Committee was held at the Nicollet Hotel in Minneapolis Monday, January 22nd.

Superintendent W. J. Thiele, Trainmaster L. T. Johnston and Freight Claim Inspector Garvey of Minneapolis made an inspection trip over the I. & M. Division last week. Roadmaster McShane accompanied them over his division.

Operator L. Grau of Austin has had a few days layoff and has been relieved by Operator Sullivan. While off duty Mr. Grau visited his daughters, who are in school at St. Paul.

Mrs. Jack A'Hern has returned home to Austin, after having spent a few weeks with her folks at Hilton, Wis.

Section Foreman F. Kowaleski of Austin went to St. Paul Tuesday and took in "Hip-Hip-Hoorah" at the Auditorium.

Walter Liddell, machinist at Austin, has been promoted to general foreman of the shops at Miles City, Montana.

Switchman "Dick" Hinckley was slightly injured while switching near the coal house in Austin yard last week. Dick is still at home, but getting along nicely.

Conductor Capron is planning on an extended visit to cities along the Pacific coast in the near future.

Chief Carpenter A. A. Kurzejka of Minneapolis was a business caller one day this week.

Engineers Fulnecky, Carley and Podas of Minneapolis have been doing some work in this vicinity and incidentally have spent a few days at Austin.

Lineman Chestnut and Mrs. Chestnut have been enjoying a short visit from their son, Earl, who is now located at Sioux Falls, S. D.

On January 4th, Fire Inspector T. A. Ward of Minneapolis inspected the fire apparatus at Austin shops and roundhouse and found everything in first-class shape. While he was here they held a fire drill and had everything ready for action in 35 seconds.

Section Foreman B. Jim Deneen and Roadmaster M. McShane will be among those from Austin who will attend the Safety First meeting at Minneapolis Monday.

Fire Chief Henry Herzog of the Austin shops submits the following report of the fire companies for the year of 1915:

Fire Calls.

3/10-16—35	seconds to have apparatus in working order.
4/ 6-16—40	seconds to have apparatus in working order.
5/10-16—60	seconds to have apparatus in working order.
6/ 9-16—90	seconds to have apparatus in working order.
7/11-16—50	seconds to have apparatus in working order.
8-12-16—55	seconds to have apparatus in working order.
9/13-16—60	seconds to have apparatus in working order.

11/14-16—70 seconds to have apparatus in working order.

The above were fire drills and the companies responded to one fire call, which occurred in a car of flour. Fire was extinguished in five minutes. This was on August 28, 1916.

Fire companies as follows: Henry Herzog, fire chief; Company 1, H. Hans, captain; G. Felt, F. Fisher, L. Dilger, J. Herzog, D. Sheean. Company 2, J. Myer, Jr., captain; B. Elison, O. Ludwigson, C. Anderson, H. Gorman. Company 3, F. Ryan, captain; E. Blomly, W. Groome, J. MacGuire, I. Beckel, C. Beckel, M. Hambern.

Chicago Terminal Items.

Catherine M. Bartel.

Rate Clerk R. P. Spoonholtz, wife and family visited relatives at Elgin, Illinois, Sunday, January 7th. Amongst the gathering were Engineer L. Holden and wife.

Clerk Fred C. Buschek and family visited friends at Milwaukee January 13th.

Mr. H. MacKay, A. Heeketsweiler and H. Spoonholtz, clerks at Division Street, who volunteered for track check service at Mannheim Yard December 24th, on request of Agent Fesler, report that they enjoyed the outdoor work and would gladly volunteer for such services again if the opportunity was given them. All they had on their minds for a week was a web of tracks with a limitless number of cars.

Switchman M. E. Cain and wife spent Christmas with Mr. Cain's mother at Madison, Wis.

Switchman William Sweeney, one of our old-time switchmen, has secured a leave of absence and is now on his claim near McIntosh, S. D. His wife and son Benjie accompanied him.

Helen and Mary Norton, daughters of Switchman J. T. Norton, are visiting relatives at Juncosville, Wis.

General Yardmaster Williams met with a severe injury on December 23rd, which prevented him from being on duty for several days.

Switchman Wallace McDonald has been batching it for a few days while his wife visited relatives at Elgin.

Switchman P. S. Howard, wife and daughter Gladys spent New Years day at Milwaukee.

Chief Clerk Perleek and assistant, Roy Stahl, were on the sick list for a few days. Both are now at work again none the worse for their brief illness.

The scarcity of chickens, both fowl and fair, is making itself evident at Galewood. Chief Clerk Hale has been killing off "fowl" in an endeavor to reduce the high cost of living. His hardest blow will come in June, when the chickens of the fair variety begin to leave. At present the Misses Fisher, Hoffman, Cogan and Plamp are listed to go. We sincerely hope that Mr. Hale will maintain his reputation as connoisseur of chickens in his selection of new bill clerks.

Notice: The party or parties who purloined headgear of Miss Sarah A. Fisher on January 6th had better "fess up" and return to save further trouble. Miss Fisher was very much peeved and would like nothing better than to have the pleasure of expressing her opinion to person or persons involved. (No reason why we all should be under a cloud of suspicion, Sarah.)

Mr. James Kerr entertained a few select friends on January 9th. All reported an enjoyable time with the exception of Mr. Grover Justice and the host. Anyone curious as to cause of same are referred to Mr. Kerr.

Mr. Martin Linehan is losing his popularity during the noon hour, as he insists upon climbing on his desk and using his vocal chords in rendering the only piece he knows, viz.: "A Little Bit of Heaven." It was enjoyed by all for a few days, but when he insists upon singing it every time the opportunity presents itself, we surely have a kick coming. Learn something new, Martin.

Friends of Doc Wilbur will be pleased to know he has started the new year right. He has a "Cud of Tip Top" in use all the time, but has yet to buy his first package. Cheer up, Larson.

The employes at Galewood Station were surprised to learn of the marriage of Julian P. Dickey, which he had kept secret for a year, and wish to extend their heartiest congratulations. Strange how Mr. Dickey got away with it so long. Such incidents do not often escape Galewood. Sherlock Holmes says: "Hee-hee-hee-hee."

Have you noticed Ray Farmer's "Aldermanic Overcoat?" Professor Farmer can be seen assisting Professor Brosman any Thursday evening. Ladies take notice.

Word has just been received that Yardmaster E. Metz has taken unto himself a wife. We have not yet found out who the fair one is, but hope to have a detailed report of the affair before the next issue of the Magazine goes to the printer. Congratulations!

Chicago Terminals Engineer Jackson was off duty for a few days recently and spent his leisure time calling on the "Fair Sex" in the neighborhood of Mont Clare.

Notes of S. M. East.
One T. P.

The record is broken, for I really received some notes and I wish to thank A. W. T. at Albert Lea for remembering me.

Will wonders never cease? An operator has worked at Houston nearly a month and hasn't flew the coop yet.

Mexico Marr framed a come-back and landed at Hayward for a few days until Dornier returned from the coast. He is now at Spring Valley as second operator.

St Johnson from Spring Valley is holding down the day ticket job in the new Union depot at LaCrosse.

The Cameron House fire nearly brought the life of Peter Berg, the side wire operator at Lax, to an untimely end. Through some oversight, Pete was not called, but he awoke in time and made his escape down the ladder.

Agent Lascely at Alpha on sick list, relieved by Halverson, new man from some foreign country.

Spike Parker is off at Ramsey with new man named Knutson on the job.

Jim Sheely is about to leave his native habitat at Delavan and depart for the bright lights at Mankato, having drawn the operator's job on bulletin. Jim evidently had a temporary lapse of memory the other day when he was calling Huntley "Dn" to find out how 22 was. Wires were removed from Huntley in 1904.

The famous Bug line at Albert Lea had a new captain for a few days while Elben was nursing the grippe, leaving Bill Deare in charge.

Brakeman Miles Norton, on the "Bug," annexed a sprained ankle during Elben's absence, which has laid him up for some time, but he expects to hit the ball again soon. Old Man Hard Luck has it in for the S. C. Line.

Big Spike Parker is back on the heavy runs 92 and 93, after several weeks of wearing the brass buttons and carrying a punch.

If you want to get in bad with J. J. E., just call him the Stock Yard Hero, or who filled the buckets.

Life is mostly made up of bucking the high cost of living and rustling coal to keep warm until spring.

Northern Division News.

Helena Monroe.

Engineer Clark was off a couple weeks the first of the year, laid up with an attack of rheumatism.

Engineer Abe Race is laying off the Portage passenger run during the cold weather. Heine Reif is in his place.

Henry Peterson, a section laborer from Pardeeville, had the misfortune to get his left thumb broken while unloading crossing plank at Horicon.

Louis Moe, pump repairer, has been in the house for a week account of having the grippe.

Conductor Barret was recently married in Milwaukee, but hasn't been able to find out the name of the lady.

"No Steam" Jim Whitty, engineer, has returned to the Northern Division and the paternal roof after having spent several months working in Illinois and Iowa.

Telegraph Lineman John Norgard returned to work January 3d. He had not worked since October 17th, having been in the hospital most of that time, where he had an operation on his stomach.

We are expecting Third Trick Operator Newton back at Horicon soon. He has been down on the border with the troops since July.

Relief For Sensitive Feet

Mayor Honorbilt Cushion Shoes relieve tender, sensitive, tired feet. They give solid comfort and complete satisfaction. Warm in winter, cool in summer.

Mayer

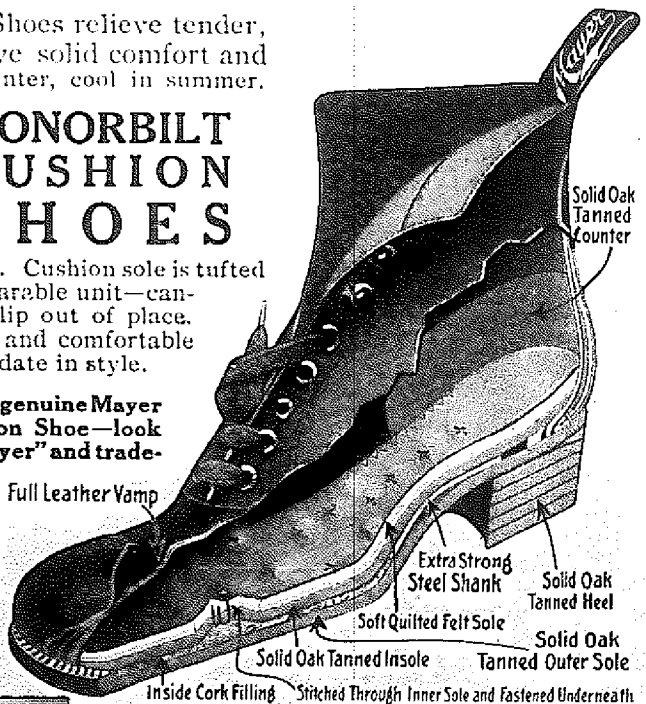
**HONORBILT
CUSHION
SHOES**

Note the substantial construction. Cushion sole is tufted to leather insole, making one inseparable unit—cannot work up in ridges, crease or slip out of place. Patent applied for. Most practical and comfortable cushion shoe made and right up to date in style.

CAUTION Be sure to get the genuine Mayer Honorbilt Cushion Shoe—look for the name "Mayer" and trademark stamped in the sole.

We also make Honorbilt shoes for men, women and children; Martha Washington Comfort Shoes and Dry-Sox wet weather shoes. If your dealer does not carry them, write us and we will see that you are supplied.

F. MAYER BOOT & SHOE CO.
MILWAUKEE, WISCONSIN



Milwaukee Shops Items.

H. W. Griggs.

United States District Inspector C. J. Skudder and assistants were at the shops late in December and early in January, keeping things busy.

The burning of the depot and Cameron House at La Crosse December 24th has removed an old landmark of the days of "S. S. M."

The annual passes for the old veterans was a good Christmas remembrance that is being highly appreciated. "Soulless Corporation" certainly does not apply to the old "Milwaukee" road and the big family of 65,000 employees.

We had the honor of receiving a Christmas card greeting from the oldest employe of the Milwaukee road, Mr. John C. Fox, of Janesville. Thank you, our oldest veteran, and may you enjoy many more of the same.

Mr. John Blomley, veteran machinist of Madison, Wis., died at Tecumseh, Neb., at the home of his son-in-law, Mr. McKay, December 25th of congestion of the lungs. He was buried at Madison December 29th. Mr. Blomley was 82 years old; he was born in England and came to the United States when a boy. He was a civil war veteran from Wisconsin in 1862 until 1865. The funeral was held at the home of his daughter-in-law in Madison, under the auspices of the G. A. R., followed by the Episcopal services at Grace Church. Among the pall bearers were A. J. Edmunds, roundhouse foreman, Madison; John Lewis, and H. Smith of Chicago. Mr. Blomley's wife died some three years ago.

Chief Clerk J. A. McCormack, district M. M. office, was at Waterloo two days in December, called there by the serious illness of his mother, who had suffered from a stroke, but is now on the way to apparent recovery, which we hope will continue.

The photo department was at Western avenue New Year's, taking some negatives of some recent passenger car equipment. A bodyguard was almost necessary in the crowded yards.

William Lyons of the mechanical engineer's office is limping around with a sprained ankle from a twist on the icy walks, of which there is an overabundance in the city this season.

Mr. C. H. Bilty was in Chicago with Mr. Manchester January 2nd and twice since.

Mr. Alex Young was in Ladd, Ill., a couple of times the latter part of December.

Al Klumb is kept busy down the line this winter.

The items this month are more of an obituary column. The grim reaper has cut a wide swath in the ranks of the Milwaukee road men, starting in with the new year, reaping a toll of eight so far. On Saturday, January 6th, there were three funerals of old veterans of the Milwaukee road: Mr. W. J. Underwood at 11:30 a. m.; Foundryman Yundt at 2 p. m., and Harry Barlow of Portage at 2:30 p. m. On Sunday the 7th Gustav A. Schostag, an old time machinist, died; his funeral took place on the 11th at 1 p. m. Engineer Peter Haddock of the C. M. division died January 9th and was buried on the 11th.

Quite a shake-up in the mechanical engineer's office took place early in January. Mr. Bilty, with the clerk, has moved over against the west wall, leaving more room for the new cabinets and less room for agents and others. In the drafting room, under Thomas Scott, larger filing cases for the tracings are being installed, everything getting ready for the new office.

Mrs. Carpenter Kendall was at the depot the 10th after photographs of the terminal forces which the shop's photographer is to furnish. By the way, Mrs. Kendall has promised really and truly a long time ago to come out and visit the shops when in town. Many of the boys want to know why she does not come so they can get a glimpse of the editor. From appearances it looks as if the impatience is going to develop into a few real bad English expressions. If she cuts that paper again there is going to some swift m-s, ac-n, -! : : : x,?, taken. Get that? (Have to get there pretty soon if all that's going to happen, Editor.)

Mr. Theo Hackman and Mike Stone, veterans of the foundry, have been on the sick list for some time. These men have worked for the foundry for the last thirty-two years and are missed very much by their fellow workmen. Here is hoping that they will be with us again in the very near future. (Later): Mike Stone died

January 15th. We have not his biography at hand, so cannot write it up at this time.

We think Mr. Humes, foreman at the wheel foundry, is dreaming of the sunny slopes of California, as we notice the far away look in his eyes. Mr. Humes is a great lover of the million dollar hotel of Los Angeles.

Mr. Henry Kallebe, foreman of the coremakers, is very busy these days making cores for castings which are to be used for the new ore and coal cars which are being built at Tacoma and Milwaukee shops.

Molders Adolph Ludorf, Henry Wrasse, William Peters, William Bussert and a few others are figuring on making their annual trip to Peewaukee to do a little ice fishing. Mr. Ludorf has the record of catching the largest fish last year. He claims it weighed thirty-two pounds, and says the above gentlemen can verify his statements.

Draftsman Titus, who over a month ago started for Savannah, Ga., has been heard from at Paterson, N. J., where he is assistant something in some mill or shop.

The good snow that started on the 10th made the dangerous icy walks of the last two weeks more safe to walk on.

Robert Lorimer, chief clerk of the signal department, died January 13th. He was found dead in bed of heart failure. Mr. Lorimer retired the night of the 12th in his usual health which, however, on the whole, has not been very good for the last year or two. He was 45 years of age. The funeral was held at Watertown January 16th. Mr. Lorimer was at one time clerk to District Master Mechanics Delbert and Miller, and years ago was General Master Mechanic J. M. Lowry's clerk.

The Milwaukee terminal force has been lined up before the Milwaukee shop's photographer (that's us), and something really good may be looked for in an early issue of the Magazine. Mr. Harlicks himself heading the good-looking bunch with a separate portrait. The Muskego yard force came in for a line-up also with Mr. Rossler.

The Mr. Kaiser who keeps the viaduct steps clean and sanded is worthy of special mention, being faithful on the job.

Messrs. Bilty, Griggs and some others were invited to witness some moving picture films of the making of an electric locomotive and the Milwaukee road mountain electrification at the meeting of the General Electric Company's part in the Illinois Electrical Association at the Hotel LaSalle, Chicago, January 19th. A most pleasant hour, indeed. These films are going to be shown in Milwaukee in the near future. The series consists of three reels, and the photoplay is excellent. The tool work and shop construction of the big electric was the best interior photography that we have seen; in fact, as one man put it, we can see more from the films than a trip through the shops.

No kick on the Magazine for January. The shops got a good representation in photo cuts. Books a little late; that's all.

Mr. H. E. Smith of the Eastman Kodak Company was a familiar caller January 18th.

John O'Neil, mechanical inspector, had a busy time of it in the Chicago terminals during the cold weather. Alex Young and Al Klumb are also kept bustling these days. Things are on the improve.

Mr. E. Thomas, foreman of the car department tin shop, met with a very painful accident on the morning of January 17, while going through the tank shop. He slipped on an iron plate and fell, striking his nose on the floor, badly injuring same. Mr. Thomas is pretty well bandaged up but is able to be on duty.

The mechanical engineer's department is devising a new cylinder and ash lift for the clinker pits, to be operated with single electric motors instead of by compressed air, increasing the capacity with less cost.

It seems that Charles Vanderhiever, clerk down stairs in the S. M. P. department, has been getting married. Who, time and place not given.

No January thaw just now, but the 6 and 7 o'clock men waded through some water on the morning of January 18th, caused by an overflow of the big water tank near the S. M. P. office.

The locomotive shops went on nine hours again December 22nd, an increase of one hour.

Notes From the I. & D. Division.

C. J. Gillette.

Brakeman A. E. Johnson is the proud father of a nine and a quarter-pound baby boy, born January 9th.

Engineer John Duffy spent the holidays with friends at Ossian.

Passenger Conductor W. A. Malhouse has returned to work after a three-weeks' siege of grippe. His run was covered by Conductor J. C. Willey.

Trainmaster and Mrs. R. H. Janes were at North McGregor January 5th.

Mrs. F. M. Smith, wife of first trick despatcher at Mason City, visited her daughter at Minneapolis New Year's.

General Yardmaster H. L. Biggs and Conductor W. C. Bulrge went to Alexandria, S. D., January 4th, returning January 5th.

West Division Engineer Dell Rote was a Mason City visitor January 9th.

E. M. Hunt, for the past two years ticket agent at Mason City, has resigned his position with the railroad company to accept a position with the Schanke Realty Company of Mason City. We wish you much success, Earl.

Engineer and Mrs. L. Coe were New Year's visitors at Charles City.

Operator R. E. Holbrook has accepted second trick at Charles City.

Western Division Conductor J. C. Peterson was in Mason City January 9th.

Max M. Ward, for three years secretary to Superintendent B. F. Van Vleet, resigned January 1st to accept a position as ticket clerk at Mason City. We all join in wishing him every success in his new capacity.

Conductor G. S. Smith, with brakemen Butler and Miller, are in charge of the ice train at Lakes Okoboji.

Swedishman John Evans of Mason City spent the holidays with relatives at St. Paul, Minn.

On December 16, 1916, at Minneapolis, Minn., occurred the marriage of Miss Gertrude Swanson to our popular young brakeman, Earl R. Lambert. Both are residents of Mason City and have a wide circle of friends that join us in wishing them a life of sunshine.

C. W. Mickey, extra dispatcher at Mason City, was a holiday visitor at his home in Prairie du Chien.

Car Inspector and Mrs. Charles Colloton were called to Rockford, Ill., January 13th on account of the death of Mrs. Colloton's sister.

Conductor J. G. Love spent Christmas with his parents at Brita, Iowa.

Engineer Ed. Kirch of Mitchell was a Mason City caller January 12th.

Passenger Conductor John Kinney has moved his family to Mason City. He is running Nos. 1 and 8 between North McGregor and Sanborn.

Kansas City Division Notes.

Billie.

Another new correspondent, who, like H. Murphy, hopes some day to become as famous as "Ruby," "Sigh," "Peggy," and the others.

M. F. Smith, D. M. M., of Dubuque, Iowa, was an Ottumwa visitor January 13th.

August Daacke and Loraine Guenther, clerks in superintendent's office, Ottumwa Junction, who are otherwise known as Hans and Fritz, spent Sunday in Sabula, their former home.

On December 29th Engineer Clyde Dornsife had the misfortune to fall from the running board of his engine, suffering severe injuries to his head. He is recovering rapidly and is now able to be about again.

Despatcher T. E. Shick and daughter, Marie, have returned from Beaver Falls, Pa., where they were called by the death of Mr. Shick's mother.

Wiggle Morrison, telegrapher from Columbia division, visited old friends on the K. C. division recently.

J. Hamaker, second trick operator at Washington, Iowa, has been off duty with a childish attack of mumps and is afraid now he is getting "em" on the other side. He was relieved by Oscar Schendel, who is now able to be back at work after a long illness.

Brakeman Earl Healey has been put in charge of Sewall coaling plant.

G. L. Gallagher of Sigourney, Iowa, local chairman O. R. T., visited in Ottumwa between trains January 15th on his way to O. R. T. meeting at Excelsior Springs, Mo.

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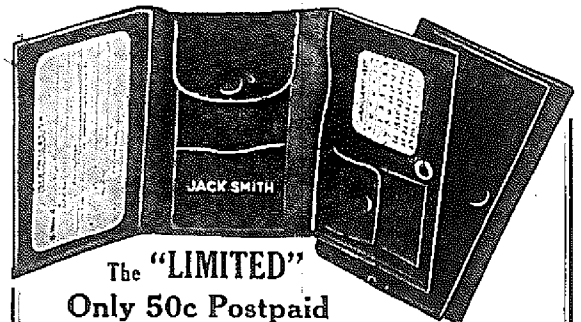
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Owing to an epidemic of grippe at the Clapp home, Despatcher R. O. Clapp has been compelled to act as cook, nurse, janitor and maid of all work.

M. F. Pollard has been appointed agent at Foster, Iowa, in place of H. T. Gilland, resigned.

We were made very happy by a visit from Mrs. Carpenter Kendall and Mrs. Scott during the month of December.

Despatcher Jay Upp has generously donated a pencil sharpener to the despatcher's office, Ottumwa Junction, and we understand it has been recommended that he be decorated with the iron cross.

Operator C. E. Cross and wife, Ottumwa, will leave soon for an extended visit in the East.

Francis Owens, former call boy at Ottumwa Junction, has been promoted to switchman. Anthony Zaubitzer, a little boy for such a big name, is now the chief call boy.

Brakeman William Culbertson, otherwise known as the "summer" brakeman, has reported for duty since the weather has moderated somewhat.

C. Smith, relief agent, Conroy, Iowa, was called to Chillicothe January 17th by the death of his father.

Conductor Jerry Brosnihan, Davenport, Iowa, is visiting eastern points.

Miss Martha Williams is the new stenographer in the superintendent's office, and Oscar Root, statistical clerk. Both are graduates of the Ottumwa high school with the class of 1916.

We have no wedding to report this month, but Fireman Ross Caster is building a home, so we are looking for an announcement soon.

C. B. Iowa, East, and Calmar Line News.

J. T. Raymond.

Mrs. William R. Barber and daughter visited a few days with friends at Ottumwa.

H. C. Blakeslee of Milwaukee spent several days on this division looking the wires over. He would like to come out this way oftener, and we would like to see him, but John Tobin and Roy Coker keep things in such good trim that Ray cannot find a reason.

Arthur Daniels and family of Milwaukee were the guests of Marion relatives during the holidays.

Representative-elect Newman Fuller of Miles City was in Marion briefly at holiday time. He received many hearty congratulations from former associates here.

Born, Sunday, December 17th, to Mr. and Mrs. Arthur DeGarmo, a son, Donald Franklin. We extend heartiest congratulations.

Engineer George Shaffer was laid up several weeks on account of death of a relative.

Conductor W. L. Hyde and wife have gone to the Pacific Coast for couple of months. Conductor Thomas Nevius now on Nos. 37 and 4, and W. D. Shank on Nos. 30 and 9.

Mrs. J. W. Held and sons, Owen and Claire, of Wausau, Wis., visited Marion friends a few days. We wish it could have been so that J. W. H. and Joe could have come also.

Mrs. F. B. Cornelius is suffering from a broken ankle, the result of a fall at Mount Carroll, Ill., to which city she was called on account of the illness of her sister.

Brakeman Harvey Taylor was killed at Green Island and Brakeman W. L. Bayliss injured, while switching at Green Island. Both Dubuque Division men.

Conductors John H. Flinn, Frank E. Johnson and William H. Roe visited a good deal with Marion friends during the holidays on account of the eastbound Pacific Limited being received very late from the Union Pacific.

Engineer W. H. Bunting of Miles City, Mont., spent some time in Marion, being called here by the serious illness of his father.

Engineer C. C. Starbuck, who has pulled the way freight on this division for a number of years, died December 22d of pneumonia, after a very brief illness. Mr. Starbuck entered the service of the company in 1884, and had served as engineer twenty-five years. The funeral services were held December 26th, at the Catholic church here, and were largely attended. Engineers John F. Kohl, F. Williams, C. I. Priest, Charles Green and Al Johnson of Savanna were present. Mr. Starbuck was a faithful and loyal employe. He will be missed greatly from the

ranks. On behalf of his fellow employes on this division, we extend sincere sympathy to his bereaved family.

Agent L. J. Miller, and formerly operator at Springville, spent Christmas vacation at Kansas City. P. A. Parmenter relieved him.

H. L. Steen of Delmar Junction took a brief holiday vacation.

Operator J. A. Myers has accepted position as third trick operator at "DN" office, Davenport.

Dispatcher and Mrs. H. C. Van Wormer visited the former's brother at Kenosha, Wis., over Christmas.

Lineman James Tobin visited his home town on the LaCrosse Division during the holidays.

Archie Lantz, former call boy, son of Car Repairer George Lantz and wife, died at the home of his parents, January 15th, after a long illness. Archie was bedfast for some time, and was a patient sufferer. We are all much grieved over his death and extend our heartfelt sympathy to his parents and sister.

John H. Leming died at his home in Marion on January 12th. John had been employed as switchman at Van Horne and Marion continuously for the past 27 years. He was a fine fellow and loyal worker, always ready and willing to do a favor or help a friend in need. His funeral was in charge of the Knights Templar, and was largely attended by his friends and fellow workers. Business in Marion yard was suspended while the funeral party crossed the tracks going to the Masonic Temple. All switch engines and all employes who could not get away to attend funeral went down with switch engines and lined up on each side of crossing to show their mark of sympathy to the bereaved ones. The deep sympathy of all is extended to his widow and son, Ralph.

Fred Neal, extra brakeman, C. & C. R. East Division, while acting as switchman in Marion yard, was injured, but hope it will not prove serious, and that he will be out again in a few days.

J. J. Timson has resumed work, after an extended absence caused by sickness.

John Brown is again at work, after serving on the jury for some time.

E. A. Beeson off for a couple of weeks resting up and otherwise enjoying himself.

On the morning of December 20th, Roy Mullen, switchman, Marion yard, was found lying along No. 8 track. He had fallen from top of a car and was slightly injured, but is now up and around.

A. Montgomery, switchman, Marion yard, was slightly injured January 4th, and was laid up for few days.

Ruben Armstrong, our night yard clerk, has been making frequent visits to Savanna lately attending "some" social functions, supposedly in his honor.

E. A. Crain, night yardmaster, off a couple of nights. F. Newcomb acting in his place.

W. K. Saunders, day yardmaster, Marion, was off few days on a vacation at Excelsior Spring, William Ryan acting in his place.

Louie Pazour and Oscar French, day yard clerks, Marion, are nightly visitors at Cedar Rapids. Must be some attraction for the boys in the fair city these evenings. The carnival season has not opened up yet.

Operator E. H. Clausen, Green Island, was away several days on account of sickness, P. A. Parmenter relieving.

Born, to Mr. and Mrs. Harry Murphy, a girl. We congratulate.

Conductor Charles N. Dow has about recovered from a couple weeks' illness. Expects to resume work shortly.

Chief Clerk J. L. Franz went to Kansas City to meet Mrs. Franz, returning from Shreveport, La., where she visited her sister, Mrs. Lawrence, who has been seriously ill.

There is a large well drilling outfit at Delmar Junction working for the company. Bound to get water this time.

These days of embargo cars and winter weather test the patience of the boys a great deal, and we arise to remark that the result is considerably to the credit of all concerned.

E. W. Shirk, one of the old-timers in the track department at Oxford Junction, was called to Elgin, Ill., on account of the death of his sister.

George Fache has taken charge of the west section at Paralta, relieving C. T. Stanley, resigned.

Mr. Chris Paull, section foreman at Spragueville, was at Green Island recently to attend the funeral of a relative.

J. A. Bartlett, foreman of the east section out of Marlon, has had charge of Marlon yard while Pat Ryan, the regular foreman, has been overseeing the filling of the two ice houses at Marlon. P. De Francisco has charge of the east Marlon section.

Mr. M. Soubrada, section foreman at Oxford Junction, is in charge of the gang cutting ice at Oxford Mills. Ice has been shipped from this point for the two houses at Marlon, the house at Springville, the house at Cedar Rapids, and the house at Perry is now being filled. The two houses at Oxford Junction were also filled. Nearly all of the ice that has been harvested so far is of very good quality.

Matt Herbstreuth is in charge of the west Oxford Junction section while M. Soubrada is overseeing the cutting of ice at Oxford Mills.

Notes From the West H. & D. Division.

Harold Murphy.

On December 30th, Rotary Snow Plow No. 17 was called to go to the Midland Continental Railway Lines to open up the road which had been blocked, due to heavy snow fall, from Edgley to Jamestown, and from Jamestown to Whibleton. Snow was encountered right out of Edgley and all the way up, the drifts averaging about 8 feet deep and in one cut 1,400 feet long. The boys did great work and had the road opened up in two days. Two ten wheel engines pushed the rotary and a combination car was furnished the enginemen, who cooked their own meals en route. Too bad someone did not take a picture of the chef. A few more trips like this and the boys won't have to rely on their wives to get meals for them. While there was a good deal of hard work connected with the trip all report that they had a very good time. The engineers were E. A. Champlin, C. A. Mattice, J. D. Foran, John Samuelson, A. W. Becker, William Dent, Gian Smith and George Hooper. Firemen: George Connor, Lloyd Cable, J. P. Galbraith, C. W. Hyedorne, M. J. Reid and J. Devries. Conductors: W. J. Grim and George Boardman. Brakemen: G. A. Lettis, E. Mantou, F. M. Wittaker and T. K. Mills.

The Midland people were well pleased with the work done by the boys and showed their appreciation by presenting them all with annual passes for the year 1917 on Midland Continental Lines.

It is with regret that we report our veteran engineer, Mr. O. F. Ladd, sick at St. Luke's Hospital, and all wish him a speedy recovery.

West H. & D. Division Yale Carey is going to take a trip to Chicago and then to Columbus, O.

William Hansell, special officer at Aberdeen, is just recovering from a slight attack of the chicken-pox.

Charles Samuelson, storekeeper at Aberdeen, has been advised by his physician that he should take a rest and seek a higher altitude. Mr. Samuelson has been storekeeper a good many years and the place would not look right if he was not on the job.

West H. & D. Division Engineer John Weist is rejoicing over the arrival of a 10-pound baby girl.

Engineers B. R. Skinner and J. D. Foran are contemplating taking a trip to Kilburn, Wis.

Fireman Elza F. Parker is visiting friends in Murphysboro, Illinois.

West H. & D. Division Fireman George Schwant is firing engine #023 on the West Line. He formerly fired a G-7 on the South Line.

West H. & D. Division Fireman Lester Antijunette is off on a leave of absence and is visiting friends and relatives in Chicago, Ill.

William Wagner, sub-foreman at the supply yards, is rejoicing over the arrival of a 10-pound boy. Bill passed out some good cigars, too. It will only be a matter of a few years, I presume, when Bill, Junior, will be on the payrolls at the supply yards.

Joe Carpenter, clerk in the superintendent's office at Aberdeen, is some basket ballplayer.

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judging from the gossip we hear now and then. General Foreman T. S. Manchester and Roundhouse Foreman William Hayes recently attended a meeting of all foremen at Minneapolis.

Messrs. F. S. Rodger, William Snell and H. G. Dimmitt were at Aberdeen, January 16th, to attend the steam heat meeting held in the engineer's construction room in the depot.

Erig H. Kinder, boilermaker at Aberdeen, has been in Minneapolis for the past couple of weeks taking instructions in welding. He has been given the position as welder at Aberdeen roundhouse.

Robert J. Young, blacksmith at Aberdeen roundhouse, intends to leave soon for a trip through California.

Joe Stennes, timekeeper in the dispatcher's office, says there is no place like Montevideo.

Some of the boys are hoping it snows real hard, so they will catch the rotary. Prospects look good at this writing.

P. du C. (West) Notes.

Wm. Ry Royston.

Brakeman E. Gross is assigned to the switch run at Richland Center.

Geo. Wightman, roundhouse man at Mazomanie, is laying off for the winter, and has gone to Michigan on a visit.

Engineer J. Fitzgerald is off on account of ill-health.

News items of the West End may be sent to the correspondent at Mazomanie.

Operator Earl Broderick has returned from his home in Northfield, Minn., and is now doing relief work at Boseobel.

Engineer James McShane has returned from the State of Oregon, where he went to spend the holidays.

Our agent at Mazomanie says a married man's place is at home. I wonder if he practices that.

Conductor Morris Carroll of the West End way freight, has been off most of the winter.

Our through freight brakeman, Earl Royston, is now trying to follow a switch engine in Madison yard.

Operator James Broderick has purchased a five-passenger touring car.

Ed Taylor is conductor in charge of the West End local during Mr. Carroll's absence.

Engineer M. Twichell has been laying off, relieved by W. Koenig.

Everyone wanting the P. du C. West End news items to show up as well as those of the other divisions should get busy and help the correspondent.

C. & C. B. Iowa Division.

Ruby Eckman.

Machinist Harry Nead of the Perry roundhouse force was in Dubuque for several days the fore part of January, on account of the illness of his wife. Mr. Nead expects to move his family to Perry as soon as Mrs. Nead is well.

J. T. Clarke, car foreman at Kansas City, visited for a few days in Perry at the home of his son, J. T., who is now the car foreman at Perry terminal.

Word was received in Perry the fore part of January to the effect that Charles Hannegan, a former conductor on the Western Division, had met with an accident in Wyoming, which cost him the loss of one limb. A couple days after the accident, Conductor George Overton, while looking through some old pictures, came across one which showed quite a remarkable chain of accidents. The picture, which was taken some years ago, when two work train crews were tied up on the Western Division, showed George Overton, one conductor who has since lost an eye; Harvey Rissler, who lost a foot, being the other. The brakemen were George Aherns, who lost a foot; Charles Hannegan, who lost a leg, and Brakeman Frank Sprague, who died. It is doubtful if another such an unfortunate group could be found on any railroad.

Henry Lutz, who operates the electric turn table at Perry roundhouse, was in a hospital in Des Moines the fore part of January for a surgical operation.

Conductor Frank Chapman of Perry was honored the latter part of December by having been elected to the position of secretary of the legislative council of the B. of R. T. of Iowa. Mr.

Chapman has been a representative of the trainmen at Perry for a long time, and his fairness in all his dealings was the means of giving him the honor which was bestowed upon him.

James Cartwright, the veteran caller at Perry, was off duty the fore part of January on account of injuries received. Jim, as he is familiarly known, has worked around the railroad in various capacities for many years, and the accident which necessitated the lay-off this time, is the first he has had. Harry Emberling acted as chief caller during Mr. Cartwright's absence.

On December 20th, at the home of her daughter, Mrs. Ed Gray, in Perry, occurred the death of Mrs. Spears, known to all Perry people as Grandma Spears. The aged lady, who was past 90 years old, was the grandmother of John Gray, conductor, and Baggageman Charles Hayward, both of whom were in attendance at the funeral, which was held in Templeton, the former home.

December 13th, at their home in Payson, Ariz., a 7-pound son was born to Mr. and Mrs. Leonard Lessell. Leonard was for a long time a member of the engineering crew at Perry during the time the double track was in course of construction. He is now in the employ of the government in the forestry service.

Brakeman Frank A. Upton and Inez Lang of Perry, were married in Omaha on December 20th. They are making their home in Perry.

W. W. Aarsmith, who is taking a course in medicine at the State University, was in Perry during the holidays on his way home to spend his vacation at the home of his parents, Agent and Mrs. G. L. Aarsmith. Win worked as operator at Bayard for a long time prior to starting to college. He advises him among his instructors at the university is an old Milwaukee railroad man, who will be known to many of the old-time employes as a yard clerk in the days when Jack Mitchell was king of the bunch in Perry yard. The professor is Mr. Thelael Job. He is teaching and at the same time taking work at the college, which will give him a degree next June, entitling him to the letters Ph.D. behind his name. Mr. Job is now professor of zoology at the State University.

Agent W. P. Laughlin, with his cashier, W. M. Hewitt, and clerks, Edward Lee and M. C. Jacobs, have recently enrolled in a correspondence school and are taking a course which will assist them in their line of work. The agents and clerks at the M. & St. L. depot and Interurban depot are also taking the course. The boys are putting in all their spare time studying the rudiments of rates and other such matters in the traffic department. They have a former agent as their official quizzier, and are progressing nicely with the work. While the course the boys are taking will fit them for better positions, at the same time the Milwaukee is getting more efficient service from the men while they are getting the practical experience.

Engineer W. W. Schwab was off duty on December 22d to attend the wedding of his son, Clifford, to Miss Merle Jones. The son is not following in the footsteps of his father, but is staying on the farm.

Engineer W. T. Murphy and son, John, went to Annapolis, Md., to spend Christmas with his sons, Will and Charles, who are students at the Naval academy.

Conductor Newman Fuller and family of Miles City spent the Christmas holidays with relatives in Perry. Newman, who is a former C. B. Iowa Division man, is always given a hearty welcome on his return to Perry.

Operator George T. Halley was about the happiest man on the Middle Division about Christmas time, when a seven-pound daughter came to take up her abode in their home. George is operator at Slater.

Arthur Hoopes, who is in the train service on the P. S. Line, spent Christmas with his mother at Perry. Arthur expects to go into yard service soon, as he recently met with an accident which will incapacitate him from road work.

Conductor Correll and wife of Savanna spent the Christmas holidays in Perry with their daughter, Mrs. Merrill Cate.

Charles Tomer, who has charge of the sand house at the Perry roundhouse, was called to Farland, Iowa, the latter part of December to attend the funeral of a relative.

Switchman D. Wasson of the Perry yard force has recently joined the ranks of the benedicts,

having taken as his wife, Ora Morrison, of Perry.

Stationary Engineer F. Ford of the Perry force was off duty the fore part of January on account of injuries.

Edward Lawrence, son of the roundhouse foreman at Austin, was in Perry to spend the Xmas holidays.

Engineer John Heinzeleman and family spent the Christmas holidays at the home of Trainmaster Flanagan at Aberdeen.

Archer and Frank Richards, sons of Assistant Superintendent Richards, at Soo City, spent a few days during the holidays with their friends in Perry.

Baggageman E. Wilbur, who is on the short run between Perry and Manilla, spent a few days between Christmas and New Year's visiting with friends in Oxford Junction.

Lineman Charles Robertson's mother, who has been in a hospital at Perry for a number of weeks, died on January 7th. Mr. Robertson and family accompanied the remains to the old family home in Plainview, Mo.

Nick Slater, engine pilot at Perry, was called to Council Bluffs the fore part of January on account of the illness of his son, Edward, who was formerly a conductor on the Western Division. Edward's condition was very serious for several days and his brothers, who are also Milwaukee employes, were summoned to his bedside, but he rallied and has been slightly improving since.

On January 11th, the stork left a baby girl at the home of Engineer Roy Cole and also one at the home of Engineer O. G. Bowman.

Conductor Frank Wagner and wife are home from Algona, where they were called by the death of a relative.

Mrs. L. W. Maley received word the forepart of January of the serious illness of her mother at Fargo, N. D. On account of the illness of their baby, Mrs. Maley was unable to go there, to be with her mother. Mr. Maley is the telephone line maintainer at Perry.

Conductor L. A. Hurlburt went to his home in Fairbury, Nebraska, to spend a few weeks with his family.

Conductor J. S. Evans, who has been in poor health for some time, has taken an indefinite lay-off and will rest for several months. He made a trip to Rochester, Minn., to consult the Drs. Mayo, and this move was advised by them.

Conductor F. S. Craig, one of the extra passenger conductors on the C. B. Iowa Division, surprised his many friends and acquaintances about the middle of January by going to Chicago and taking unto himself a wife. The young lady was Miss Teresa Clark, whose home was at Marion. Finn did not let any of his friends in on the secret, but received their hearty congratulations, nevertheless.

Engineer J. M. Barnes and family were called to Massilon, Iowa, the middle of January on account of the death of a relative.

On Sunday, January 14th, at the home of the bride's parents in Dawson, occurred the marriage of Miss Marie Lee and Fred Harvey. Miss Lee is the daughter of the agent at Dawson and Mr. Harvey is his helper.

On January 15th, at the home of the bride's parents at Louisa, Iowa, the marriage of Miss Eunice Vivian Mazaney and Leon Hight occurred. The bride is the daughter of the station agent at Louisa.

Mrs. L. F. Johnson, wife of Engineer L. F. Johnson, has been spending some time with her mother at Monticello.

Conductor George Fullerton and his mother expect to leave in a few weeks for Seattle, where they will meet George's brother, who is en route home from Alaska.

Brakeman Edward Green is home from Hot Springs, Ark., where he went for the treatment of rheumatism.

MOTORING ON THE MILWAUKEE.

Up and Down Hill on the Rocky Mountain Division.

Mrs. N. B. Sill.

That's nothing, "Peggy." We have an engineer here that has your "economy fiend" skinned seven ways for Sunday. He can start down hill with a light motor and in five minutes the water over at

Safety Goggles

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Chippers
Grinders
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Cupola-Workers
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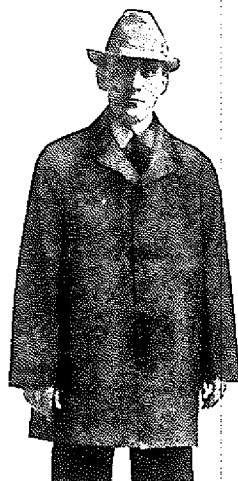
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Work that Might Cause Eye Injuries.

F. A. Hardy & Co.

JOHN H. HARDIN, Pres.

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CONDUCTORS, BRAKEMEN, Express Drivers, Baggage-men



THIS RAINCOAT is made for you—the men that have to be out on the job rain or shine. Made the right length to keep the body dry, not too long to be in the way. [36 inches], if wanted longer, no extra charge. Has double back inside, ventilated improved slot and buckle fasteners, two outside pockets, corduroy tipped collar with storm tab. Made from high grade rubber sheeting. [not a sticker, far superior to any other rain coat on the market], reinforced every way to make it a serviceable garment. We guarantee it rain proof. Order the coat today, it may rain tomorrow. Mail us your breast measure

[take measure snug, not tight, over the coat] in closing \$1.00 to guarantee express charges. We will then ship the garment C. O. D. \$4.00, subject to examination, or, send us \$5.00 and we will ship raincoat and hat prepaid.

Satisfaction Guaranteed or Money Back

HAT FREE—For a limited time we will give with each purchase a rain hat of same material as coat, absolutely free, state size.

ENTERPRISE RUBBER SPECIALTY CO.

720-8 First Ave., West Cedar Rapids, Iowa

Great Falls is running up hill. You're welcome. Any time any other division gets anything on the R. M., please let the "Lady at Loweth" know 'bout it, and we will come right back at you one better. No, I am not exactly what you would call run-down; yet, but there have been times when I was even a little above normal. Something has to be done with all these other close neighbors of mine lined up alongside of me, and the "gift o' gab" is a handy thing to fall back on.

Agent Kay from Maudlow off a few weeks visiting the home folks back in Minnesota, relieved by Operator Grendler from Two Dot.

Conductor Joe Rawls off a week and Conductor Hatton on the run, on 33 and 34.

Conductor Floyd Sterling on 91 and 92, off over Christmas, spent the holidays with his family and friends on Three Forks. His daughter and son have been shut in with the measles for some weeks.

Engineer Charley Rader, off the "feeble minded," back on the main line and the motors again, laid off for week's rest from bucking snow on the Northern Montana before going to work. He was called on the jury for the coming term of court at White Sulphur Springs, but was excused.

Operator W. B. Bradley of Lennep has again returned to his old love and is now working a trick in the Butte office. His mother will leave Lennep soon and make her home with him in the city. He was relieved by Operator Knuteson.

Miss Francis Peacock, who has been off visiting her folks over the holidays at Forrest Grove, where her father is (now agent, returned to work at Lennep, but not for long. Mr. Murphy came along and tacked a closed sign on the second and third tricks at that place and also at Two Dot and all the brass pounders are now singing, "Tramp, Tramp, Tramp, the Boys Are Marching." Also the girls in this case and Francis is on second at Loweth at present, shovelling snow and coal and ashes just like she had lived here all her life.

Ahem. We have arrived. If you don't believe it look on page 35 from the H. & D. Division. Of course, N. B. S. comes last in the last, but we are among "those present" anyway, and it doesn't take much to make us happy. Hope H. M. and his "craft" live long and prosper. (Notice how we search through all the "write ups" to see what they say about us? This is the life.)

A baby boy was born to Mr. and Mrs. Joe Dornier of the Piedmont sub-station and Joe doesn't care a rap who is president of this country now. What does a small matter like that amount to with a son and heir to worry (and walk) about.

Operator H. J. DeChant has been assigned to third trick at Sinclair. Last report they expected to return him to the job if they had to tie him up in a sack.

Notice from Mr. Craft's notes on the H. & D. that our editor was surprised to see an L engine in a picture in the passenger agent's office some place "back east." Something odd about that. Now if it was out here and there should be a picture of a strange insect like an L or any other kind of an engine passed around the crowd would be so great the police force of Loweth wouldn't be able to handle them. Go ahead, Peggy, now, and say something about your division. This same H. & D. Division has a fireman who studies in the Boston conservatory of music. What are we coming to—the electric motor fireman would have plenty of time for something like that but not those who fire (?) those things we used to have here, and thank goodness, are all shipped to the Mussellsell now.

Kogas gang of Japs located at Loweth shovelling snow (so the telegraph operators can get out and enjoy the bracing air). The only trouble about this sort of job is you never know when you are finished. It snows so much you can't remember next morning just where you shoveled the night before. Bob Nolan came up a day to count them and see that they were all there. He hurried right back to Three Forks and his best girl.

A fire broke out in a car of cinders at the west end of the Harlowton yards and was discovered by Conductor Harry Buyers, who reported it and prevented a bad fire, as there was a heavy wind at the time. (I wish to offer the person who sent in this item a vote of thanks; I expect

to have it framed and hung in a safe place as the only one of its kind in "magazine history.")

Our old friend Pee Wee Sterna the man the Kaiser is looking for is back again, all the way over land and sea from East Portal and he says the folks out there were as glad to see him go as we were the time ages ago when he left here. Also still has the German machine gun he hunted ants with and his \$400 camera. He is right at home now, as he learned to walk on snow shoes while out in the wild and woolly—isn't East Portal west of us?

A very nice man named Karl-Zur-Muehlen came up to Loweth from Deer Lodge because something in the substation got stuck and presently it wasn't stuck and everything was lovely again. He said, "My, I'd hate to live"—but we looked one look at him and he never spoke again. I hate to hear people knock a nice quiet place like this.

Tommy Thompson from Sixteen, who came up here because as far as he could see this was the worst place anyone could go to, has departed because he didn't like the climate. The very idea—did you ever hear of anything like that in your life and from a telegraph operator, too; but he doesn't care, he has a homestead. He went over to Finland and sent an S. O. S. message for his 22 rifle. What sort of a place is Finland? Mr. Thompson was off a few days first of January, relieved by J. E. Breckenridge, who later went to Cardinal in place of Jimmy Campbell, who relieved Agent Kearby, off on a trip to Seattle.

Operator Breckenridge returned to his home in Hilger on account of the illness of his father there (who is also my father).

Conductor Jesse Cook is working in his mine near Loweth. He is in partnership with Jack Ahern of this place, and they have a good prospect in a copper mine.

Operator Edison, on second Finlen, George See on second Harlowton, relieving Operator Phare, who is in the hospital, haggerty back to work and he can talk faster and louder than Maggie, so there isn't any use trying to bawl him out. I can do that myself. Maggie talks like he was down under the table some place, but haven't been able to find out if this is the case or not. No use getting the train dispatcher sore at you if you can help it, but if he should happen to see this I may get the thirty days someone told me this morning I would get if I didn't stop telling stories about them in the magazine. I won't say who it was, but he is seven feet tall, and is boss on this streak of rust.

Mrs. Allen, wife of Conductor Allen, was called to Peabody, Kansas, very suddenly first of the month on account of the illness and death of her mother. The Rocky Mountain Division extends their sympathy to her in this trouble.

Mr. Murphy says her name is Katherine, and it's the finest baby on the whole system. Will do our best to get a photograph of her for the magazine.

Mr. Sampson, there is a little doubt in the mind of the R. M. Division correspondent as to the correct meaning of S. O. S., and although we always thought it had a hurry up sign some place about it, remembering we used it in referring to water in last month's number of the magazine, we are more doubtful if it means anything like that, as all the high signs anyone can give don't bother the water supply around this seaport. Of course, the men on the beer train wouldn't "savvy" any such thing as a hurry up call or water (whatever that is).

Two of the best (looking) electric locomotive engineers on the Rocky Mountain Division were shipped bag and baggage to the Mussellsell to show the folks down there how to start a Mallet engine after they had stopped it and to prove to them that the things could be run without four engineers and eight firemen. Mr. Townsley departed for his new job as travelling engineer (on a Mallet) the first of the month, and Bert Everett a short time afterward. Travelling Engineer Roy Cleveland has also gone to that division to instruct in the running of oil-burning engines.

Mr. Peck, from Mr. Beeuwkes' office, says he has not yet secured the right sort of Airdale pup, but if anyone has one they wish to sell he is still in the market. Paid ad.

Next time Dick Wende comes up here the entire conversation between he and myself will be published in the magazine. This for the folks down at Three Forks who make life miserable for said Dick and who worry themselves sick over the election returns, etc. They said so, is all I know about it.

Next month we will have a fine write up, as I have a system to this news-gathering now, and you will see what you will see and our editor will have to buy some more of that little type to print it in, as there won't be enough room if she used this size. If this new scheme fails I am going to Ringling or Lennep myself and put that in the notes. Run down, is right!

The Missoula Division.

Peggy.

H'm, H'm, here we are again, with all our magazine "dope" spread all around and not knowing where to start. Guess it's because there are such lot of changes going on around here now.

Mr. F. C. Dow, trainmaster, has been transferred to Marmarth, and we do not feel any too kindly toward Marmarth for this. Mr. Dow's kindly ways and genial disposition are missed, but, of course, we are always glad to see our friends get on.

Mr. A. B. Emmons, formerly second trick dispatcher on the East Subdivision, and latterly first trick operator, has gone to Miles City, having obtained a position there as dispatcher.

Conductor J. W. Ashenfeller and brakeman C. A. Ashenfeller have been having quite a lengthy holiday down in Utah, visiting in different towns in that state.

Mr. C. E. Tyndal, agent at Drummond, plans on taking a trip soon to Mt. Forest, Ontario.

Mr. and Mrs. G. B. Aldrich spent the holidays in Rapid City and Chicago.

Conductor and Mrs. C. W. Healey are planning an extensive trip through Southern California in the near future.

Mr. A. N. Crowder of the electrification department, who was once quite a frequent visitor at Missoula, came into the office recently after an absence of some two or three months. He says they've got lots of snow in the mountains, and we are quite willing to take his word for it.

Mrs. A. I. Coon, agent at Clinton, was in Missoula recently for a day's shopping. Mrs. Coon is now the only lady agent on Missoula Division.

One of the high tension wires fell across a telegraph wire during a snow slide near St. Paul tunnel recently, causing quite a lot of excitement around the Missoula Division offices. First Trick Operator George B. Baker was on duty at the time and when we went out to find out where the rubber was burning, Mr. Baker was just beginning to feel that it was safe to come out from under his table, where he had hidden to protect himself while the building burned down.

Mr. J. F. Josephson, until recently one of the social lights of the fair city of Deer Lodge, now decorates the telegraph office during second tricks. He has been appointed manager of the Continental Telegraph Company at Missoula.

Mr. Jimmy Bolton appeared in the lime light for a short space of time recently, due to the fact that one afternoon while we were being harangued by the purveyor of peanuts, he came along and casually announced (himself) that he was considering being married. He couldn't get anyone to bite, however.

But, alas, Mr. Bolton we fear will soon pass from our midst, as he has been transferred to Butte to act as night ticket clerk at the new station, and with Mr. Darnell married and Jimmy Bolton gone to Butte, where are we going to get any news?

Mr. W. T. Emerson, traveling engineer, has returned to Missoula, after having spent the holidays in Indiana.

Mr. C. H. Mitchell, the new assistant general freight and passenger agent at Butte, visited in Missoula recently, and expressed himself as very favorably impressed with Missoula, both as a city and with regard to outlook for business.

It is with pride and pleasure that we announce the arrival of John Peter Phelan, Junior, at the home of Assistant Trainmaster Jack Phelan. Young Mr. Phelan weighed ten pounds net, and



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to every investor—perhaps a fortune. Send your name and address now, mention this paper and get a free introductory subscription. Conditions may prevent repeating this offer. Better take it now. You'll be willing to pay for a copy after you have read it six months.

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The Standard Accident Insurance Co. of Detroit, Michigan

Will Pay to you a weekly indemnity in case of accidental injury or sickness, or to your family a large cash payment in case of your accidental death or loss of limb or eye.

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Over \$20,000,000 Paid in Claims
Railroad Department . . . H. C. CONLEY, Supt.

A FOB FOR YOU

Here is a chance for you to secure a dandy, serviceable and attractive watch fob—just like the one in the illustration opposite.

Of course, the fob is emblematic of the railroad you are working on, one of the great railroad systems in the world.

The Milwaukee System

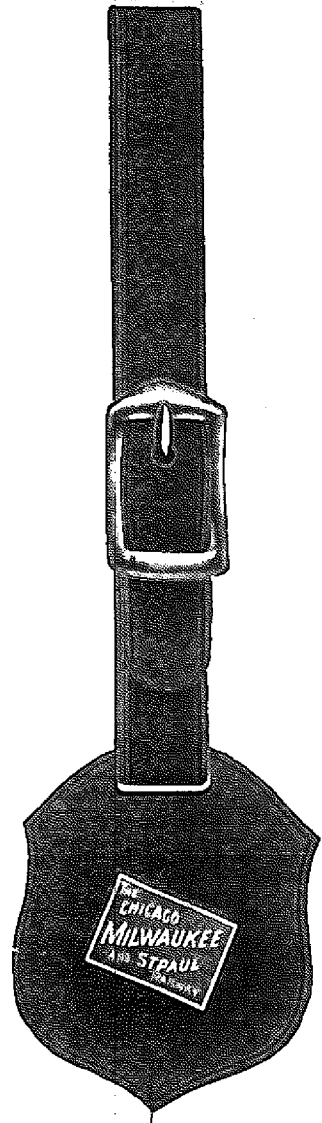
These fobs are manufactured from a very fine grade of leather, well seasoned and color cured to such a degree that they will always maintain a good appearance.

In the center of the fob there is an emblem of the Milwaukee System. This emblem is double plated and polished, thereby eliminating the possibility of its tarnishing.

Wear a Milwaukee Emblem

We have a limited number of nicely plated emblematic buttons, either pin or screw backs. Let the public know who you are identified with.

Only a limited number of these fobs and buttons on hand, so it will be to your advantage to send in your order at once.



Milwaukee Railway System Employees Magazine
Railway Exchange Bldg.,
Chicago, Ill.

GENTLEMEN: Please find enclosed \$_____ in payment of the articles I have marked below.

Name _____

Address _____

Town _____

State _____

R. R. Dept. _____

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

Mr. Phelan, Senior, is, to say the least, a proud and happy parent.

"Shure," says Pat Cummins, section foreman at Missoula, and one of the oldest timers on the division, "and is it what makes the low joints you want to know? 'Tis the high cinters that makes the low joints, sir."

Agent Tavener received the following letter from Mr. H. M. Ferguson, superintendent of steam heating service for the Utah Power & Light Company, Salt Lake City, Utah:

Mr. H. H. Tavener, Agent,
C. M. & St. P. Ry. Co.,
Missoula, Mont.

Dear Tav:

I finally received the bill of lading for my furniture shipment, also freight expense bill.

I want to thank you and your men for the great amount of help they were to me while I was trying to get moved from Missoula to Salt Lake City. If all railroad offices would show the same spirit that exists around your building, there would not be so much "kicking" about railroads in general.

Hoping that I will be in a position to do some favors for you some time, beg to remain,
Very truly yours,

H. M. Ferguson,
Supt. of Steam Heating Service.

Needless to say we are all proud of the service given at the station in Missoula, and there is a very fine, friendly, helpful spirit displayed at all times, which is, as we know, so much appreciated by the travelling public. This is simply an instance where someone remembered the fact that while we are here to serve the public and do so as a matter of course, we like to be told when we are giving satisfaction, and the appreciation in this case is mutual.

Mr. W. J. Greetan, erstwhile correspondent and car clerk at Alberton, laid off recently as a result of reduction in force at Alberton, is spending the winter on the coast.

Dick McAndrews and Albert Barta, formerly on the rip track at Alberton, have been transferred to Butte.

Deloss Van Alstine, another of the Alberton force who was out of luck in the reduction of force at Alberton, is now working as machinist helper at Deer Lodge.

Engineer C. White has now recovered from an attack of grip.

Engineer C. C. Cole was called to Sacramento, Cal., by the serious illness of his mother. Mrs. Cole accompanied him.

Engineers H. P. Loveley, J. A. Byrne, W. Alexander, George Sterling and A. Crosby have been transferred temporarily to Miles City.

James Kain, blacksmith at Alberton, was called to Anaconda on account of the death of his niece.

Stationary Engineer Roy Tallman's shack burned down recently, and all his personal effects went up in smoke.

Our co-correspondent at Avery says the reason he didn't send in anything last month was because he was too busy thinking what he might get for Christmas. We hope it was worth it, but we are willing to bet there were a lot of disappointed people out at Avery, who will see to it that his memory is refreshed hereafter.

He also says that personally he is taking bets at two to one on J. P. P. if the fight is staged between the champion of the world and the champion of the Missoula Division, on the supposition that Jack can do as well close-handed as he can on long distance, for they have had several rounds with him over the wire and he sure can land the knock-out and make them hang up the receiver.

The Averyites had the pleasure of another look at the electric motors while the wires in the yard were being tested. They will have a lot of looks from now on, as electrical operation will begin between Roland and Avery on the 21st of January. Electrification is complete now with the exception of the wiring in St. Paul pass tunnel, which cannot be installed until the routing is finished, which will be about the 29th of February.

Current has been on in the Avery Substation for some time. At least that is what our correspondent suspects. He has not ventured near

Daly Bank and Trust Company of Butte

Established 1882

Incorporated 1901

Capital and Surplus \$400,000.00

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RESOURCES

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The Big Bank of the Judith
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First National Bank

Harlowton, Mont.

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It's profitable, with accurate lists of prospects. Our catalogue contains vital information on Mail Advertising. Also prices and quantity on 6,000 national mailing lists, 99% guaranteed. Such as:

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Write for this valuable reference book; also prices and samples of fac-simile letters.

Have us write or revise your Sales Letters.

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enough yet to ascertain for a certainty. Guess we'll have to give up the idea of having him show us through the substation when we visit Avery, as he says he figures on giving that place a wide berth.

Mrs. Belcher, wife of brakeman Walt Belcher, has returned to Avery from Spokane, where she has been for the last month, and has recovered from an operation undergone there for appendicitis.

Fireman Warren Carithers has taken unto himself a wife. Hurrah for him, and congratulations.

Engineer William Mathias surprised his many friends by his marriage recently. Lady not named. Also congratulations.

Sigh, we quite agree with you on that proposition regarding brakeman Forrest Walters' departure from the single to the double state of blessedness; we had not then been long enough on the Missoula Division to know which were, and which weren't. Now that we have a nice list of those who are and those who aren't, you can ask us most any time and we can tell you prospects, past, present and future. It made good reading, anyhow, if it was a trifle late.

This affair about elections, star reporters, Dick Wende, and things gets more complicated all the time, and like Alice, we are getting curiouser and curiouser.

Those having reading matter which they do not treasure any longer, will confer a favor by forwarding the same to Mr. George B. Baker, operator, Missoula Division.

Miss Margaret Germain, operator at Drexel, has returned to Missoula, on account of the telegraph office at Drexel having been discontinued.

Mr. Harry Nelson has accepted position as timekeeper at Missoula, Mr. Anderson having resigned to enter the train service on the Northern Pacific out of Missoula.

How do they shock wheat by electricity between Avery and Harlowton? Well, they take a live wire and throw it in the field—

Idaho-Columbia Division news last month was strongly reminiscent of a booze ad in a dry state.

Notes From R. & S. W. Division. H. J. Beamish.

At the request of the division correspondent, made to various officials and employes of the division, for their New Year resolutions, the following were (not) sent in. **RESOLVED:**

"That I will run more specials to The Fair on Wednesday."—G. R. M.

"That I will send A. J. H. that twelve fifty."—C. S. C.

"That my lawn will be a thing of beauty hereafter."—E. F. H.

"That there will be no more slow orders."—M. G.

"That I will never eat another banana."—C. H. B.

"That I will save my Xmas hat for Easter."—J. S.

"That I will take better care of my uniform."—A. E. I.

"That I will never report anyone again."—Unsigned.

Mr. C. D. Case of the freight claim department was a recent visitor at Elkhorn, and submitted to the following interview, regarding his flagging experience: "The matter has been greatly exaggerated," said Mr. Case. "Of course, the idea that I am not competent is absurd. And, while I have no intention of submitting to an examination on the time card, I could, unquestionably, pass. I have no intention of continuing in the train service; I took this assignment at the request of a supposed friend, and he Brutused me."

Engineer Dudley was off for a couple of weeks the first of the year, and visited relatives in the East.

Engineer Jenks of the west end renewed his east end acquaintances this month.

Engineers McGovern and Carroll both off most of the month, relieved by Heldrich and Woodward.

Conductor Carrier has closed his Beloit "pension" and is again in the ring.

Train 36 was derailed in Corliss Yard January 5th by a misplaced or defective switch. No one seriously injured.

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.

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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, \$6,000,000 Surplus and Profits, \$2,500,000 Deposits, \$50,000,000



Business car 101, with Superintendent Clifford and party, went over this division December 30th, en route to Excelsior Springs.

The new Beloit Yard was put in service the first of the year. While there are several adjustments to be made, it will prove a big help to trains at that point.

New steel has been put in between Beloit and Beloit Junction and on the wye at Corliss. Foreman Anderson in charge of the crew.

Conductor Packard was on the sick list the last of December; relieved by D. Kelly.

Conductor George Howland is in charge of the Eagle Branch run while Myers, with his wife and grandson, are visiting Florida points. We are all glad to see "Duffy" back in uniform after his long illness.

Agent Lane, Troy Center, transferred to second trick at Davis Junction; D. J. Wickler relieving him at Troy Center.

Operator Anderson, Elkhorn, spent Christmas and New Years at his home in Freeport.

Conductor J. T. Regan relieved Cavey on 21, Christmas.

Operator Morrissey, Corliss, spent Christmas with his parents at Elkhorn.

Conductor Rosenow and wife spent Christmas with relatives at Elkhorn.

Brakeman Halleey took part in the skat tournament, held in Milwaukee the first of the year, and reports very satisfactory results.

J. T. Regan relieved Hainer on the Janesville run last of December; Arrles on Regan's car.

N. Hermes relieved Tilton, Christmas, on train 0, for one trip.

Brakeman Driscoll, on Eagle Branch, off sick January 12th; relieved by Morrissey.

Freeport had the most disastrous fire of its history January 12th. The plant of the Rawleigh Mfg. Co. was damaged to the extent of \$100,000 and the division headquarters of the Illinois Central, with the freight houses, were also destroyed. The total damage will amount to nearly a quarter of a million.

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

Blanche Manley.

Harry Wiley, son of Engineer W. E. Wiley, was home from school at Champaign, Ill., for the holidays.

Inspector P. M. Garvey called on us the other day. He still wears the same old smile—the one that won't come off.

E Emmett Burke has been appointed district inspector, with headquarters at Aberdeen, S. D.

A. L. Mathwig, special officer, has resigned to become chief of police at South Sioux City. J. G. Sullivan is his successor as inspector at Sioux City.

Conductor F. W. Nelson fell and broke his leg while visiting in Wisconsin. He is back home again, now, however.

Have heard from several sources that the editor passed through here one morning early, but am sorry indeed that she did not stop off. How about it? May we expect you again sometime for at least a call? Will have pink tea and everything.

Pump Repairer Simpkins fell from a staging while working at Ethan and suffered a broken leg. He was attended by Dr. Bushnell at Elk Point, and is back at work again.

Ruth Glenn, stenographer at the freight house at Sioux City, has resigned and is replaced by Ruby Rice. They also have a new girl down there, Beatrice Morton. All kinds of new faces.

A. H. Warring, switchman, has taken a leave of absence for sixty days and is visiting in Minnesota.

Superintendent Beardsley spent several days on business and pleasure in Chicago and Milwaukee. Also went to Fort Dodge for Christmas with his daughter and grandchildren.

Roadmaster M. Murphy from Tama paid us a short visit recently. Always glad to see you, M. M.

Yard Clerk H. S. Holcomb went to Eddyville, Neb., for Christmas with his folks.

Clerk Ray Ambler and family spent Christmas at Storm Lake, Iowa, with his parents. Reports a dandy good time, too.

"KIRKMAN'S SCIENCE OF RAILWAYS"

The Author of "THE SCIENCE OF RAILWAYS" served for fifty years in various departments as a railway officer and employe. However, in writing "THE SCIENCE OF RAILWAYS," and in its many subsequent editions and revisions (to meet the ever changing conditions of the service) he and those interested in the publication of the work, have had throughout, the active advice and aid of practical experts, familiar with every branch of railway operation. The books are, therefore, authoritative, and as valuable to railway men as standard text books are to Lawyers, Doctors, Civil Engineers and other representative men.

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The foregoing and other subjects relating to the duties and problems of those connected with the engine and train service are described in great detail with such illustrations and charts as are necessary to afford the reader a clear understanding of the perplexing problems that arise daily in connection with his work. For further particulars, address

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The Bank of Personal Service

Engineer S. Frazine has been to Metropolis, Ill., on a visit.

Engineer William Reinke and wife have returned from their claim at Van Tassel, Wyo., to spend the winter in their home at Morningside.

Cecil Bakcomb of Mason City is our new cashier at Sioux City freight house. Phil Johnson resigned.

J. H. Weaver and wife, father and mother of Engineer Charles Weaver, spent Christmas in Elk Point with friends and relatives.

Engineer Hagan's wife has been visiting in Rodney.

Mrs. Pearl Lackey, wife of Engineer Lackey, spent a few days visiting at Stickney.

Resident Engineer Campbell and wife spent Christmas at Delmar Junction with Mrs. Campbell's people.

Archer Richards, oldest son of Assistant Superintendent Richards, was home from Madison, Wis., where he is attending school, and spent Christmas at home. Mr. Richards and his family all went to Savannah for New Years.

Former Dispatcher C. E. Shaft has gone to Chicago, where he has accepted a position.

Chief Electrician C. R. Gilman spent a couple of days in Sioux City recently instructing the train baggagemen in the proper use of the dynamos. Says he is coming again soon, and hopes he will have a good attendance.

Conductor A. E. Bryan has gone and done it again. They do say as how he has married an old sweetheart, whom he knew a long time ago. Congratulations.

Fireman George Wallman and wife spent Christmas with her folks at Charter Oak.

By the way, it seems as if nearly everyone went some place for the holidays except yours truly. We stayed at home but had a good time at that.

Brakeman John Duermeier and wife spent Christmas at Yankton.

I heard by wireless that Agent Plumb at Ethan has a brand new future agent and operator. Of course, he wouldn't say anything to us about it, but we find these things out.

Agent Taylor and family of Kenwood spent Christmas at Manila with Mrs. Taylor's sister.

A little bird told me that Sleeping Car Conductor J. Cowan was uptown here buying Xmas presents, and in view of the short time he has been running out here, we call that quick work. Was it for the family in Chicago?

Brakeman Rehn and wife of the Trans-Missouri Division were down in this territory visiting recently.

Donald Carney, son of Engineer Carney, is in Chicago.

E. W. Farnsworth and family, agent at Chatsworth, has been granted an extended leave of absence and are going down South for the health of Mrs. Farnsworth. We trust she will improve and their trip will be pleasant.

Mrs. W. S. Opperud and her mother, Mrs. Lena Holden, are on a trip to Gladbrook, S. D., and St. Paul.

Engineer John McGrain's wife and her mother are making an extended trip to Omaha, Kansas City and Independence, Mo.

Mrs. E. O. Hoke, wife of the agent at that wet town, Jefferson, and their three children, made a visit in Arion.

Machinist Joe Palmer married Miss Rose Frank of Sioux Falls the other day. That, you see, is the outcome of those numerous trips Mr. Palmer used to make to Sioux Falls. They expect to make their home in Sioux City upon their return from the wedding trip to Chicago. Congratulations.

Did you see in the paper that C. E. Broderick and wife were blessed with twins? Clem contends that it was a case of mistaken identity; that he is not the guilty party, but how are we to tell? We thought the most authentic source from which to get information was Mike Noonan, but upon questioning him he says he can't find out anything about it, either. How about it, Clem?

The sympathy of the entire S. C. & D. Division goes out to Mrs. William Byers and family in the loss of their husband and father, Conductor William Byers, who died on December 29th, after an operation for appendicitis and gall stones. Mr. Byers had been conductor on the S. C. & D.

Division for a good many years and was well known and liked by everyone. He left a wife and three children.

Conductor H. R. Talbot and wife are wearing a smile over the arrival of a daughter at their house.

Chief Dispatcher Corcoran is wearing a perpetual smile over a daughter at his house, too. Well, here's to you all.

This is about all we are able to pick up around for this column, and Conductor Weed deserves a vote of thanks for his assistance. Why don't some of the rest of you help me out once in awhile?

Coast Division News Items.

Mabel Sandvig.

R. E. Piteforth, clerk at local freight house, Tacoma, landed a clerkship at Olympia during the time legislature is in session. Bob is some politician. We can't say anything about his ability as a clerk, but we do know he can handle the drums.

Miss Hulda Blattle, stenographer to F. J. Alleman, has a six months' leave of absence. We understand she intends to visit her parents in Iowa. However, she is not showing a great amount of speed in leaving this country. She quit working several weeks ago, but is still here. There must be some attraction here besides the climate.

W. G. Carrotte, formerly chief clerk at local freight house, now agent at Everett, was in town a few days ago seeing how things were running and getting a few pointers.

We spoke of Tom Mitchell in our last issue as being red-headed. Well, Tom quit, and is now attending Beutel Business College, learning to be a regular clerk.

R. J. Daniels formerly commercial agent at Tacoma, has been very ill, although he is greatly improved at the present time.

H. C. Lamoreaux, assistant cashier, local freight house, has accepted a position as cashier at Great Falls, Mont. We hear Harvey is home-sick. Maybe the cold climate has something to do with it.

Train Baggage-man A. D. Sibley left for Lake City, Iowa, early in January on account of the serious illness of his mother.

P. Landon (the vagabond), conductor on T. E. R. R., expects to make an extended visit back in old New Jersey. We would give a pair of our old shoes to see Frank taking in the white lights of Little Old New York.

It surely pays to advertise. In December issue of the magazine we mentioned the fact that J. N. Mitchell chewed considerable tobacco. January 1st, J. N. took the pledge and it has now been fifteen days since he touched the weed. No doubt the large tobacco factories will be laying off some of their help.

Engineer Charles Benjamin recently was afflicted with a boil on his neck, and from what we can learn, Charley was almost ready to give up the ghost. He wired for his father and mother to come to Mineral to take care of him. We are somewhat surprised that Charley, after facing the dangers of a locomotive engineer several years should be overcome by a little boil. Would suggest that he confer with John N. Mitchell relative to the method of proper care for boils, as John recently reported that he was nursing the same affliction.

Engineer Art Williams has been pulling some of the extra coast passenger trains lately. Art's quite a stranger in Seattle now.

Roadmaster Hunt says he has a new track walker at Keechelus shed, an extra one we mean.

Engineer Pat Morrissey is back on the job after a few weeks in the hospital with a broken leg.

Conductor E. B. Hill has been on passenger, Tacoma run, during absence of E. McGuire.

Sam Clayman is back on his old stamping grounds, the Harbor run.

We miss Tyler over here on the Coast Division. He is now superintendent of construction automatic signals at Butte.

Superintendent F. E. Willard of Missoula was a Tacoma visitor last month.

Passenger Brakeman G. Bills and wife have moved to Seattle from Spokane, Bills being on regular now, with Conductor Lee.



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**Cinders from the H. & D.
Bohke.**

Chief Dispatcher J. E. Andres and family spent New Year's at the home of his mother in St. Paul. The home of Switchman C. P. Adams was brightened on the first day of the year 1917 by the arrival of a baby girl. No, thank you, I don't smoke.

Brakeman Art Holden has been braking on the Fargo Line passenger during the absence of the regular man, E. Hausauer, who was on the sick list.

Engineer Homer Henry and family spent Christmas with the Old Folks at Springfield, Minn.

Brakeman C. M. Stevens and J. B. Harding have escaped the cold weather and are spending the winter in Florida.

Brakeman Oscar Moe and wife visited during the holidays at Spring Valley, Wis.

Operator M. T. Johnson of Monte Yard fame, has transferred to Fargo. His place at Monte Yard is being filled by Operator Kolb.

Switchman James Fisher and wife were called to Miles City, Mont., on January 11th by the serious illness of their son.

Mrs. W. J. O'Connor of South Minneapolis visited her mother at Superior, Wis., the first of the year.

Conductor J. R. Nixon and wife spent the holidays at his mother's at Leith, N. D.

Brakeman Lord lost one trip on way freight recently on account of dropping a plow on his foot while unloading it from the car. Plows, while being unloaded, should be grasped firmly between the thumb and forefinger of the right hand so as to avoid any damage to the pedal extremities.

M. S. Rasdall spent Christmas at his old home at St. Claire, Minn.

Agent Plumb of Shakopee went to Sioux City January 22d as a witness in a lawsuit. Passenger Conductor Henry Schlik and Brakeman Frank Gobershock were also called there to testify in the same case.

Conductor H. W. Letts has returned from his sojourn in the land of alligators, lizards, rattlesnakes and spiders.

Tom Holden assisted Company Officer Theo. Johnson in his patrol duty while the embargo cars were stored at Montevideo.

F. J. Malek, agent at Hopkins, and wife were suddenly called to Calmar, Ia., recently by the death of Mr. Malek's father.

Tony Todoroff (Bulgarian accent), our esteemed janitor, is attending night school now, and recently asked us why so many words in the English language contained letters that did not make any sound. Ask someone else, Tony, I'm busy now.

A good many of the trainmen and enginemen here at Montevideo are spending their leisure moments spearing fish. It is no unusual sight to see one of these worthy gentlemen with a sack over his shoulder and hauling full tonnage.

Conductor E. L. Eldred and wife of Ortonville were called to Snohomish, Wash., the first of the year by the death of Mr. Eldred's sister.

Assistant Roadmaster Walsh has been appointed roadmaster at Wells, Minn., and has already gotten well into the work. Extra Gang Foreman Thos. Thompson, formerly of Ortonville, has taken the foremanship in Monte Yard.

If any of our Milwaukee friends are planning on taking a trip out this way we would suggest that they fill their Thermos bottles to full capacity before leaving home, as, on account of the city water being condemned at Montevideo, Milwaukee and Ortonville, passenger trains are not allowed to even be supplied with drinking water at these places.

Considerable snow fell at Montevideo just after Christmas and Roadmaster Ronning had a crew of 30 or 35 high school boys busy shovelling in the yards for three or four days. The boys welcomed a chance to make a little easy (?) money and Roadmaster Ronning, not being able to secure any men for the work, was glad to secure the services of the younger generation.

Knowing that Relief Agent Otto Rhomadka was anxious to see how his name looked in print we have been trying to find an excuse for writing an item about him, but he will not stay in one place long enough for us to find out where he is.

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Milwaukee Terminal Notes.

O'Malley.

An Irishman dies every time they are short an Angel in Heaven.

Yardman L. R. Shannon recently returned from a two weeks' trip to Tyron, New Mexico, where he accompanied a consignment of machinery for the E. P. & S.-W. Ry. This shipment was a *Rush Order* and several serious delays (due to cars being marked "bad order") were prevented by the watchfulness of Mr. Shannon, who immediately hunted up the foreman of car repairers at whatever point, and had the necessary repairs made, which allowed the car to proceed without delay. Mr. Shannon reports a fine trip and very courteous treatment from all with whom he came in contact.

Yardman Art Weidig is wearing the smile that won't come off, Mrs. Weidig having presented him with a fine BOY for Christmas. Mother and child doing well, but Art is now complaining about the high cost of living.

We have had quite a few changes among our yardmasters: Mr. J. T. Greenwood, transferred from the Menomonee Belt district to the Stowell district; J. J. Rice, from day yardmaster at Stowell to night yardmaster at the same place; Mr. M. Rossiter is again in charge of the Muskego yard, vice Mr. M. J. Olson, transferring to the day yard; Mr. H. Helberg, who some years ago had charge of the Canal yard, is now lord and master of all he surveys from his position as yardmaster at the Air Line yards. We wish all success in their new positions, as they are all good men and well liked by all their fellow employes.

The writer had a very pleasant and instructive conversation with our editor recently. We would be pleased to have her stop off at Milwaukee some day.

Reading the notes of the various correspondents I see the "One T. P." has a position in his territory (Houston) that is in the same class as the office of the night yardmaster at the Air Line here. No one seems to want the place and almost every month we are wishing someone good luck as the new "king of the hill," only to learn (after sending in the notes) a new one has been appointed. I hope Big Hank won't make me change this again for March.

Some of our real live sports have been out again and returned from McNaughton, Wis., covered with glory and ice and fish. Mr. B. Baskum, civil engineer on the elevation work, accompanied by Yardmen J. W. Axtel, J. Wubker and A. J. Hammeerr, spent about five days in the vicinity of McNaughton and Tom Doyle Lake. They report a good time and plenty of fish. Of course, they have very little to say about the "hike" of four and one-half miles to get some of the big fellows, and eating a cold lunch in zero weather, and returning at night with two very small perch. Each of the four members of the party claimed that there was a "Jonah" in the crowd, but could not locate him, so the whales in Tom Doyle Lake missed out on a good meal.

We have had quite a few yardmen on the injured list, but at this writing they are all improving, and we hope to see them on the job soon. Leo Gostina is laid up with a broken leg. F. J. Kreuser is at home with an injured hand. J. J. McIntosh slipped on the ice and sustained a fractured knee. J. Wubker fell on the ice and injured his head and arm. A. F. Bloedorn received a severe cut on the head from a piece of coal.

John Sheaffer is laid up with head and arm injured, while the writer is amusing himself watching his toes wiggle as they stick out of the plaster cast that extends from toes to knee.

The yardmasters gave their annual ball on the 16th. The hall was very nicely decorated, the music first-class, and the large attendance report the affair a great success and a good time for everyone there.

A successful man puts his trust in God, and works like the devil.

Notes from the Trans-Missouri Division.

Edw. J. McAvoy.

P. H. Pfeiffer, roundhouse foreman at Mar-
marth, was taken ill with heart trouble before
Christmas, and was compelled to take a leave
of absence. He has gone to his former home in
Glencoe, Minn. During his absence the round-
house is in charge of W. A. Bender, formerly of

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Marmarth roundhouse. Mr. Pfeiffer's condition has improved at this writing, and all of the boys wish him speedy recovery.

F. C. Dow of the Missoula Division has been stationed at Marmarth as terminal trainmaster, on account of the extremely heavy traffic through the cold weather. Mr. Dow was formerly trainmaster on the Musselshell Division, and is well known around this territory, and we are pleased to have him with us.

T. J. Kelly, operator at Marmarth, has resigned and is now employed at Melstone, Mont., as telegrapher. He had intended to enter the train service, but failed on account of having trouble with his eyes.

Bill Bowden, yard officer at Marmarth, has taken a 30-day leave of absence, to enable him and his family to take a trip to visit his parents in Durham, North Carolina, where Bull Durham smoking tobacco comes from.

Ed Burns, yard foreman, is critically ill in the Miles City hospital, with a complication of throat trouble, and his recovery has been doubtful for several weeks past. The entire community sympathizes with Ed, and his family, and wish good luck for recovery.

L. W. Dousman, the first station agent on the Puget Sound Lines, and agent at Lemmon, S. D., has resigned to accept a smaller station on the Coast Division, which change was necessary for his health. A very close friend has been lost in his departure, and we all hope that the change will be as beneficial as expected. The best wishes of the T. M. Division go with Mr. Dousman.

J. E. Prundle, formerly agent at Reeder, N. D., has been appointed station agent at Lemmon, S. D., and C. K. Slumas, agent at Wapakala, is being transferred to Reeder.

J. P. Rothman, chief dispatcher, returned from a thirty day leave of absence, and reports having a splendid time.

Cashier F. C. Williams and wife of Moberly have taken a sixty day leave of absence, and are touring the South. Pretty soft to be able to pack up and take a trip to the Sunny South for the winter.

Notice the smile that Passenger Brakeman A. W. Vail has been wearing for the past two weeks? A ten pound baby has arrived at his home.

George R. Potter, who has been acting as helper in the water supply department, has been appointed as pump repairer on the east end of the Musselshell Division.

It is with deep regret that the employees of the Trans-Missouri Division learned of the death of Claude Houck, agent at Haycock, N. D. Claude was accidentally killed by being thrown out of a bob sleigh while sleighing New Year's Day. He suffered a fracture of the skull, and never recovered. All of the employees of the division sympathize with the widow in her sad loss.

E. F. Gray, formerly operator at Mott, has been appointed agent at Dupree.

A passenger from Sioux Falls, bound for Moberly, upon her arrival discovered that she had lost a diamond pin in the sleeping car, coming off the south line on the M. & D. Division. Immediately Superintendent Melin was wired relative to the loss. The pin was found by one of the car cleaners at Aberdeen, and same was turned over to its owner.

It is no wonder that some of our station agents grow old and get gray hairs in the prime of life when such letters as this are received by them:

"Agent—Dear Sir,

Say did you hear from Sears, Roebuck & Co. about my fright, says you let us know if it their or not, or if they ask for it I write them I order it to—S. D. and now they truck it to your place, how about it, cugh you send it back if you please, just let me know if I have to pay the fright on them or not, how is that I should think Sears should send for that. So please see to it so me get it please don't delay. Good bye"

One of the worst storms for some time was experienced through South Dakota, arriving on our division Christmas day. It was only by the united efforts of our train and engine men and track forces that our main line was kept open. Our south branches were completely tied up for a week, and then trains were only able to get through with great difficulty. At this writing conditions are back to normal and the division is in fairly good shape.

Tomahawk Roundhouse News.

Steve.

Pat Danberg went to Chicago just before Christmas. He claims he went to visit his sister, who is sick. That's all right, Pat, but we think there were other reasons, too.

Engine Handler Bill Schultz and wife went to Milwaukee for Christmas, but Bill did not brag about a good time, so I guess he was glad to get home and back to work. How about it, Kaiser?

Mrs. R. C. Hempstead, wife of Roundhouse Foreman Hempstead, and daughter, Louise, spent Christmas in Clinton, Iowa. No Christmas dinner! Hard luck, boss.

Mr. and Mrs. M. E. Millard visited with friends in Madison for a few days. We would tell who they visited with, but Mel is too stingy to tell me. Never mind, Mel, I will tell something else on you some of these days.

We wish to thank through the magazine the few loyal engineers and firemen who stuck by us Christmas, when all the old heads wanted to lay off.

He's gone again. Who? Why, Pat, our Swede blacksmith. This time to Wausau, and, say, did you see him get off the train Sunday afternoon, December 31st? Well, he wasn't alone. Nuff sed.

Machinist Herman Cooper went to Milwaukee, where he spent New Year's.

At last we have got a storeroom clerk. Yes, Doc Hoffman has got the job.

Max Heidl, blacksmith helper, underwent an operation at the Sacred Heart hospital. At present we hear he is getting along fine.

Bill Newhorn and Doc Hoffman visited at their homes in Merrill, Sunday, December 31st, 1936.

We are all glad to learn that Amos Griffith is back at work in Wausau yard firing again, after an extended absence due to an operation.

With business again picking up on the Wisconsin Valley, we see quite a number of young firemen back on the engines again.

Mr. J. C. Rodehaver and wife went to Madison, January 10th, where Mr. Rodehaver had some business to transact.

We now have a regular night shift on with Machinist Clyde Jotte, Boilermaker Fred Aley and Helper Beaulieu Gahan among the night hawks.

Machinist Helper Charles Schlieff has been off for some time on account of sickness, but we are unable to learn what is wrong. Better hurry back, Charley, it is no use being sick all the time.

Mr. E. W. Young, chief boiler inspector, paid us a visit January 10th, but on account of business he only stayed here a short time.

Malden Roundhouse Notes.

H. R. Gates.

Fireman F. E. Schumacher is visiting with relatives in Elk Point, S. D.

Stationary Fireman E. R. Hooper has gone to the St. Maries hospital for an operation. At this time he is getting along nicely.

Engine Dispatcher Lee Carver laid off a week during the past month, visiting in Seattle.

I understand that Boiler Inspector Frank Green got lost in a firebox on a mallet engine the other day. Frank didn't want us to mention him this month, so I guess we'll let it go at that.

Boilermaker Helper E. M. Hurd is back on the job again, after being off for three weeks with lagrippe.

Machinist Z. L. Hardiner and daughter, Avi, spent a few days in Tacoma during the past month.

Fireman E. C. Ferrill is the proud father of a baby girl, born the past month.

Engineer Henry Droscher is back on the job again, after having spent a couple of weeks on his ranch on the coast.

Chief Carpenter W. R. Lanning was a recent visitor in Malden. I understand that he is very fond of walking the ties between here and Rosalia.

Machinist S. E. McDaniels is working in the place of Machinist J. T. Keech, who is in the East.

Engineer J. E. Donovan and Fireman E. W. Fuller now on work train tying up at Ewan.

I understand that Mr. Oliver Applegate, commonly known as "Doc," of Agent C. H. Thompson's office, is making frequent trips to the country nowadays. Understand that there is a young lady in the case. How about it, Doc?

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Railway Exchange, Chicago
for their booklet "FLOORS."

A Few From the C. & M.

B. J. Simen.

On account of Conductor Ed Wright laying off for an indefinite period, there have been several changes in the assignment of passenger runs. Charles Mitchell changed to 21 and 24, Jean Hare on Mitchell's run, 9 and 10, and Bill Carr on Hare's run, 1 and 4.

Engineer James S. Lee and wife will spend the remainder of the winter in California, visiting relatives at Stockton. They will also visit Los Angeles, San Francisco and Seattle, returning about the first of April.

Operator Robert A. Helton of Rondout and Conductor Al Kirby spent a few days at the former's old home at Shelbyville, Ill., hunting rabbits.

Section Foreman L. Santucci, who had a four months' leave of absence, has again resumed work at Solon Mills.

Conductor W. W. Hill was taken ill very suddenly in Chicago on December 28th, and taken to his home at Libertyville, where he was confined to his bed for several days. His illness was due to some stomach trouble. On resuming work he gave up the Libertyville local and took a main line run. He worked on 21 and 6 for a few days and on account of a change in time card, whereby trains 11 and 12 were discontinued, things were changed around so Bill had to come back to a Libertyville run, taking Bill Carr's run, 132, 133, 144 and 141.

There is great sorrow on the Janesville line way freight. Mutt and Jeff are parted. But through the cloud of sadness we see the silver lining, for Jim Hagney has been promoted and now is a full fledged conductor, while his partner, Jim Reed, is still on the old job. We congratulate Hagney and hope that Reed will soon be in the same class. They are a couple of deserving boys, and have the reputation of being two of the best brakemen that have ever been on the way freight.

On Friday, January 5th, at his home in Milwaukee, Engineer Peter Haddock, father of Conductor Ernie Haddock, passed away. He had been ill for about three weeks. We extend our sympathy to the bereaved family.

While taking coal at Ingleside on train 160, on January 8th, Fireman John Clacker met with an accident. His hand was squeezed between the coal buckets, breaking the bones in one finger.

The ice harvest is almost completed, the large ice houses at Round Lake, Long Lake, Ingleside and Fox Lake have been working several hundred men for the last three weeks. Conductor H. A. La Roy run a "Hobo Special" when the work started, and Opie Taintor, with his famous milk train, has been reaching this part of the world from twenty minutes to an hour late almost daily on account of handling a few extra coaches loaded with recruits for the ice fields. He will be sorry when they finish. With the snow knee-deep and his trousers tied around his ankles, he made the appearance of a fitting chief for his band of L. W.'s.

We have a new train dispatcher in Chicago. He works on the trick that Wood used to handle. He is Mr. C. E. Shaft, from Sioux City, Iowa. We wish him success.

August Radtke, who has been section foreman at Solon Mills during Santucci's absence, is now located at Gray's Lake, in the same capacity.

Conductor George Dyer has given up the Libertyville switch run and taken 160 and 161, the Elkhorn freight milk run. A. J. Corbett runs opposite to him.

Operator C. H. Bastian, second trick at Hebron Tower, visited for a couple of weeks with relatives in Penna. He was relieved by Stanley Bak.

Section Foreman John McEvoy of Spring Grove spent a few days at Clinton Junction, Wis., on account of the sickness of his father.

T. B. M. C. W. Alberths, on the Watworth milk run, was off a few days, account of sickness.

We understand that H. J. Beamish, the R. & S. W. Division correspondent, spent Sunday, January 14th, in Libertyville, dining with our editor. I know that he had a most enjoyable day, for that is the kind of time everybody has at her home.

Conductor Mike Gloven has just returned from Mauch Chunk, Pa., where he buried his mother. He also spent a few days in Philadelphia, visiting his son, who is a cartoonist.

Council Bluffs, Iowa, Notes.
Helga Hackstock.

Head Coach Cleaner Henry Lenhart has returned to work after an illness of two weeks with the grippe.

They are making every provision for putting in the yearly ice supply.

Mrs. Richard Jessen, wife of car repairer, had the misfortune to fall on the ice and fracture her hip.

Our storekeeper, Morten Peter Christensen, showed his pluck by continuing work for several days with his ribs fractured before he concluded something was wrong and saw the doctor. And even then Pete insisted on coming back to work at the earliest possible moment and is working in spite of the adhesive plasters.

Every day or so one or more of the "Veterans" stick their heads in the door and ask about the proposed annual pass.

The Veterans here in the mechanical department sure do not want to lose out of the Veteran Employes Association. The Milwaukee meeting is still fresh in their memories, and for fear of losing out on the Minneapolis meeting, all got together and promptly forwarded their 1917 dues to Secretary Kendall.

Mrs. W. J. Kilgore is contemplating a trip to Indianapolis to visit her relatives there. She will be accompanied by her grandson, William, Jr.

Car Cleaner Jens Christensen has been ill for a week.

Fireman Harry Julien had his eye badly injured by being hit by a mail crane at Portsmouth, Iowa.

Fireman Charles Sinclair is suffering from a badly sprained ankle, injured while at work.

Engineer D. Young was taken sick at Council Bluffs and had to be relieved.

Brakeman Frank Davis is back on the job after being laid up with a bad knee, injured when he fell through the Indian Creek trestle bridge.

Roundhouse Foreman Horsley and family were surprised by a visit from Mr. Horsley's father, Mr. J. Horsley, and his sister, Mrs. J. L. Mathews, of Freeport, Ill. The elder Horsley is a much trusted employe of the Illinois Central Railway at Freeport. He was astonished at the great development of Council Bluffs and Omaha since he had passed through here more than fifty years ago, driving a team en route to the western gold fields. He related having reached here with a large team of horses which had become so fatigued from the long journey that he was compelled to dispose of them and traded for a pair of small mules, continuing through to Denver in that manner. Railroads were unknown here then. We were much pleased to meet these visitors and hope to see them again.

Yardmaster M. Gallagher has the honor to be grandpa to a little daughter, born to his daughter, Mrs. Carl Taylor, of this city. Mrs. Taylor was formerly Eva Gallagher.

James Gallagher, formerly rate clerk and operator at the Council Bluffs local freight office, has accepted a position as rate clerk with the Armour Packing Company at South Omaha. We hate to see you go, Jim, but hope you make good. You have our best wishes.

Operator Elder was appointed to take the place left vacant when James Gallagher resigned.

Miss Olga Thompson has accepted a position as stenographer at the freight office in the place of Miss Mildred Flemming, who has accepted a position in Crow Creek Reservation, Thompson South Dakota.

Yardmaster M. Gallagher was called away to attend the funeral of his father.

Car Repairer Peter Larson has returned from a six-weeks' stay at Excelsior Springs, Mo., where he went for relief from his rheumatism. Pete feels much better, but looks like he lost some flesh. "Some Water."

Mr. F. M. Haas, general inspector of Marion, was a recent caller.

We have sworn never to keep anyone posted on Tommy Glynn again. He was fussed up over previous reports.

From the way Dining Car Conductor H. H. Youkey parades the coach yard at night one would think he belonged to the Eskimo tribe, for he can withstand the cold better than most people do. Where was I? Oh, never mind, Harold, you won the bet.

Clarence Halverson has been appointed night roundhouse foreman.

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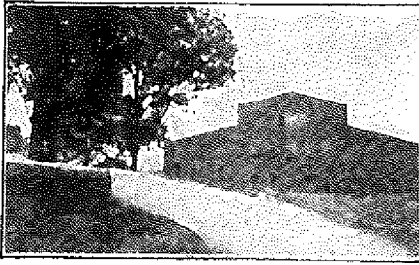
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"A Little Blarney From the S. M. West."

J. W. Malone.

On January 12th, at his home in Madison, occurred the death of Peter Edinger, one of our most efficient bridge foremen, death being due to pneumonia and rheumatism. The condolences of the division are extended to the bereaved relatives.

C. A. Berg, Jr., son of Dispatcher Berg, Madison, has been very ill the past few weeks. We hope that he will soon be on the road to perfect health.

Adolph Moe, Madison, was a Flandrean visitor recently.

R. N. Miner, former agent at Howard, now located as agent at Spring Valley, Minn., was a Madison visitor recently.

M. L. Baldwin of Aberdeen has been appointed roundhouse foreman at Madison, vice J. E. Curtiss transferred. We welcome Mr. Baldwin to our midst, while we wish Mr. Curtiss the best of success in his new position.

Relief Agent E. A. Bailey holding down Wentworth while same is on bulletin.

Mr. Roy Jones, former agent at Wentworth, has left the service of this company to engage in other business. May success attend him.

Chief Carpenter E. J. Auge, Wells, attended Mr. Edinger's funeral at Madison January 14th.

Brakeman Nicholas Klaser has been laying off the past week visiting the parental roof at Sioux Falls.

G. Hansenstein, boiler maker, Austin, attended Mr. Edinger's funeral at Madison January 14th.

Oswald Halverson, former helper at Felda, Minn., is now acting as relief agent at Alpha, Minn., during the illness of Mr. Lashley.

Agent Brush, Butler, who is keeping bachelor's hall during the absence of Mrs. Brush, informs us that he not only has the house scrubbed up in great shape, but in addition to that, he has the best looking waiting room floor on the division. Let the good work go on.

Agent Bucklin, Madison, was a Woonsocket visitor recently.

Thomas Bakke, stationary fireman, Madison, was called to Red Wing January 13th by the death of a brother. The sympathy of the entire division is extended to him.

Machinist John Lang, Madison, was a Sioux Falls visitor the past week.

Engineer Joseph Gilbert has been laying off the past few days on account of sickness, but at present is back on the job with his same cheerful smile.

Fireman Oscar Wilson's two babies have been quite ill with pneumonia the past few weeks. We hope they will be soon on the road to rapid recovery.

Des Moines Division Notes.

M. C. Corbett.

Conductor W. H. Hayden took a ten-day vacation. Conductor Frank Price had his run on Nos. 33 and 34.

Conductor J. L. Tidball was off his run for a few days, visiting friends. Conductor Ziebell relieved him on Nos. 35 and 36.

Conductor A. O'Laughlin was laid up for a few days with a bad attack of grippe. H. M. Bellman had his run on Nos. 21 and 22.

Conductor P. A. Gifford, Engineer George Finnicum and Fireman Joseph Gressinger were off their runs for a few days on legislative committee work.

Engineer George Chambers is still confined to his home with a severe attack of rheumatism. His friends hope he will soon be able to be out.

Engineer John Allison is on George Finnicum's run on Nos. 33 and 34 for a few days. Engineer V. McLucas is on the night passenger run in Allison's place.

Engineer P. D. Griffith is laying off for the past two weeks on account of illness of his baby. Engineer W. D. Chase is covering his run on the north end.

Engineer Ed. McLucas is enjoying a two-weeks' vacation. Engineer Strand has his run on Nos. 91 and 92, and Engineer Joseph Bodenberger has Strand's run on the "Black Diamond Limited."

Fireman Reaves was called home to Des Moines on account of the serious illness of his father. Fireman Muesberger has taken his place on the Storm Lake line passenger run.

Fireman Harry Garland is laying off on account of illness of his father. Fireman Smedley has his run on Nos. 21 and 22.

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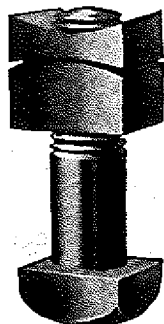
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