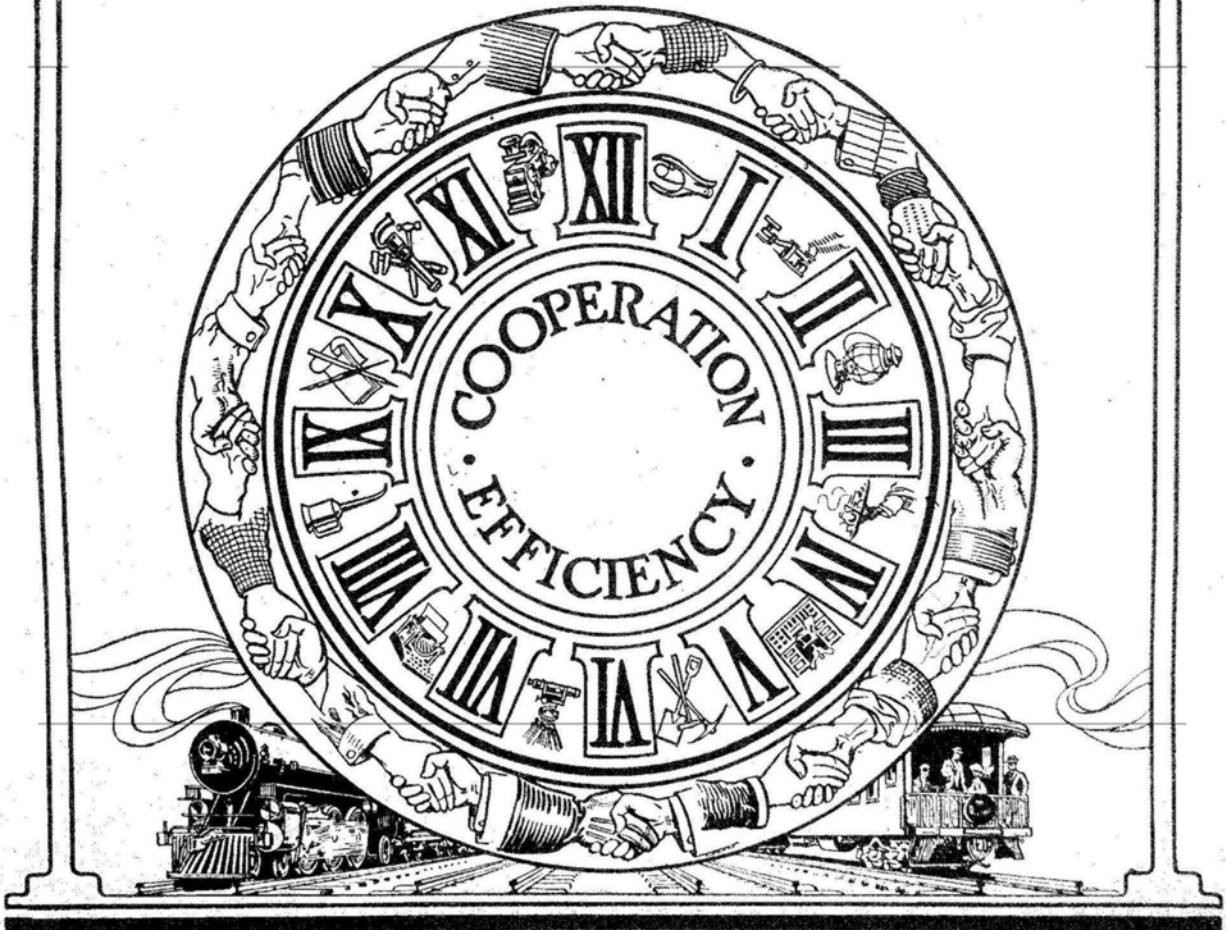


THE MILWAUKEE RAILWAY SYSTEM EMPLOYEES' MAGAZINE

January

1917



VOLUME 4

No. 11

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CONTENTS

	Author—	Page
Government Ownership of Railroads.....	M. G. Lilly.....	5
The Timber Supply of the Pacific Northwest.....	H. M. Sackett.....	7
Launching the Pontoon Bridge at Prairie du Chien	Neal Gregory.....	8
Mr. Waugh Goes to New York.....		9
The Senior Agents of The Milwaukee.....		11
Feeding the Extra Gang.....	George E. Waugh.....	15
Export and Import Business at Tacoma Dock.....	F. J. Alleman.....	16
Traffic Manager Calkins Home From the Orient.....	J. H. Ginet.....	17
The Chain Prevention Letter.....	C. H. Dietrich.....	18
Profit and Loss and Our Duty.....	B. P. Walker.....	19
Jeff's Bear.....	Sigh.....	20
Safety First.....	A. W. Smallen.....	21
At Home.....	Anna M. Scott.....	26
He Couldn't Fool This Judge.....	G. A. Mitchel.....	28
Some New Work.....		28
Obituary.....		29
The Children's Page.....	Jennie B. Ginet.....	30
Special Commendation.....		32
On the Steel Trail.....		34

INDEX TO OUR ADVERTISERS

Ayer & Lord Tle Co.....	63	Kerite Insulated Wire & Cable Co.....	64
Bates & Rogers Const. Co.....	64	Krauth & Reed.....	Back Cover
Bernard-Hewitt Co.....	3	Larable Bros.....	59
Boss Nut Co.....	55	Maendler Bros.....	51
Buckeye Steel Castings Co.....	64	Mass. Bonding & Ins. Co.....	61
Central Trust Co.....	52	Merchants' Nat'l. Bank St. Paul.....	54
Chicago Car Heating Co.....	64	Midland Casualty Co.....	61
Chicago Pneumatic Tool Co.....	44	Murphy Varnish Co.....	61
Church, Rollin S.....	50	National City Bank, Seattle.....	59
Circus Liniment Co.....	56	New Eng. Nat'l. Bank, Kansas City.....	60
Clark & Bros, W. A.....	58	Northwestern Motor Co.....	Inside Back Cover
Coleman, Watson E.....	60	Old National Bank, Spokane.....	54
Commercial State Bank.....	59	P. & M. Company.....	31
Continental Casualty Co.....	57	Pacific Creosoting Co.....	53
Cropley-Phillips Co.....	51	Pacific States Lumber Co.....	50
Dakota National Bank.....	50	Pantasote Leather Co.....	44
Daly Bank & Trust Co.....	49	Q. & C. Company.....	63
Dearborn Chemical Co.....	64	Roslyn Fuel Co.....	63
Enterprise Rubber Co.....	46	Ross-Gould List & Letter Co.....	49
Fairmont G. E. & Ry. M. C. Co.....	Inside Front Cover	Roundup Coal & Mining Co.....	44
Finck & Co., W. M.....	1	Seattle National Bank.....	46
First National Bank, Harlowton.....	49	Sioux Falls Savings Bank.....	60
First National Bank, Lewistown.....	49	Spokane & Eastern Trust Co.....	58
First National Bank, Roundup.....	59	Standard Accident Ins. Co.....	42
Flint Varnish & Color Works.....	63	State National Bank, Miles City.....	58
Fox Typewriter Co.....	30-31	Stifel & Co., J. L.....	4
Galena Signal Oil Co.....	62	Travelers Ins. Co.....	57
Gallett, D. G.....	60	Tuller Hotel.....	63
Hammersmith, H.....	51	Union Savings Bank & Trust Co.....	58
Hunt & Co., Robt. W.....	64	Western Iron Stores.....	62
Inter-American Supply Co.....	42	Wood, Gullford S.....	64

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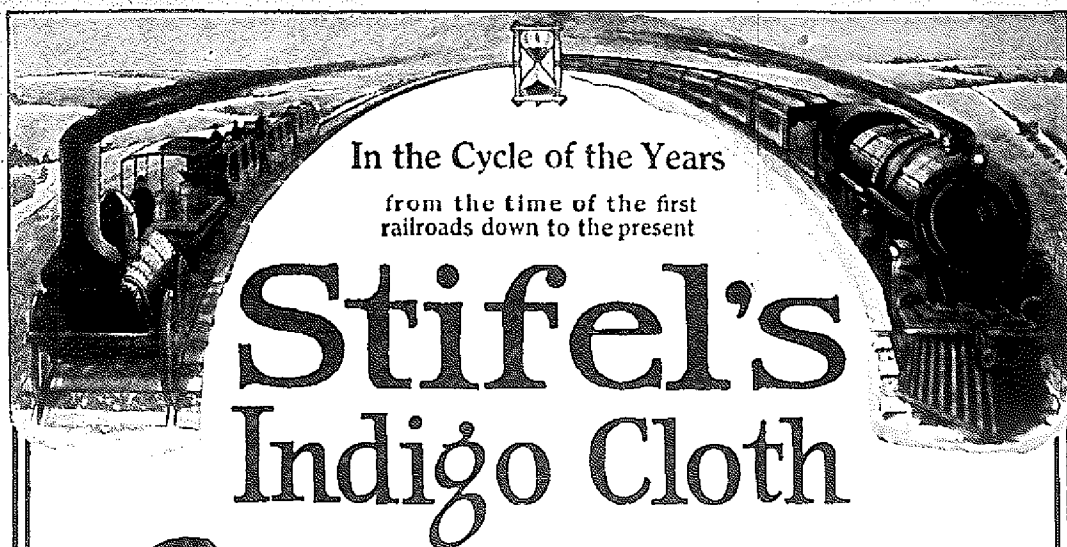
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VOLUME IV

JANUARY, 1917

NUMBER 10

Government Ownership and Operation of Railroads

M. G. Lillig, Brakeman T. M. Division.

It is not surprising, in these days of unrest, to note a marked renewal in the discussion of the ever-interesting and deep question of government ownership and operation of railroads. That this question recurs with more or less regularity but with varying argument and far-fetched proofs, is due to the drift in man's reflections caused by the influence of circumstances over the central idea; and it is the drifting thought that plays havoc with the central idea, whether good or bad, as nothing else does, challenging the logic of the central idea as nothing else can.

Theoretically, government ownership and operation of railroads presents a broad and easy avenue of escape from many evils, and it is the happy and just disposition of sound judgment to sponsor an idea for its intrinsic worth; but if we give ourselves to the idea that greater happiness and prosperity can be realized by eliminating the avenues of responsibility, enthroning in its stead an irresponsible and shifting way,—we sow seed, the fruit of which is sure to be bitter. Now I maintain that in privately owned and operated railroads we are able to fasten responsibility and exact accounting, in a far more direct manner than we would be through government ownership and operation. It seems to me that under the latter we would arrive at a condition of affairs

which would admit evasion of consequences for all shortcomings, whether of commission or omission.

The theory of government ownership and operation, further, contains a hope that we may by that means eliminate certain cunning artifices of the strong, but in the actual practice, we would in all probability face a condition of indifference to personal fitness, or individual aptitude and efficiency; and by its achievement we would eliminate initiative and discourage ambition. As far as I am concerned, I am not willing to exchange certainty for speculative uncertainty, and this, in addition to the reasons advanced above, constitute my opposition to government ownership and operation of railroads. Government is not always inspired with the principles of intelligence and justice,—too often it is dominated by the selfish passion of weaklings who would give the least possible consideration to the ability and worth of the individual; and are we to deify government on the ruins of the individual? It is inconceivable to think of the American people thus wilfully stifling the higher attributes of its citizen. Let it be remembered that that country is greatest which has the greatest individuals, this is attained by individual initiative, not by a blanket paternalism. We need to get away from the idea of seeking for some

one or some outside power to do things for us, and direct ourselves to self-effort. The blind faith in uniform justice of government is pitilessly rejected by history. We know that all government has the human element, just as all private enterprise has it; and while we know that it is possible for privately owned railroads to be inefficiently operated and corruptly conducted, we also know that government operations are not altogether free from the same imputations. But notwithstanding some events of the past, it cannot be insisted upon or proven that the railroads of the present time are either corruptly conducted or inefficiently operated. Indeed the railroads of this country stand forth, today, as a monument to the very highest industrial ability and management. Anyone who has made a fair study of our railways cannot escape the keenest wonderment at the decided and uniform progress and efficiency manifested. Freight trains are laden with the product of industries scattered all over the world; freight is handled and distributed to every hamlet and metropolis throughout the land,—ministering to all the needs and comforts of mankind. Pas-

senger trains are commodious palaces, rendering service to the traveling public at comparatively small cost, spanning the continent at high speed and with safety that is fairly amazing when taking into consideration the unavoidable hazard incident to the operation of trains. Are these manifestations of incompetent administration? Assuredly not,—but an evidence of the highest applied administrative genius and trust honorably discharged.

We are further from government ownership of railroads today than we were twenty or thirty years ago. We do not need to get any closer for our own good.

Some New Work.

On November 19th, Main Line trains commenced running over the new line of the H. & D. between Junction Switch and Milbank, thus putting Ortonville, one of the important towns of that section, on the main line schedule.

The revision of that part of the H. & D. Division which was abandoned about three years ago, was an interesting piece of work, involving some heavy cuts and fills, a number of bridges, etc., and its completion will be considered in detail in the February Magazine.

Another important bit of new work, which will be of interest to readers of the magazine, is the lining of St. Paul Pass Tunnel, the last of the tunnels on the system to be lined with concrete. The concrete work was completed December 8th, leaving a few weeks' work of finishing and cleaning up. A detailed description of this work will also appear in a subsequent issue of the magazine.



Locomotive Repair Shop Forces, Milwaukee Shops.

THE TIMBER SUPPLY OF THE PACIFIC NORTHWEST.

*H. S. Sackett, Timber Engineer,
C., M. & St. P. Ry.*

A little more than one-half, to be exact, 54 per cent, of the timber supply of the United States is in the Pacific Northwest. According to the latest Government records the total timber supply of this country amounts to about 2,800 billion board feet. Of this amount a little over 1,500 billion board feet is in the Pacific Northwest, which includes the States of Washington, Oregon, California, Idaho and Montana.

Of the states above mentioned Oregon leads in the total amount with 545 billion, Washington comes next, with 391 billion, and then follows California, Idaho and Montana with 381, 129 and 66 billion respectively.

The importance of this timber producing territory has been increasing year by year for the past decades and last year, according to the Government statistics, the Pacific Northwest contributed about one-fifth of the timber requirements of the country. The proportion which it has been furnishing of the nation's requirements has been increasing from year to year, and it is very probable that before another decade has passed that the Pacific Northwest States will be producing as much timber for use as do the pineries

of the Southern States at the present time.

The tide of timber production has ever been westward. In 1850 New York State led all others in the production of lumber. In 1880 Michigan was in the lead. By 1900 the Southern States were in the ascendancy and a decade later the State of Washington led all others in the total amount of lumber products in a year. The Southern States with their immense areas of long leaf and short leaf pine are now producing one-third of the timber supply of the country and they will continue to do so for at least another ten-year period. After that, however, the largest single production from any territory may be expected from the Pacific Northwest, which contains the last supply of virgin timber in the United States.

With its excess of 1,500 billion feet of timber, the five Northwestern States could supply the entire United States at the present rate of consumption with its total timber requirements for a period of over thirty years. At the present rate of production these same five states could continue to produce annually what is now required of them for a period of 150 years.

The center of population of the United States now centers in Western Indiana, which, as the crow flies, is only one-third of the distance from New York to San Francisco. It is thus



Locomotive Repair Shop Forces, Milwaukee Shops.

seen that the bulk of the population is in the Eastern part of the country, and that the lumber production of the Pacific Northwest, a large part of which must go to supply the needs of this country, will necessarily have to be shipped to the Eastern markets. It is evident, therefore, that the Eastbound tonnage shipments of timber will increase from year to year for the next thirty to forty years and possibly longer, for there are not sufficient supplies in the East nor in foreign countries adjacent to the Atlantic seaboard to supply the necessary demands.

The timber of the Pacific Northwest States consists of a number of important commercial woods. Douglas fir, or Oregon pine, as it is sometimes called, contributes over one-half of the total amount. Western pine comes next, followed by redwood, Western hemlock, Western red cedar, sugar pine, Western spruce and Western white pine. The Douglas fir is what might be termed a "universal wood," since it finds its way into innumerable uses. It is not only a structural timber, but also a very high-grade finishing wood. For railroad purposes it finds its way into use as bridge material, for cross ties, car siding, car lining, car framing and, in fact, all sorts of car repairing, for crossing plank, for the construction of water tanks, station houses, platforms and, in fact, almost every use where a good strong durable wood is demanded. The Western pine does not find its way into the railroad uses on account of the fact that it is more highly prized by the wood-using factors which can afford to pay better prices for it. Here it goes into sash, doors, blinds and other planing mill products which are largely used in home building. The redwood also is largely used in home construction although to a certain extent, it is used as a structural timber and is especially prized in places where durability is an important factor. The Western hemlock, which unfortunately does not have the physical or mechanical properties of its cousin, the Eastern hemlock, is largely used for the same purpose as is the fir and is rapidly being recognized by the public as a wood with exceptionally good qualities. Western red cedar is principally used for shin-

gles, siding and in other places where its great durability may be firmly tested. The sugar pine (one of the true white pines of the United States) finds a large part of its market in the East, where it is used for many exacting purposes of the highly developed wood-using factories. Sugar pine, at the present time, in the high grades, commands an exceptionally good price and is supplanting in many instances the old white pine of the Lake States. The Western spruce is used locally for boxes and other similar purposes, where it finds great favor on account of its lack of odor. It is especially prized for the shipment of crackers, butter and other similar substances which demand an odorless wood.

Launching of the Pontoon Bridge in the West Channel, Between Prairie du Chien, Wis. and North McGregor, Iowa.

Neal Gregory.

What is said to be the largest pontoon bridge in the world was launched at Prairie du Chien, Wis., on October 19, 1916, for the Milwaukee Railway. The huge structure slid into the water as gracefully as a bird would alight without the slightest mishap of any kind. The pontoon, nearly 300 feet in length, has been in course of construction for nearly a year on the Prairie du Chien side of the river, in the shipyards especially prepared for its construction.

This immense structure was constructed by the railway company's regular forces under the supervision of Chief Carpenter Neal Gregory, with Foreman Sam Ingham in charge of the work, ably assisted by Foreman Irvin Schultz, Wm. Witz and M. McGrath. The calking (which is of the utmost importance) was handled by Foreman Andrew Boisclair, an experienced calker, who has seen service in some of the most important shipyards in the United States, and has been in the employ of the C., M. & St. P. for a number of years. It might be well to mention here that it required four and one-half tons of oakum to calk the seams, and the labor cost of the calking alone amounted to the sum of \$3,350.

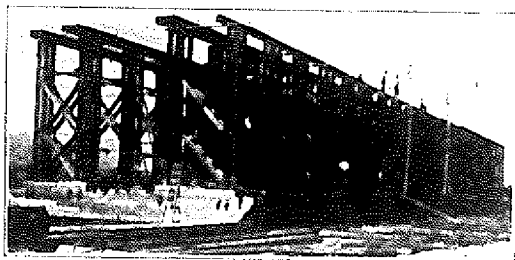
This pontoon is similar in design to the one launched in 1914 which spans the east channel of the Mississippi River. The present bridge across the east channel consists of a 209-foot pontoon, with a girder span on the east end and a truss span on the west end, the remaining portion of the track across this channel being carried on a pile trestle bridge.

The new pontoon is for the west channel of the Mississippi River and is 276 feet long, 55 feet wide at the deck and 44 feet wide at the bottom and the hold is 7 feet deep at the center.

To give some idea of the enormous size of this new pontoon, it contains about 550,000

feet B. M. lumber, every stick of which has been treated with creosote to increase its durability. The treated material contains 12 pounds creosote per cubic foot; 250 tons of iron was required in the construction of this pontoon.

The design was in direct charge of Mr. H. J. Hansen, under direction of Mr. H. C.



The New Pontoon Spans.

Lothholz, engineer of design, and Mr. C. F. Loweth, chief engineer of the C. M. & St. P. Ry.

The pontoon was built on shore and launched before the machinery was put in place, the same being constructed on a platform especially erected for the purpose on the east shore of the Mississippi River. When the pontoon was completed and ready for launching, skidways were built, 14 in number, about 20 feet apart. These skidways were built on a slope of $1\frac{1}{2}$ inches in 12 inches and extended out into the river so that the pontoon was floating before it left the skidways. These skidways were covered with two lines of hardwood strips, then covered over with a coating of soft soap to provide a smooth sliding surface. Hardwood blocks eight feet long were placed at suitable intervals to act as bearing blocks between the skidways and pontoon. Above the pontoon five capstans were placed; these capstans were securely fastened to pile clusters, especially driven for this purpose. Steel cables were fastened to the upright posts on deck of pontoon and connected to the capstans. Just below the capstans a short piece of manilla rope was inserted between the steel cables. The cables between the capstans and pontoon were tightened as much as possible to hold the pontoon in place before it was resting on all the skidways. The timber cribs upon which the pontoon was erected were then undermined so that the pontoon gradually settled to a full bearing on the skidways. When a full bearing on the skidways was obtained, and everything in readiness, a man with an axe was stationed opposite each short piece of manilla rope inserted between the cables. At the signal given by the man in charge, the five pieces of manilla rope were cut simultaneously by these men and the pontoon slid into the river.

After the pontoon was successfully launched, the services of the steamer Percy Swayne (a steamer engaged in government work along the Mississippi River) were engaged to tow the pontoon to the west channel of the river, where it is now at anchor await-

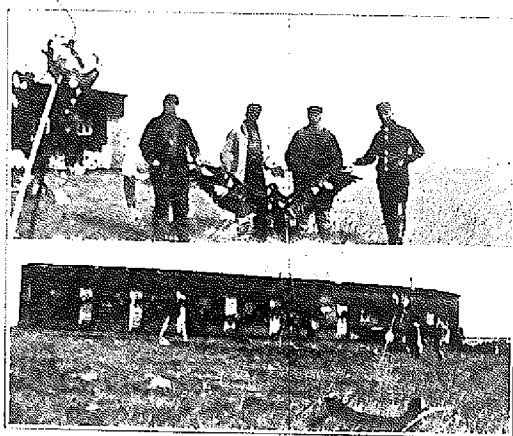
ing the finishing touches, which consist of placing the steel girders and steel beams in position, which work will be under the supervision of General Foreman E. Greenwald. The operating machinery is still to be put in place. This work will be handled by the motive power department.

Mr. Waugh Goes to New York.

It is with much regret that we have to announce the retirement of Mr. George E. Waugh from the editorial staff of The Magazine. Mr. Waugh is leaving the service of the company to accept a much better position in New York City.

Mr. Waugh has been identified with the Magazine since its beginning and has rendered good and efficient service in its behalf, doing much to place it firmly in the hearts of the employees. He is a forceful writer and has a quality of genial humor of which one never tires. The Magazine has always been a labor of love with him, and all that he has given us has been "over-time" work, without overtime pay, too. His many trips out on the line, where it was always his delight to mix with and meet all the employees, have made hundreds of friends for The Magazine, while personally he is a general favorite all over the System.

In his position as chief clerk of the Publicity Department, he has made a fine record as a publicity man, "putting over" much good advertising for the company. He leaves with the hearty good wishes for his future success of the passenger department, of officials and all employees with whom he came in contact, and of the editors, correspondents and every reader of The Magazine.



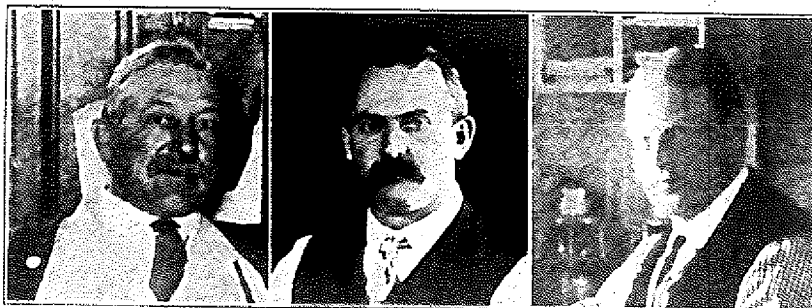
The accompanying pictures show those mighty hunters, Conductors Charles H. Mitchell, Jean Hare, W. W. Hill and W. W. Pritchard, at their hunting shack way up in Moose Jaw (wherever that is). However they contrived to get such a string of what appears to be the real thing to hang up before the camera, is something they did not reveal. Perhaps the people who own the "hunting lodge" have a string of stuffed birds—but that's only a suggestion. Anyway no one around home saw any tangible evidence of their prowess as Nimrods. It also looks like a real eagle that Hare and Hill are holding up, but you never can tell.



The Senior Agents

Commencing at the top and reading from left to right, the above are: H. C. Crosby, Sisseton; E. W. Johnson, Straw; E. J. Searles, Akron; H. C. Eber, Jolley; A. B. Jones, Chippewa Falls; N. E. Thompson, Somers; L. C. Lewis, East Moline; N. W. Pierce, Chicago; S. H. Vaughan, Green Bay; C. H. Crouse, Minneapolis; J. W. Hancock, Tomah; R. P. Bandette, Mendota; Min-

nie H. Smith, Zumbro Falls; R. F. Breitengross, Lind; Ph. H. Fluck, No. English; Zebine C. Willson, Palmyra; E. A. Tamm, Butte; F. E. Stewart, Sumner; D. H. Moore, Sheldon, Iowa; W. G. Jones, Cambria; C. J. Cawley, Pipestone; J. H. Winson, Clinton; J. E. Collins, Brodhead; C. H. Tanner, Tama; A. I. Jackson, Monticello.



H. B. Parker, Tekon. Murray H. Booth, Stewart Junction. A. Gustafson, Bucyrus.

The Senior Agents of the Milwaukee

On the opposite page are the faces of many of our old friends—friends also of thousands of people who have business with the railway, and whose only acquaintance with any "official" is with the station agent. These men represent the railroad in their home towns, and because they have spent so many years in this line of service is evidence that they have the requisite qualifications of courtesy, efficiency, honesty, ability, and the rest of those traits that were alphabetically set forth by Mr. E. W. Dutcher on page four of the November issue, himself a living example of the requirements of a station agent—having served in that capacity for fifty years, and then retired to enjoy the evening of his days among the host of friends he had made during his long life of usefulness.

N. E. Thompson, agent at Somers, Wisconsin, has occupied that station since January 1, 1877, having been appointed by Russell Sage, Jr., at that time superintendent of the C. & M. Division. Previous to that time he had been night operator at Western Avenue, when P. C. Eldredge was working the day trick. S. S. Merrill was general manager and John C. Gault assistant, and Mr. Thompson writes: "While there are many impressions and memories remaining of the general manager, the one I recall the most is that of his handwriting, the ability to read at sight being one of the tests an operator had to undergo. It was quite customary for operators to try to imitate the handwriting of A. J. Earling, the Collins', and others, but it was never possible to successfully copy the general manager's."

One sometimes hears it said that a young man must be without ambition who can confine his energies to so small a country station as Somers and remain contented. But the successful career of Mr. Thompson is an example for all who follow the calling of the station agent.

Mr. Thompson went there while the country people were following the old-fashioned farming methods, and raising the regulation crops year after year. He made a study of the conditions and the soil and going-out among the farmers, he induced them to engage in the growing of cabbages for the general market. This has been such a marked success that Somers has become the greatest cabbage shipping point in the country. Not only Somers has profited, but this business has spread until it is the principal commodity grown in Kenosha and Racine counties. In this development, Mr. Thompson has had the largest share, and his abilities have pushed him into the public activities of the county and the state. He has often been chosen delegate to the political conventions of his party, is justice of the peace and postmaster of the town and has a large and influential acquaintance among the leading business men of southeastern Wisconsin.

J. H. Laughlin, agent at Appleton, Minnesota, began his railroading at Stoughton, Wisconsin, in 1870, as helper and wood-piler. After serving in other capacities for several years he took up station work at Stoughton, remaining there until 1881, when he went to the station at Appleton as agent. He has remained there ever since and seen the town and the business of his station grow steadily, due in a great measure to the popularity of its agent, and the excellent service he has been

able to give them. Mr. Laughlin has known personally most of the Milwaukee officials, and has been an interested worker in the great advancement of the company since he first entered its service forty-six years ago.

Nelson W. Pierce, the senior agent of the Chicago Terminals, began his service with the company, July 24, 1864, remaining continuously with it since that time. He was an operator at Watertown, after which he was operator and ticket agent at Watertown Junction. He traveled for the company several years in the far West, then returning, became agent at Perry, Iowa. From that point he went to Madison, Wisconsin, then to the Chicago Terminals, where he has been agent for nearly twenty years. His first position with the company was secured under the late D. A. Olin, at that time superintendent of the La Crosse Division.

H. C. Eby, agent at Jolly, Iowa, is the senior agent of the Des Moines Division. His first railroad service was as wood-piler for wood burning engines, at which time he "made hay" by studying telegraphy in his spare moments. He entered the service of the D. M. N. & W. Railway in 1895, and came to the Milwaukee when we purchased that railroad in 1899. Mr. Eby says that business of the Des Moines Division has more than doubled since the Milwaukee obtained control, and he attributes his many years of railroad station service to "a careful observance of the rules, answering correspondence promptly and keeping both eyes open for business."

Phillip H. Fluck, the oldest station man of the Kansas City Division, is agent at North English, Iowa. He commenced the study of telegraphy at Richfield, Wisconsin, a hamlet that has produced a number of men famous in the railroad world. He went to Iowa in 1883, working for a time on the section near Haverhill. Later in the same year he was told to go to Melbourne as night operator, and he says "you should have seen me throw aside that old shovel and imagine how big I felt." Mr. Fluck served as operator at many stations on the C. B. Iowa Division, and tells of having been ordered by the dispatcher to go to Miles, where the agent had been working nights. When he got off the train he had stage fright and did not go into the office. He heard the agent ask the dispatcher if an operator had been sent, and on being told that one had, the agent came into the waiting room where Mr. Fluck was. Asked if he was the operator, Fluck said yes, but that he was not going into the office, for he was sure he could not do the work. The agent replied that he didn't care whether he could telegraph or not, he had to remain, for, said the agent, "I haven't had a night's sleep for a week, and I'm going home and to sleep right away." He recalls the heavy snow of 1880 when the road was snowed up for many days, and then it took 150 men and three locomotives to open it.

Zebine C. Willson, senior agent for the P. du C. Division, has long been a familiar figure in the Palmyra, Wisconsin, station. He was born in Palmyra in 1845 and was a boy there when his father had the contract to build that part of the Milwaukee & Mississippi Railroad between Milton and Janesville. He says: "I remember my boyish pride when father sometimes permitted me to hold

the lines over the horses in the dump cart that was paving the way for the "iron horse"; and also when the first passenger train entered Palmyra in 1852 with Louis Purdy conductor and John Fox at the throttle of the mammoth (?) engine. I do not believe the officials had a greater pride in their achievement than had the sturdy little boy of seven years who drove the dump cart on rare occasions." Ten years later Mr. Willson entered the Milwaukee service. His uncle, Zebine Willson, was station agent at Palmyra. The young Zebine was the office assistant until the death of his uncle, when he became agent, so there has always been a Zebine Willson in the Palmyra agency, something which it is very probable has never occurred at any other station or on any other railroad in this country. Mr. Willson has always enjoyed the respect and confidence of his superiors and the public. He has also enjoyed the acquaintance of the successive presidents of this company, beginning with E. H. Brodhead, and believes that the materialization of the ambitions of these men has been made possible through the unity of feeling and purpose between employer and employe existing on this road. "To the many loyal men in the ranks it has always been 'our road,' in which all have felt a personal interest and a pride in safeguarding the interests of the company."



G. L. Arrasmith, Bayard.

R. F. Brettenross, agent at Lind, Washington, commenced service with the Milwaukee as helper in 1895 at Fond du Lac, Wis., working there as baggageman, clerk, etc., until May, 1899, when he took the position of operator at Hartford, Wis. Transferred to South Byron, Wis., as agent in 1899; to Woodland, Wis., in 1901 and to Wimpacconne in 1904. He went to the coast line in 1909, opening the station at Thorp, Washington, transferring to Lind in 1911.

A. Gustafson, agent at Bucyrus, N. D., went to the Coast Line from the H. & D. Division in 1907, working at Moberidge when the rails were laid only a short distance west of the Missouri River. He was operator in the dispatcher's office at Pontis while the big bridge was being erected, moving along the line with the dispatcher to Marmarth. He opened Bucyrus station in 1910 in a box car, where you see him in the picture herewith. He has a fine new station building now, but says "the box car was not so bad, at that."

H. B. Parker, agent at Tekoa, Washington, heads the list of agents on the Idaho Division. He entered the service of this company when it was the Milwaukee & St. Paul as brakeman on the P. du C. Division and went into station service two years later. Was appointed agent at Arena, Wis., in 1878, at Black Earth in 1881. Was appointed agent at Rosalia in 1909, remaining there one week, transferring to Tekoa, where he says he expects to stay as long as he railroads. "No railroad like ours" is what he says.

C. L. McCollum, agent at Vivian, South Dakota, commenced with The Milwaukee in 1884 on the P. du C. Division and was agent at Prairie du Sac for several years. He resigned to file on a claim in Lyman, S. D., in 1901. He says that country was "veritably the Stockmen's Paradise but thanks to the C. M. & St. P. it is rapidly settling and many of the new farmers already point with pride to buildings and herds that would do credit to a much older settled section." Mr. McCollum holds the seniority on the Black Hills Division.

Mrs. McCollum is also an operator and works with her husband in the office.

E. W. Johnson, agent at Straw, Montana, entered the service of the old Montana R. R. in 1905 at Lewistown, Mont., transferring to Garnell, one year later, as agent. He came to the Milwaukee when this company purchased "The Jawbone," and took the station at Straw May 1, 1915.

E. A. Tamm, agent at Butte, Montana, entered the company's service as operator at St. Paul in 1902, going to the Puget Sound Lines in 1908. Mr. Tamm, in writing to Superintendent Murphy, said "I have nothing of human interest observations to offer, other than that I am senior agent in point of continuous service on the Puget Sound Lines." To which Mr. Murphy says, "How a man could be senior agent on the Rocky Mountain Division of this railroad and not have any historic or human interest observations to offer is beyond the comprehension of this office and it is our opinion that Mr. Tamm is withholding any such from modesty, which is an important part of his makeup."

W. G. Jones, senior agent on the Northern Divisions, says: "I entered the service of the company in 1881; have only lost about two months' time and lost only two days on account of sickness. Have never worked for any other railroad and have always worked on the Northern Division. In early days we had only a flag by day and a lantern by night to handle trains with train orders. About every operator had a different place to hang out his signal to the engineers and they had to be pretty alert to keep track of the signals. Things we do not see nowadays: A passenger brakeman stopping a passenger train with hand brakes; a fireman stopping an engine with the tank brake when switching; the brakemen wooding up an engine with four or five cars of wood at every wood station; the agents leading 450 pound sample trunks from the platform—we did not know what a four-wheel baggage truck looked like; working from twelve to twenty hours a day and nobody making any noise about it. Things have changed—we are living in a new world of railroadage. I cannot recall any reports that are made the same now as they were then."

J. W. Hayes, senior agent of the R. & S. W. Division, has been in the company service since 1860, having been operator and agent during all of that time. He has been agent at Elkhorn for forty-five years. He is now 83 years old. He declined to send his picture.

The senior agent of the R. & S. Division at Stewart Junction, Murray H. Booth, started railroad work as messenger at Albany, Ill., in 1895, learning telegraphy at the same time, and was relief agent in 1896, working at Watertown, Ill.; also acted as relief man at a number of stations between Savanna and East Moline. Became agent at Stewart Junction in 1904, which has grown in that time from a station of almost no business to one handling 500 carloads of revenue freight and about 100 carloads of company coal, with an ever increasing L. C. L. business, enjoyed under strong competition with the C. B. & Q.

E. J. Searls, agent at Akron, Ia., began his railroad career in 1870, learning telegraphy on the Illinois Central, going to work in 1872 for the Western Union Company at Sioux City, going from there to Springfield, in Dakota Territory, to open a government telegraph office on the line from Sioux City to Fort Sully, thence to open an office on the government line in the Crow Creek Indian Reservation. There were no railroads in that part of the territory and he made these trips through a country of hostile Indians on horseback. Mr. Searls had several years of frontier life before entering railroad service, and was at White Swan at the time of the Custer Massacre. He tells that previous to the tragedy of the Little Big Horn, General Custer often came to his office to dictate messages concerning the uprising of the Sioux. During the memorable winter of 1880, Mr. Searls was at Vermillion in business with his father-in-law. He had, however, the telegraph man's hankering for the click of the key and used to go to the Milwaukee station to hear the familiar sound. On the occasion of one of these visits the agent asked Mr. Searls to relieve him for a few days. This was the beginning of Mr. Searls' long service with the Milwaukee. He went to Sioux Falls in May, 1881, as operator, and was checked in as agent at Portlandville (now Akron) in November of the same year, remaining there ever since. In concluding he says: "I have never in my life spent two happier days than those two in

Milwaukee at Vets' Convention, meeting old friends, renewing old friendships and making new ones."

L. P. Beaudette, senior agent of the I. & M. Division, at Mendota, Minnesota, says that while he is the oldest agent of the division, he is also the youngest, as anyone can see by looking at his picture. He entered the Milwaukee service as operator in 1881, being given the agency in 1887. Mr. Beaudette says he was one of the first to strike a pick into the ground for the construction of the Short Line between St. Paul and Minneapolis, and also saw the first rail laid west of Austin in 1864, and he also remembers seeing the first locomotive run over that division. In 1887 he was made agent at North English, remaining there ever since. Remarking upon the improvements in all branches of railway service, he says he remembers well on Sunday afternoons, at Miles, seeing from ten to fifteen trains of stock passing through, thirteen cars to a train; and at that time an average box car was twenty-nine feet and six inches, with a sixty-foot car regarded as a monster. "During all these years," he says, "I have always found the officials pleasant and agreeable to work under, and I hope to be able to keep it so."

C. H. Crouse, agent at Minneapolis, began rail-riding as clerk on the I. C., in 1871. In December of that year he was appointed agent at Buena Vista on the Dubuque Division, and remained in service on that division until 1873, when he was appointed agent at Reeds Landing, Minn. He was successively agent at Lake City, Red Wing and Minneapolis. Since entering the service in 1871 he has been on the payroll continuously.

A. B. Jones, oldest agent on the C. V. Division, began service with the Company in September, 1873, as station helper at Fall River, Wis., on the LaCrosse Division, and from 1878 to 1883 was operator and agent on the River Division. In March, 1883, he was appointed agent at Eau Clair and remained there until October, 1914, when he was transferred to Chippewa Falls.

Miss Minnie H. Smith first went to work as operator for E. Noonan, agent at Hammond, Minn., on November 23, 1878, and to Zumbro Falls on October 11, 1881, working as operator for E. S. Hyde, agent, until July 16, 1882, when she was appointed agent at that point, and has been in the service at that station ever since.

J. W. Hancock, veteran agent of the LaCrosse Division, has held the agency at Tomah, Wisconsin, thirty-five years. He entered the service of the company in 1867 as night operator at Columbus, Wis. He was transferred to Watertown and thence to West Salem, which was both a day and night trick. "At that time," he says "Nos. 1 and 2 were regular passenger trains and 3 and 4 mixed trains. I was obliged to be up for night trains on account of U. S. mail, the company furnishing a folding bed in the office. Remained at West Salem about a year and was transferred to Otsego (now Doylestown). While at Otsego I think we experienced the most severe snow storm in the history of the road. It commenced snowing early in the morning of March 28th, and continued all day, with a fierce gale blowing. In the afternoon all freight trains were abandoned. No. 1, Frank Lyman conductor, pulled away from the station about 9:30 p. m. After they had been gone about two hours, Conductor Lyman came back and reported to Milwaukee that his train was stuck in the snow between Otsego and East Rio, and it would be no use to attempt to release it until the storm abated. He said he had a good supply of wood and would try to keep his engine alive with the passengers comfortable. The next morning T. W. Tucker came out from Watertown with the wood train gang—40 or 50 men with shovels—and they worked all day getting the train into Portage."

S. H. Vaughan, senior agent of the Superior Division, entered the service about 1882, with the Milwaukee & Northern at Menasha, Wisconsin. Mr. Vaughan has held many positions of trust with the Milwaukee, has a wide knowledge of railroad business and a large acquaintance among the travelers and shippers over our lines. He is very popular with the patrons of the road, in northern Wisconsin, where he has lived during most of the time of service with the company. He has been agent at Green Bay since January, 1909.

A. I. Jackson, agent at Monticello, Iowa, was born December 8, 1853, in Marrow county, Ohio. Entered the service of this company as station baggageman at Calmar in September, 1876, under S. V. Potter, agent, since deceased. At that time

the I. & D. Division extended from Calmar to Algona, distance of 127 miles, and the entire business west of Calmar was handled by one mixed train each way daily. Was employed as baggageman and bill clerk at Calmar until June, 1881, when he was appointed agent at Oxford Junction, where he remained for six years. At that time D. Flanagan was assistant superintendent and C. A. Cosgrove, chief train dispatcher. While agent at Oxford Junction he also acted as traveling auditor and checked R. M. Calkins (now traffic manager at Seattle) into his first station at Edridge, Iowa. In October, 1887, was appointed agent at Monticello, succeeding J. H. Winsor, who was transferred to Clinton, Iowa. R. M. Calkins succeeding Mr. Jackson as agent at Oxford Junction.

James H. Winsor, agent at Clinton, Iowa, was born in Kenosha, Wis., February 21, 1847, where he received his education in the public schools. He enlisted in June, 1864, in Company "C", 39th Wisconsin Infantry, and was sent south. In 1874 learned telegraphy at Lyons, Wis., and worked extra as agent and operator at Cordova, Ill., Darlen, Delavan, Elkhorn, and Burlington, Wis. In the fall of 1875 got first regular job as operator at Western Union Junction, relieving James Sweeney. In 1876 was transferred to train dispatchers' office at Racine, working nights. At that time D. A. Olin was superintendent, W. H. Franklin assistant superintendent, John Glannan chief dispatcher, and D. L. Bush (now vice-president) was working the day trick. Later was agent and operator at Union Grove, Wis., and in 1878 went to Monticello, where he served nine years as agent, being transferred to the agency at Clinton in 1887, having been in continuous service of this company forty-two years.

Charles H. Tanner, agent at Tama, Iowa, is the oldest agent in continuous service on the Middle C. & C. B. Iowa Division between Marlon and Perry. Was born September 6, 1860, at Maquoketa, Iowa. Commenced work for the C. & N. W. Railway in 1880, and on July 25, 1882, was employed as operator at steam shovel pit between Weston and Council Bluffs, where earth was being taken out to grade the present Council Bluffs yards. Was appointed agent at Templeton, Iowa, in June, 1883, and in 1884 was transferred to the Perry dispatchers' office, where he was employed two and one-half years. Had to give up this position on account of telegrapher's paralysis, and was made agent at Neola in February, 1887, going to Tama, Iowa, October 14, 1881.

Grant L. Arrasmith, agent at Bayard, Iowa, is the oldest ranking agent on the Western C. & C. B. Iowa Division, between Perry and Council Bluffs. Was born August 13, 1865, at Eaton, Ohio. Learned telegraphy at Underwood, Iowa, and in August, 1886, was given position as night operator at Warrack, Iowa. This station was formerly located about two miles east of Manning, and has since been discontinued. Was appointed agent at Bayard, Iowa, September 1, 1887, where he has been employed continuously ever since. Mr. Arrasmith is now serving his fourth consecutive term of two years each as mayor of Bayard. While mayor the town has installed electric lights and water system. He is also serving his fourth year as president of the Bayard Commercial Club and is the real booster for this town, which has doubled in population during the last seven years.

Thomas J. Hayes, agent at Maquoketa, Iowa, has been in continuous station service with this company fifty-one years. Was born in Huntington, Pa., March 10, 1841. Entered service at Elkhorn, Wis., as helper to Station Agent J. W. Hayes in June, 1865, at which time part of his duty was wooding up engines. In May, 1866, was transferred to Beloit, Wis., as bill clerk, and in August, 1866, to Burlington, Wis., as agent. In September, 1867, to Dakota, Ill., as agent. In December, 1867, to Thompson, Ill., as agent, going to Maquoketa in August, 1879, at which place he has been agent now for over thirty-seven years. While agent at Thomson he taught W. C. Brown, former president of the New York Central Lines, telegraphy. The business at Maquoketa is competitive; on account of Tom Hayes' popularity this company enjoys 80 per cent of the business from this town. Mr. Hayes is still vigorous and is in full charge of the station. It would hustle some of the younger agents to do the work that Mr. Hayes gets away with daily.

John Maloney, agent at Sabula, Iowa, is the oldest agent in continuous service on the Chicago & Council Bluffs Division in Iowa—in service

nearly forty years. When Maloney commenced work the line between Sabula and Marion was the Sabula, Ackley & Dakota Railroad; D. Flanagan, assistant superintendent; D. A. Cosgrove, train dispatcher. Entered the service as operator at Elk River Junction June 1, 1877. Transferred to Sabula as operator in February, 1881. In 1887 transferred to Marion and worked as assistant dispatcher. In April, 1888, transferred to Sabula as agent.

Several of the senior agents have contributed interesting stories of their early railroad life, and as the space limit in this number has already been reached, this article will be continued in future numbers to include the memoirs of those veteran railroaders, among whom are J. S. Collins, Brodhead, Wis.; C. J. Cawley, Pipestone, Minn.; H. C. Moline; Mrs. B. Curry, Ashford, Wis. and others.

The Value of Courtesy.

The test of a theory or a principle is the result it obtains and if the result stands the test of time also it is pretty sure to be a good working principle. The following anecdote related to me by Division Freight and Passenger Agent O. F. Waller illustrates the value of courtesy, for by a courteous answer to an inquisitive old gentleman a whole community in Wisconsin became the friends of the Milwaukee. The story he told was of a wealthy old lumberman who was waiting at one of our stations in the northern part of the state. A freight train stood on the passing track and in it was a kind of car the old gentleman had never seen before. It was white and the door, which stood slightly ajar, seemed to be at least a foot thick. It was a refrigerator car, then an innovation in freight transportation. Our friend's curiosity in regard to the strange looking car impelled him to look up the conductor of the freight and ask about it. The conductor took him over to the refrigerator, opened its door wide and showed him the quarters of beef hanging in one end, the butter and eggs stored in the other and explained the icing arrangements, etc. "Now," said our friend, who was, by the way, a shipper of timber and mill products, "that conductor could have told me, without being discourteous, that it was a refrigerator car, and let it go at that, but he went out of his way to fully satisfy my curiosity, and I made up my mind that a railroad whose employes took as much interest in their work as that, and who were as attentive to their employer's interest, was a pretty fine road and a good road to tie to, and I have stuck to it ever since." His influence in his home town, which was a competitive station, made it a permanent Milwaukee town. In such ways as that have the employes of the long ago helped to establish the principle of courtesy and attention to the patrons of the road which has given us an enviable reputation everywhere. It is up to the employes of today to keep up the good work of maintaining the standard established when the road was only a few hundred miles long and its personnel only a fraction of what it is now.

The "Hobo." An Employe.

A species of human being who would rather travel under any circumstances than work. He numbers in the hundreds of thousands. He rides on any and every rail-

way train as he wishes; has a preference for first-class limited trains, and may be found on the rear of the locomotive tender, in the vestibule of the baggage car and on the roof of the coaches and Pullmans. He is from everywhere, going everywhere. When not traveling he may be found in camps adjacent to every railroad yard of any importance, in all types of cars, including refrigerator cars, in which our food products are carried, in first-class coaches while stored in yards for which many of them have a skeleton key to enter; in buildings about the yards, in public waiting rooms and accessories, where he disfigures the furniture and walls with his autograph, etc. There is work for him at wages never before offered, but he will not work. How does he live? He "mooches," begs, lies, steals, robs and murders—anything rather than work. He is unsanitary, filthy, often infected with disease, has most of the bad habits that men are subject to, and is in such numbers that railway employes are unable to cope with him, but are compelled to associate with him in a way, as there is no law to prevent him from riding whenever and wherever he wishes without paying fare. Why is he a hobo, a vagrant, a vagabond? The writer having talked with hundreds of them finds that the start is usually made in good faith, looking for work and no money to pay fare. While en route, acquaintances are made with the more experienced and hardened type of hobo, who tells him of grand countries with lovely climates and that it is easy to get there, just get on and ride—no crime and no penalty and it is easier than to work. When the student arrives at the promised land he is disappointed and goes on; he is the student hobo and is unknowingly attaining the habit and in a short time is a hobo traveler by choice.

It is easy—no crime—and the new scenery and surroundings are interesting. Railway employes are almost daily subjected to nerve-racking experiences owing to the hobo trespasser. It is not uncommon to find a mangled form strewn along the track, no means of identification, is buried by the county, an unmarked grave, a mother wondering why her boy never writes. Robbed and pushed overboard by the older and more hardened hobo. Why? Because it was so easy—no crime—and he attained the habit. How are we to prevent this? During the past five years the American national and state law-making bodies have passed 62,552 laws, making a specialty of laws regulating railroads. The public is vitally interested in the safe and sanitary operation of our railroads. Why not pass one more law making it a crime to trespass upon railroad property and a double crime to ride without having the proper transportation, and in other than a carriage or train designated to carry passengers. The hobo would soon be in jail or at work. Better for the public health and safety, much better for the railroads and better for the hobo himself, especially the rising generation of students. A duty that we owe to humanity is that we combine in one great effort to stamp out the hobo evil.

Feeding the Extra Gang

Geo. E. Waugh.

It must have been a bride who uttered the wail: "The way to a man's heart is through his stomach," and judging from the number that marry sleek and well-fed men, the test of the esoteric female via Stomach Junction in "affaires d'amours" indicates proper routing on masculine consignments. But for men who sit down to your "ham and" in the morning and for you women Comoses—wives and mothers who pride yourselves on delectable pies and roasts of such savory aroma that you make the conversation works of your men folks water like the mouth of a river—you can cook to be sure; and far be it from us to say that you could not stir up a banquet fit for a king, if you saw him coming down the street and you were allowed enough time to throw a shawl over your head and tie yourself to the corner store for an armful of meat and groceries. "Ay that's the rub," as Shakespeare puts it. If you were cooking for an extra gang the grocery and market might be a hundred miles from your kitchen range and anyone of our stately yellow trains might unload twenty-five or thirty appetites that any age of nobility would be glad to divide among the Kings and Dukes of their generation and think that they were all ravenous gourmands. This statement is not leveled at the railroad section hand in a vulgar sense, it is simply made to indicate the hale, hearty stomach capacity of that picturesque nomad who is sometimes denominated, "the Hobo," "the Wap" and "the Turk." They work in gangs of varying size—from fifty, to several hundred men. Most of the time they are located far from the city or town. Home to this little colony is wherever the bunk cars and, more important, the kitchen car and the diners happen to be sidetracked. It is here that the extra gangs eat and sleep, and unless your duties brought you into contact with these men who perform mighty important work on a railroad, your acquaintance with the extra gang would probably begin and end with the salute you acknowledge from an observation platform, as these track workers step aside while a speeding passenger train sweeps through the zone of their labors. But there is an intensely human element in the life and mode of living of these railroaders. At the present time we have sixteen of these gangs scattered over the lines east of the Missouri River. The housing and feeding of some two thousand of these men is looked after by W. C. Bush, a veteran of the Milwaukee, who acts as maitre d'hotel for these itinerant camps that move from place to place, wherever the rails of the road extend.

The kitchen cars and the commissary of these camps are the interesting spots. The supplies they carry to feed these hungry toilers would stock a good sized grocery and market. Any housewife will tell you that. Ninety-three separate and distinct kinds of eatables representing fresh meats and corned meats, sausages and fish; canned goods and



Wm. C. ("Doc") Bush.

vegetables in a variety that very few pantries boast of. Yet that's what you would find in every one of the sixteen camps, scattered over the road. The meats and groceries are supplied by well known packers and wholesale grocers, whose names guarantee the quality and wholesomeness of the food; and an expert corps of cooks see to it that it is served in a fashion which gladdens the appetites of the hungry boarders. In your home baking is done probably twice a week

four or five loaves at a time. In a commissary camp the schedule is bake daily, except Sunday. To do this they use half a barrel of flour a day, good flour, too. Reduced to bread this means one hundred loaves, and they are not the one-pound loaf, either, which has been under such heated discussion on account of the advance in flour. They are about four times the size of the loaf that you buy at the bakery for five cents and the baker or housewife who can duplicate the camp cook's creation in the bread line is indeed skilled in that important branch of culinary art—baking; and while on the bread question, let us add that when it is put on the table, you will immediately discover that the slices are not cut with a safety razor. It is a slice of generous thickness that reminds you of those days of youth, when a slice of bread smeared with jam was a banquet. Meat and vegetables are other staples which are cooked and consumed in quantities quite beyond the conception of the woman who presides over the kitchen in an average sized family. A five or six-pound roast is ample for the ordinary household, and unless you have a family the size of Mike McShane's, a dozen potatoes and a can of tomatoes will supply the basis of a good meal. But in an extra gang camp that lay out would not feed the cooks and waiters, and when you provide for a hundred hungry boarders your marketing for a day would include about two hundred pounds of fresh beef, two bushels of potatoes and the balance of the trimmings to complete the meal in proportion—and mind, this is the bill of fare for only one camp. George Patterson, cook in the Galewood camp, sets up meals every day requiring that much food-

stuffs, and mighty good, wholesome, substantial grub it is, too. In fact, it has got to be, because the Bo, Wop or Turk on a section gang is more of an epicure than you would imagine. He'll work and does work like a Trojan out in all sorts of weather, and one of his main joys of living is to eat. To keep him satisfied therefore he must be well fed, and if the cook or the grub goes wrong, don't for a minute entertain the belief that individually or collectively the extra gang wastes any time framing up mild gentle protest. Not on your thought waves! Therefore, well-stocked and managed commissary camps represent the key to the situation in getting good contented laborers. The stomach of the extra gang is the "Holy Place"—the shrine and the temple of worship that must be respected. "Doc" Bush is a D. D. and a logician of consummate skill in catering to the inner man.

Perhaps the best way to take you into the secrets of life in an extra gang camp, would be to tell of the supper we had one evening recently in one of these camp dining cars, which had outlived its usefulness as a freight carrier. The one side was covered with far paper and criss-crossed with latbs. In some



The Kitchen Car and the Cooks.

respects it resembled a black board and stirred memories from the misty past that brings you back to school days. With a bit of white chalk one of these bo's had drawn the head of a woman. It had the features of a classic cameo—for such work Gibson is called a genius. Beneath was written "The Girl I Left Behind Me." Why she was left behind and why a man who could draw with such infinite skill was a unit in a hobo gang is one of those unsolved mysteries that you find wherever you assemble a crowd of rovers. Many of them are interesting, cultured men, who have broken from their moorings and they work wherever the grub is good. In the interior of the car two long tables were set in the center. Their covering was neat, white oilcloth, a row of benches on either side was where we sat. From the roof of the car an oil lamp hung and shed its rays of soft light over the features of rugged men. White-aproned waiters moved quickly around the table with big platters of steak, boiled beef

and steaming dishes of potatoes and macaroni. There was bread and hot biscuits, butter, pie, cake and tea. This was our evening meal and we ate like the others with that zest of appetite that comes with wholesome food—for the only way to a track laborer's heart is through his stomach.



The Commissary Force.

Export and Import Business at Tacoma Dock.

T. J. Alteman, Agent.

No doubt, few of the readers of the *Employee Magazine* realize the volume of traffic interchanged between the United States and the Orient over the docks at Tacoma, especially for the past twelve months, and for the benefit of those located in the interior of our great system, will endeavor, in a small degree, to outline the volume and principal commodities handled, and dock space required now as against the space considered necessary in the beginning of this service.

The first dock built by this company at Tacoma and opened to traffic early in June, 1909, consisted of a building 175x500 feet. Early in 1912, the business had grown to such an extent that it was found necessary to build an addition of 440 feet, making the total length 950 feet. In June, 1915, the volume of business was such that we were obliged to make use of the Milwaukee elevator, a building 175x500 feet, built by this company for the purpose of handling grain. In January of the present year, we were unable to handle the business in docks owned by this company and part of the cargo was handled over the Seattle docks. In February of this year, we again found that our facilities were still inadequate and it was necessary to provide further dock space and at that time we were able to secure approximately 150x1,800 feet of space from Balfour, Guthrie, Kerr-Gifford and Northern Grain & Warehouse Company, and within a few weeks these additional docks were filled to capacity. In April, this year, we had approximately 1,800 carloads of cargo on hand awaiting boats. At that time it was decided to build an additional dock, which has just been completed and placed in service. This dock is 175x1,000 feet. The total investment in dock buildings alone, owned by this company at Tacoma, is now considerably in excess of \$600,000.00.

The storage yards near the docks used for handling Oriental traffic have been increased this season so as to permit us to handle 500 cars at a time, enabling us to make quick delivery to boats at all times.

Nearly the entire Tacoma yard, capable of handling 1,000 cars, in addition to the tracks near the dock, is made up of reclaim tide lands. A channel one-half mile long, 350 feet wide, a depth of 35 feet at low tide, having been dredged partly in 1909 and completed to full length this summer, at an expenditure of approximately \$450,000.00, giving this company one of the best equipped ocean terminals on the Pacific Coast. The service to and from the Orient was started in connection with the Osaka Shosen Kaisha Steamship Co., in June, 1909, consisting of semi-monthly sailings, with the following steamers: Chicago, Seattle, Tacoma, Panama, Mexico and

Michael Sol Collection

Canada Maru; each 12,000 tons displacement. Last year two large and up-to-date steamers, the Manila and Hawaii Maru, each 18,000 tons displacement, were added to the former fleet. For the past eight months the Osaka Company has added a great many additional boats to handle the large volume of cargo awaiting clearance for the Orient and have had as many as five vessels in port loading at the same time.

About three years ago this company made arrangements with the Nippon Yusen Kaisha Steamship Co. to call regularly at our docks for west-bound cargo with the following steamers: Yokohama, Tamba, Awa, Shidzuoka, Sadq and Kamakura Maru, all up-to-date vessels of 2,000 tons and large displacement.

The Garland Steamship Co., owned and operated under the American flag, has two vessels, the Justia and Javary, plying between Tacoma and Shanghai, China, using our docks, and we now have from six to ten sailings monthly.

The principal commodities handled to the Orient consist of cotton, agricultural implements, binder twine, steel and iron articles, tobacco, paraffine wax, machinery, sewing machines, cigarettes, caustic soda, wire, barrel staves, window glass, nails and merchandise of all descriptions, moving to the ports of Yokohama, Hongkong, Kobe, Shanghai, Manila, Moji, Vladivostok and Trans-Shanghai.

From the Orient the principal commodities consist of silk and silk goods, porcelain, tea, hemp, curios, tin, firecrackers, matches, matting, bamboo poles, rattan furniture, wood oil, Soya bean oil and coconut oil. A great deal of the oil comes in bulk and is moved east in tank cars, also a large quantity of the oil received in barrels being emptied into storage tanks and shipped east in tank cars, the barrels being knocked down and shipped back to China.

For the past year approximately 100,000 tons, requiring 3,080 cars, has been shipped to Eastern states and 250,000 tons, requiring 9,800 cars, of cargo have been shipped to the Orient, giving us about 5,800 cars to load with forest products for the East instead of bringing these same cars to the Pacific Coast empty, being east-bound tonnage on shipments originating on the coast being always in excess of the west-bound tonnage, while on Oriental business the west-bound tonnage is generally two to one as against east-bound. We recently installed six electric trucks, each capable of handling two tons of freight and run by storage batteries, for handling cargo over the docks, which enables us to handle same with greater dispatch at a less cost per ton, especially on long distances, and I feel that these trucks will pay for themselves within a very short time.

On account of the longshoremen's strike on the Pacific Coast this past summer, it has been very difficult to handle the large volume of business, it being necessary to do the work of loading and discharging vessels as well as loading and unloading cargo in cars, with inexperienced help; but as these employes are now becoming more familiar with their duties and the majority taking an active interest, we are daily getting better results, which is very gratifying.

The Osaka Shosen Kaisha, Nippon Yusen Kaisha and Garland Steamship Companies, in connection with our line, have done everything in their power to move the large volume of freight with the least possible delay, and the co-operation of the officers and employes of the respective companies is bound to bring results that must be gratifying to the stockholders, and great credit is due to the officers who were responsible for inaugurating this service.

Let us begin the New Year with a determination for still greater co-operation and efficiency, ever remembering that courtesy and prompt service is the best asset for retaining patrons of this company as well as obtaining new ones, thereby making this the best railroad in the United States.

Traffic Manager Calkins Back From the Orient.

J. H. Ginet.

Traffic Manager Calkins, who returned November 1st, from an extended trip through the Orient, was given a "Welcome Home" dinner on Saturday, November 11th, by the officers and their chief clerks of each department on the West end. Everybody was there and it was hard to say who was most pleased at his return—Mr. Calkins or his co-workers.

General Passenger Agent Hibbard acted as toastmaster in his usual happy manner, and when the time arrived for leaving it was with regret on the part of everyone.

Mr. Calkins prefaced his remarks regarding the actual experiences and observations of himself and party with the following: "My Dear Friends and Co-workers:

"It certainly is an extreme pleasure for me to be with you again. During the past six months I have put my knees under many a strange table and there were some tables that you could not put your knees under, but it goes without saying that none of them gave me as much genuine pleasure as does this occasion, and the wonderfully cordial reception which you have given me, I sincerely appreciate it.

"Prior to my leaving I was asked by our president in Chicago as to whether or not traffic matters were in such running order on the West end that I could be absent, and I told him "Yes, there is no question about it; the organization is so proficient that it will run without me." What has been done since I have been absent? The showing made in our business indicates that you could and did do even better without me than you could have done with me (loud cries of No! No! No!) I want to sincerely and honestly thank you individually for your part in this extraordinarily good work and for the part each is taking in this great system of co-operation. One of the biggest men in Japan, a baron, said to me "We can not understand how it is that the Milwaukee System controls such a tremendous amount of this Oriental business; won't you please tell us, Mr. Calkins, how it is done?" I told him that it was due entirely to co-operation, sincere support and loyalty on the part of each and every man on our system, whether he is in the traffic department, the operating department, or some other department. I said that it made no difference what department our men were in, they are always on the lookout for an opportunity to further the interests of the Milwaukee road. The baron replied, "It is certainly wonderful. I have never been in America, but we have felt the effects of that great organization even here in Japan." So you can see, my friends, that we are being watched as an organization, as a transportation company, not only here in America, but in the far east as well, and it is all due to this loyalty, this feeling of friendship, this feeling of co-operation that exists in the Milwaukee family; and I want to say once more that it is mighty good to get back and to be among you and look you all square in the face again. I shall never forget this meeting; it is the crowning feature of the wonderful trip I have just completed."

Mr. Calkins' party left America from the port of Vancouver on the C. P. R. steamship Empress of Asia on May 18th. Returning, they reached San Francisco on October 27th, having covered approximately thirty thousand miles in 163 days and having visited Japan, China, Manchuria, Korea, Siberia, the Philippines, Australia, New Zealand, the Fiji and the Hawaiian Islands.

It is, of course, impossible to give in any one issue of the magazine a detailed description of the experiences and observations of Mr. Calkins and his party on this wonderful trip, and therefore, we must be content with a brief outline.

Michael Sol Collection

Mr. Calkins gave a glowing account of the possibilities for trade in all of the countries which he visited especially mentioning Siberia and Japan as countries on which we should keep our eye for future development.

In speaking of Japan, Mr. Calkins said, nowhere in the world had he ever received more courteous treatment and in spite of all the talk which we hear in the United States of the Yellow Peril, he was impressed with the fact that Japan is too busy to even think of war, and especially with the United States.

Japan's railway system is most complete and is patronized very heavily by passengers, the proportion being about 50 per cent passenger business and 50 per cent freight business. Most of the equipment, including engines, is of German and English make. Factories are springing up all over Japan, and her people are earnestly reaching out for business, which he said should find more encouragement in the United States.

Of the Philippines Mr. Calkins said, I believe there is a great future in the islands, not only for the people of the island, but for this country as well, and having investigated the conditions in that possession I can not but feel that it would be a great mistake for this government to withdraw her control over them.

With regard to China, Mr. Calkins stated that it was a wonderful country in many respects, but that no great development could be expected there until the various provinces and districts had been connected with railroads.

Siberia, as Mr. Calkins described it, is a wide open country with immense rivers, which are navigable for thousands of miles, and concerning which we in this country have yet to realize the wonderful opportunities awaiting us to extend our trade.

In Manchuria the Japanese have performed wonders, that country showing more encouraging signs of immediate development than any other section of old China.

Few people in the United States, said Mr. Calkins, realize that Australia has an area equal to that of the entire United States. It is a country of wonderful resources that have scarcely been scratched. At present it is noted particularly for its sheep, cattle, grain and dairy products, but there are evidences on every hand of a great development when the war is over. At present Australia has 18,000 miles of railways as compared with 260,000 miles in the United States.

Honolulu was the last point visited by Mr. Calkins and party, and speaking of the Hawaiian Islands, he said that the Islands were in a state of wonderful prosperity, due very largely to the high price being received for their sugar.

We have necessarily been obliged to omit a great deal of what Mr. Calkins had to say with regard to the art and the peculiar customs of the people in the various countries which he visited.

Mr. Calkins' visit to the Orient has done much to insure a continuance of the immense traffic which our system is now handling to and from these various trans-Pacific coun-

tries, and unquestionably the knowledge he has gained of the business methods and the business needs of these countries will become apparent in a marked increase of this very valuable traffic.

Claim Prevention Bureau.

The Loss and Damage Account for October, 1916, amounts to \$88,431.77. For October, 1915, this account was \$110,046.63, which makes a decrease of \$21,614.86. This is a showing that the general committee on prevention of Loss and Damage Claims will be pleased to see, and which indicates plain enough that a large proportion of our membership are making every effort to minimize the loss and damage to freight. The ratio of loss and damage to freight revenue for October, 1916, is 1.116 per cent. This is getting well down towards the mark of 1 per cent that your committee set out to reach when this campaign opened something over a year ago.

Since our last month's letter was written we have received the statistics from other lines for the fiscal year ending June 30th, 1916, and in order that all might know what our neighbors are doing along the lines of reducing loss and damage, the record of the nine representative lines including our own, is shown below, and from this statement please observe that there are seven out of these nine lines that show a ratio less than ours. This will give us some idea of the additional efforts necessary before we can feel that our loss and damage account is on a par with that of our neighboring lines.

Fiscal Year Ending June 30th, 1916.

Name of Railroad.	Freight Revenue.	Loss and Damage Freight.	Per Cent.
A. T. & S. P.	\$94,432,428.07	\$649,180.48	.710
Southern Pacific	98,507,886.39	714,791.20	.725
Union Pacific	75,078,775.24	552,861.13	.736
M., St. P. & S. S. M.	16,873,151.87	136,168.69	.807
Northern Pacific	55,636,395.19	454,224.95	.816
C. B. & Q.	71,632,578.23	894,799.51	1.249
C. & N. W.	60,353,399.00	864,937.99	1.433
C. M. & St. P.	76,026,090.55	1,207,310.08	1.588
C. R. I. & P.	50,021,931.80	879,294.31	1.727

Our first cold spell occurred during November and found us unprepared. The result was a large number of claims for frozen fruit and vegetables, and an analysis of these claims and the causes that led up to them shows claims and the causes that led up to them shows that nearly all of them were chargeable to pure carelessness, as the bulk of this freight that was frozen was loaded in good tight refrigerator cars that would have protected it from frost damage had the plugs and vents been closed properly. Let us hope that these examples of careless handling during November will serve as a warning to everyone handling perishable freight during the balance of the winter.

It has been sufficiently demonstrated that fruit and vegetables can be handled safely except during extremely low temperatures, but it cannot be done unless all concerned give it special care and attention.

On account of the car situation it is still necessary to load our merchandise cars to capacity, which necessitates the greatest of care at the loading stations and increase the difficulties of train crews and station employes in the unloading of these cars on way freights and at destination. The men who are obliged to unload these cars should keep in mind that this is an extraordinary situation for which the loading station is not responsible, and that by using extra cars, even these heavily loaded peddler cars can be handled with but very little loss or damage.

The Prevention Bureau has received during the past month a large number of excellent suggestions from agents and trainmen, all of which will be given full consideration and many of which will undoubtedly assist us in further reducing this account. May we solicit additional suggestions, keeping in mind that the greatest improvements along the line of safe handling of freight have been due to suggestions made by the men who actually come in contact with these freight handling problems every day.

C. H. DIETRICH,
Asst. Freight Claim Agent.

Profit and Loss and Our Duty.*B. P. Walker, Engineer, Coast Division.*

No railroad or business concern can accomplish more than its own employes will permit. The officials must have the confidence of the employes; it's the officials' duty to plan the course of actions and coach their executions.

The management would find their purpose thwarted, their ideas handicapped and wisdom discounted, if the majority of the employes fail to carry out their instructions and fail to have any interest in the welfare of the company.

The business, or existence of any business incorporation is for the purpose of earning money for the stockholders of that incorporation, and the reason for our accepting employment with them is for the same purpose of earning money on our labor. Hence, the official cannot put his policies into efficient practice if they are not sympathetically supported throughout the entire system by loyal employes.

Our accepting employment is a solemnly implied promise that we will do all in our power to promote the interests of our employer and to faithfully execute the orders issued by the officials; and we are not fulfilling our obligations by merely working a stated period and doing as little as possible and drawing our pay.

The giving of employment to us is done on the assumption that we will not only execute the orders delivered to us, which are essential for the proper handling of our daily tasks, but that we will be ever mindful of, not only the welfare of the Company, but also the duty of cultivating the fellowship and good will of our fellow employes as well as the public in general. And by so doing, we not only make our labors lighter and our surroundings more desirable, we also create a more sympathetic feeling between the Com-

pany and the general business and traveling public.

What, may I ask, is more discouraging than to put a civil question and receive a snarley, surley or indifferent, impudent reply, when quite as easily the answer could have been given with a smile, with less effort, and with a much more favorable impression.

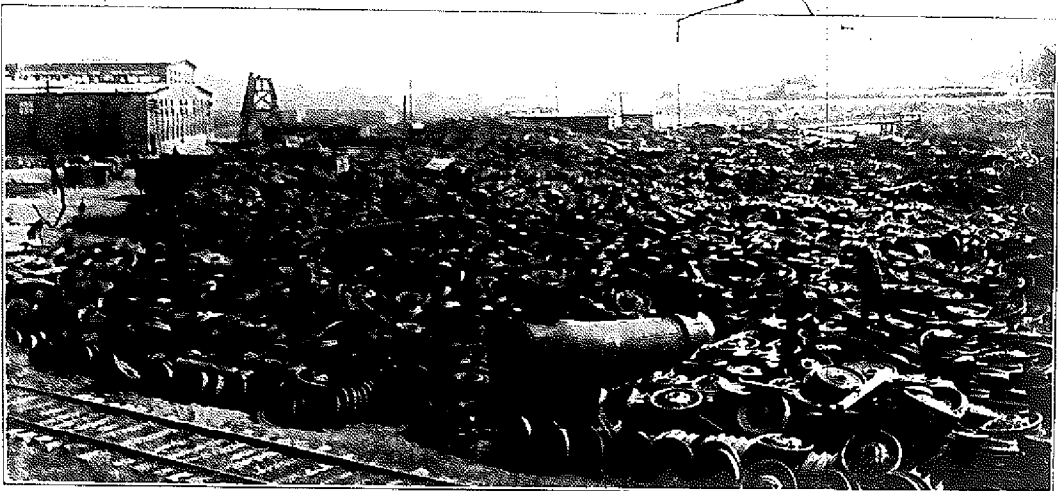
The management of business incorporations grows steadily more difficult and those upon whom rests the responsibility of leadership will find their burdens shared to a greater extent by those employes who by their actions try not only to obey instructions, but also endeavor to assist their fellow employes when the occasion presents.

We are theoretically divided into different groups, necessarily must be, and occupations and surroundings are opinion moulders—every man inevitably biased by vocation and investments, instinctively weighs values on scales—and why not so?

We compete strenuously with each other and the rivalry is decidedly beneficial, but we must never forget the interdependability that must necessarily exist in order that each one may play his most important part to build up that intricate, but necessarily compact and stable business institution of which we all should be proud, knowing full well we have had a hand, though maybe a feeble one, in the building of a mighty structure.

There are some enormous institutions and organizations in whose future the country at large are vitally interested, but the interests of no one type of business or its employes is so important at the present as the railroads and their employes.

No incorporation can succeed without sacrifices, neither can the employe. So, when the incorporation scores so does the employe, though maybe, to a smaller degree, but the opportunities to enrich the few or special groups are indirectly shared by all everywhere.



70,000 Scrap Wheels—Value \$350,000.

Above are some of the scrap wheels to be melted over for wheels for new cars. Milwaukee Shops. Foundry capacity, 600 wheels per day.

We are obligated by common sense and personal advantage to support certain broad principles and know that there is one broad road of justice from which and into which all other roads lead. This is the one road we must all travel, the Path of Duty. If we keep it clear and guarded, prosperity will eventually get around to all.

So let us never lose sight of the fact that we have various duties to perform, not only to our company, our families and our friends, but also to our fellow employes and the public, always struggling for justice, with honesty of purpose and good will and success for all.

Jeff's Bear.

Sigh.

The bunch that sprawled around the beanery stove chewed tobacco and swapped the usual brand of railroad stories in a casual manner, but even a stranger would not be deceived. It was evident that we were awaiting the happening of some important event--the one subject that was uppermost in everybody's mind regardless of the seeming interest in the tale Bill Davis was unfolding. Finally "Owl" Drake voiced the thoughts of the gathering:

"Wonder what's keeping Jeff?"

"Dinged if I know," replied Ed Martin.

"Well," continued the "Owl," "I'm willing to bet that when he does show up he'll have some adventure to relate that will stay with his eagle story of a few years ago."

The speculation was cut short at this moment by the entrance of no less a personage than Jeff Willsey, the subject of the discussion. He carried his old Winchester over his shoulder with the air of a conquering hero, while the mysterious look on his face told plainer than anything else that something unusual had happened.

"Where's the deer, Jeff?"

The greeting was shouted at him from all sides at once. Any other man would have hesitated, but not so with Jeff. He noted the current of sarcasm in their tone and was on the defense at once.

"Well, of all the ding-busted luck you ever heard, I had today."

"You don't say!"

"Yes, sir, it was just this way. I was hunting over in the direction of Sugar Loaf and had just broke through that jungle along the bottom of Bagg's creek when I started two bear, and, take it from me, they were both as big as the 9607. They headed up across the open side hill with me right after them and banging away all the time. About half way up the hill there is a big pile of rock surrounded by a cedar thicket and into this the two headed. I guess I was a bit excited but don't think for a minute I was scared, for I've ran an engine too long for that.

As those two bears disappeared from view I stopped to get my breath and to size matters up. An examination of my rifle showed

me the magazine was empty and that only one shell remained in the chamber. Reaching into the side pocket of my coat for some shells to fill the magazine, I was horrified to find that in my mad chase up the hill, my extra supply had slipped through a hole in the pocket and not a one remained. All that stood between me and those man-eaters in the thicket was the one shell that was still intact in the chamber.

While I was deciding what to do I hears a roar up the hill and there was the old he-bear, mouth wide open, hair on end, coming right for me. It was a case of think, and think quick. Raising my old Winchester I takes a slant along the barrel and lets drive at his eye. Hardly had the report died away when Mr. Bear lets loose his last roar and tumbles over at my feet--dead.

If I had been in a predicament before, I certainly was in a worse one now. If I stopped to skin out the bear I had killed, the old Mamma Bear might not stand for it and then if I should run she would be sure to overtake me. Of the two evils I decided to take a chance on the first, thinking Mrs. Bear after seeing how bold I was, might stay in the thicket under the impression that she might have similar fate in case she ventured forth. My only means of defense was my hunting knife and a beanery sandwich. Walking up the hill a little ways, I placed the sandwich on a small hummock, thinking it might prove tempting to Mrs. Bear in case she started my way. I had it figured out, that should she bolt that she would be out of the fighting game for the remainder of the day.

Returning to Mr. Bear, I took out my hunting knife and got busy. Working with feverish haste I had just removed the hide when a roar sounded from the direction of the thicket. There she was coming right at me and madder than the Old Man was the time I pulled off that little race with that hogger on the Enpee. She passed that sandwich like the Olympian would a hand-car. It certainly was up to me to do something and do it quick. All of a sudden the thought dawned upon me, why not try a disguise? To think was to act. Dropping upon all fours, I pulled the bear pelt over me and commenced rambling around in a circle, growling all the while. Having run an engine half my life, the growling part was very realistic."

At this juncture Jeff stopped a moment and proceeded to light his pipe. During the interval of silence that elapsed, the bunch stood with bated breath, waiting for him to resume. The interval proved too long for "Doc" Burgoyne, however, and he broke the silence with, "Did the disguise succeed?"

"Succeed!" exclaimed Jeff. "Well, I should say it did. Say, it was so deceiving I had to put my arms around that old girl's neck and kiss her three times before she would leave me."

Safety First

A. W. Smallen, General Chairman.

The Litany of Labor.

I BELIEVE IN SAFETY FIRST because the loss of my ability to labor means suffering for those I love most on earth; it leaves to the mercies of a more or less indifferent world those whom every workman desires most of all to protect.

I BELIEVE IN SAFETY FIRST because it tends to conserve my ability to labor, and that ability is my sole capital; losing it, I am bankrupt.

I BELIEVE IN SAFETY FIRST because my safety means the safety of my fellow-workmen. In risking myself I risk others.

I BELIEVE IN SAFETY FIRST because the bread I earn with my own hands is sweeter to me and mine a thousand times than charity in any form.

A Safety First Committee meeting was held in the offices of General Storekeeper F. J. O'Connor, who is Chairman of the Safety Committee, at Milwaukee on October 9th.

The following Committeemen were present:

J. J. Hennessey,	Harry Riley,
C. F. Winn,	E. Williamson,
C. H. Blity,	C. Wood,
H. E. Brownell,	R. Wellnitz,
J. A. McCormick,	F. S. Peck,
F. J. O'Connor, Chairman.	

Several suggestions that have been referred to the different Departments for correction were brought up again, and it was discovered that one or two had not been taken care of. It was stated that they would receive attention within the next few days.

One suggestion being that stock cars are still coming onto the repair track at Milwaukee Shops in a condition that requires them to be cleaned before any work can be done on them.

Another was the condition of the track on which motor cars were tested. The Committee ordered that both of these suggestions would be taken up again with Mr. Hinrichs.

The Chairman advised that he had arranged to take care of filling in of cinders on roadway crossing at north entrance to plant, and in that way it is expected the crossing will be properly maintained.

Another suggestion was regarding defective platforms at Car Department Machine Shop, which was again discussed, and Mr. Hennessey advised on a proposition he sent to Mr. Manchester for decision; it contemplating old rail for wheel storage, and in that way reduce the amount of timber used for platforms.

Mr. Winn advised the Committee that the first-aid cupboard had been installed in the Machine Shop.

Suggestion made at previous meeting regarding crossing on the south side of plant being blocked when men go home has now

been taken care of. The crossing being kept clear.

The members adopted the following warning slip to be given to automobile and motorcycle drivers, also men driving teams, when coming into plant on north side crossing:

"TO VEHICLE DRIVERS:

"THIS IS A DANGEROUS CROSSING ACCOUNT NUMEROUS ENGINE AND TRAIN MOVEMENTS. BE SURE YOU WILL HAVE A CLEAR WAY BEFORE GOING AHEAD."

A good suggestion was made by the Chairman, that the Committee should be advised of the more serious accidents that occur, so that some action can be taken in a general way to prevent another case of that kind.

Several other suggestions were offered, and talks were given by the Committeemen. The meeting then adjourned.

A meeting was held in the office of Superintendent F. G. Hill, at Moberg, South Dakota, on Thursday, October 12th, at 2:30 P. M.

The following members were present:

A. W. Smallen,	J. Driscoll,
H. S. Fritz,	E. Hermansader,
L. C. Clark,	E. Clothier,
C. P. Soike,	C. Moulder,
Wm. Voss,	R. S. Bryan,
F. M. Schneider,	F. D. Campbell,

During the meeting, the following suggestions were offered:

That tools should be kept together by the carmen, and that each employee should look after his own tools.

That the two derrails were too close to other tracks, and that lights on switches lean too close to tracks. It was ordered that these matters be looked after promptly.

That tracks One and Two on east end were too close together for a man to pass between. This will also receive attention. Advice to be given to the Trainmaster.

Another suggestion was that a distance post be put seventy-five car lengths west of West Switch at Moreau Junction, to enable engineers to judge the distance of their train when pulling out of passing track westbound. This will receive immediate attention.

Another good Safety First suggestion was made when it was agreed to cut cars at main street on all tracks at Moberg Yard, to allow employees to pass back and forth at all hours. Incoming trains should leave an opening at this point at least one car in length.

There being no further business, the meeting adjourned.

A Safety First meeting was held in the passenger station at Lewistown on October 15th, there being about thirty employees in

attendance, the Mechanical Department being particularly well represented. There were also present Mr. A. W. Smallen, G. E. Cessford and S. R. Bryan.

The meeting was called to order by Superintendent Whiting, with appropriate remarks.

Mr. Cessford, when called on, emphasized the use of the Safety First Postal Cards, which are furnished for calling attention to any dangerous condition that might exist, or for suggestions for furthering the cause of Safety First, stating that the Officials were glad to get the suggestions and were only too willing to eliminate objectionable conditions, and incidentally decrease the number of personal injuries.

After several good talks, the meeting then adjourned until the latter part of December or the first part of January.

At a Safety First Committee meeting held at Green Bay, Wisconsin, October 13th, for the Superior Division, the following Safety Committeemen were present:

J. M. Clifford,

Chairman;

M. Murphy,
T. McLean,
John Cramer,
H. Goodsell,
J. Doctor,
A. Dufour,
M. Laluzerne,
L. Baldrice,
W. O. Allen,

H. M. Gillick,
W. H. Hart,
E. E. Peters,
P. Neugent,
W. H. Tierney,
S. H. Vaughan,
C. Hermansuder,
F. W. Liegeois,
Wm. Restow,

The meeting was called to order at 2:30 P. M. and was filled with interesting topics. The Chairman notifying the Committeemen that meetings would be held every two months in the future, and asked for the co-operation of all on his Division.

A Joint Meeting of Safety First Committees for the Rocky Mountain and Missoula Divisions and the Deer Lodge Shops was held October 16th, at Deer Lodge.

The meeting was called to order by Superintendent J. J. Murphy at 10 A. M., and he turned the meeting over to Mr. A. W. Smallen.

Those present were: M. McIlhenney, J. J. Tavenner, T. Laughlin, Assistant Trainmaster J. F. Phelan, Trainmaster F. C. Dow, Traveling Engineers W. T. Emerson and Cleveland, Engineer Buchen, Electrical Master Mechanic E. Sears, District Master Mechanic G. E. Cessford, General Master Mechanic F. Rusch, General Foreman Sowerby, Conductor Cosgrove, Messrs. Coors and Cox of the General Electric Company, Mr. J. I. Cutler of the Claim Department, and Messrs. Howe, Fogg, Kinney, Hozeia and Thayer were also present.

The meeting was opened by a talk from General Chairman Smallen, followed by talks from General Master Mechanic F. Rusch, Superintendent J. J. Murphy, District Master Mechanic Cessford, Trainmaster F. C. Dow, Traveling Engineer W. T. Emerson and Engineers Buchen and Cleveland.

The meeting was unusually enthusiastic, and a great many suggestions were offered

that Superintendent Murphy and District Master Mechanic Cessford said would be taken care of.

The meeting adjourned at 12:00 noon.

The next meeting on the Puget Sound Lines was held at Spokane, Washington, on the 17th of October.

The meeting opened with an address from Superintendent Sawyer and General Chairman A. W. Smallen. Several very good suggestions were offered.

Matters reported at previous meetings were read, and the Committee were pleased to know that all had been taken care of.

Mr. McFadden reported that some time ago there was some correspondence about placing hand rails on bridges 128 and 130, just east of Palisade. This work has now been completed.

Tank spout at Cheney out of adjustment, so it was hard for our engines to get water. Mr. Connelly, Superintendent O. W. R. & N., advises that this has been fixed.

At the last meeting of the Safety Committee, held on the Columbia Division, it was reported that there was a possibility of fire around the fuel air tank at Othello. Foreman Donley advises that he has cleaned the weeds from around tank, so that there will be no danger of fire.

Conductor Freeman suggested that cattle guards close to switches be whitewashed. This condition exists at Thorp, Kittitas and Taunton, on the western division, and on the middle division at about four places. This matter will be taken up for further consideration.

Chairman then called attention to trainmen of importance of giving carmen at terminals notice of brasses, air hose, etc., applied to foreign cars.

Conductor Freeman called attention to a suggestion made by Mr. McCormick that a strip be placed on stepping boxes, so that they would not tip over. This matter is being considered by several railroads, and report will be made at some future meeting.

Another suggestion made by one of the trainmen that we are, at the present time, getting many open cars of lumber with ends perpendicular, and which gives trainmen no chance to get over trains, and that the matter was brought to the attention of the shippers, so that they will leave space for trainmen. This suggestion was brought up at previous meeting and was taken up by Superintendent Richards with the shippers to have this danger eliminated.

Several other suggestions were made before the meeting adjourned.

Meeting of the Safety First Committee of the Coast Division was held at the Oriental Docks, Tacoma, on Wednesday, October 18th.

Preceding the meeting Mr. A. W. Smallen gave an address on "Safety First" to about 300 employees on the dock platform.

The regular meeting was called to order at 1:00 P. M., Mr. Richards presiding.

Minutes of previous meeting read and approved.

Matters complained of during former meeting reported taken care of.

The suggestion made regarding electric devices between Spokane avenue and yard office, and after reading Assistant Signal Engineer Smith's report, it was discussed regarding setting cross-over back to about east of Hanford street and installing double cross-overs. Messrs. Mitchell, Smith and W. S. Johnson appointed as a Committee to investigate this feature and report at next meeting.

It was suggested by Foreman Graham that switch crews notify warehousemen when coming in on house tracks, as men working in the cars, if air failed to work on engine, there is a chance of them being injured. Messrs. Graham, Carrotte and W. S. Johnson appointed as a Committee to make suggestions at the next meeting as to some reliable method for the switching crew to notify the house, or arrange for the work to be done at a certain time, and the men will be prepared for them to do the work at that time.

It was suggested by Foreman Groves that some means be provided to help in the handling of heavy freight and machinery. Messrs. Groves, Thomas and Hennessey appointed as a Committee to look after the different machinery and make suggestions at the next meeting relative to ways and means of handling heavy freight.

Mr. Allenan appointed as a Safety First Committee at the dock, Messrs. Langabeer, Thomas and J. D. Smith.

The initial Safety First meeting was held on the Puget Sound & Willapa Harbor Division at Raymond, Washington, on Sunday forenoon, October 22nd.

The Committee was organized by Mr. A. W. Smullen and Superintendent W. E. Brown.

The prevention of injuries and deaths, and the damage to property were thoroughly discussed and the Committee was elected from each craft to serve for one year.

There was an attendance of about seventy-five and all showed an unusual interest in the movement and promised absolute co-operation.

GENERAL MEETING.

"Safety First" and "Proper Handling of Freight," Held in the Assembly Hall of the Merchants and Manufacturers' Ass'n, Germania Bldg., Milwaukee, at 8:00 P. M., October 27th, 1916.

Mr. W. B. Hinrichs, Supt. Terminals, presided.

The following officials were present:

Messrs: M. J. Larson, A. G. M. Office.

C. H. Dietrich, Asst. Freight Claim Agent.

A. E. Halderman, Supt. Western Weighing & Insp. Bureau.

N. P. Thurber, Supt. P. du C. Div.

A. Hasenbalg, Trm. C. & M. Div.

Members of Milwaukee Terminals Safety Committee present:

D. E. Rossiter

W. O. Davies

E. F. Rummel

K. Wagner

J. Sullivan

W. G. Breckenridge

W. G. Miller

D. J. McAuliffe

J. Schneider

J. B. Riley

A large crowd of approximately one hundred gentlemen showed their interest and both the Safety First and Proper Handling of Freight movements by attending the meeting.

The business of the Safety First Committee being first in order, the Chairman read a report of suggestions on this topic brought up by postal card notice and letters since the last meeting, indicating what action was taken in each instance. The report follows:

Gang Foreman Mason reported the platform at the Meyer Ice Co., in the North avenue district, as not having a clearance of more than 6 or 8 inches. Agent Klingler took this matter up with the ice company and advises that the platform has been placed at the proper clearance.

Report was received from the yardmen in Reed street that the Seaman Co. had some lumber piled too close to the track. The matter was immediately taken up with that concern, and they advise that lumber has been removed to a safe distance from rail.

It came to our notice that a number of men and women employees of the Kieckhefer Box Co. were in the habit of riding on engines and cars in the Fowler yard during the noon hour. Upon calling the box company's attention to this, they advise that their employees have been instructed to stop this dangerous practice, and that any one guilty of violating instructions would be dismissed.

On July 1st, Gen. Yardmaster reported one of the tracks in the south end of the Coke Plant as having a very narrow center and not being a safe operating proposition. Roadmaster Anderson was instructed to make the necessary changes in the line of Safety First.

Report was made that the Harvester Co. in making repairs to their gate did not observe the proper clearance. Upon being notified of this fact they immediately took action to have the proper clearance established.

Yardmaster Brown reported a number of mounted wheels standing between stub tracks 1, 2, 3 and 4 in Lapham yard, which did not clear a man riding on stirrup of car. This was referred to Yardmaster Mix and he reports that the wheels have been removed.

Conductor W. H. Smith of the R. & S. W. Division reported that a stock car door was lying between tracks 4 and 5 in Stock Yards. Roadmaster Anderson advises that same has been removed.

Gen. Yardmaster Breckenridge reported the trolley wires leading into the T. M. E. R. & L. Co. material yard near the Thomas Furnace Co. as not having the standard clearance. The matter was taken up with the T. M. E. R. & L. Co. and they advise, under date of Sept. 22nd, that the wires have been raised to provide a clearance of 25 ft. above rail.

Roadmaster Anderson reported a large pile of dirt at the Southside Millwork Co., Air Line Dist., lying so close to the track that it was dangerous for yardmen to work there. The matter was called to their attention and corrected.

The yardmen in Chestnut Street Dist. reported a pile of sand very close to the track at the Andres Stone & Marble Co. They advise, under date of Aug. 7th, that the trouble was remedied.

A complaint was received from yardmen that coal and dirt was lying between tracks in the vicinity of Canal scale house. The matter was turned over to Roadmaster, who advises that a thorough clean-up has been made.

Gen. Yardmaster Breckenridge reported that the new Fulk Co. fence did not have the standard clearance, and upon taking it up with that concern the fence was moved to the proper clearance from rail.

Asst. Roadmaster Wagner reported three sets of car wheels with axles standing at the west end of track 3, Lapham yards, so close to track as to make it dangerous for yardmen. Same were removed by the yard crane on Aug. 22nd.

The yardmen again brought up the matter of scant clearance between coal bin and iron house track, Milwaukee Shops, and the Gen. Storekeeper advised that this was corrected Sept. 1st.

Report was made Sept. 18th that engine tenders were being piled too high with coal. This matter was taken up with the coal contractors at Milwaukee Shops to have the practice stopped.

Several reports were received from company police officers that scrap material, draw bars, coal and coke, etc., were lying between tracks in Muskego, Fowler, Chestnut and Air Line yards. Same were referred to Roadmaster Anderson and he advises that the yards have been cleaned up.

The yardmen in the North Avenue Dist. reported that a number of school children were ignoring the gates at Brown street crossing and running ahead of trains. This matter was referred to the Principal of the 31st Street school, who advises that the pupils were again lectured on the Safety Rules and that the teachers were instructed to watch the children at railroad crossing and make report to him.

The tracks at the north end of Coke Plant yard were reported to be in dangerous condition, and Roadmaster Anderson instructed to fix same up. He reports that the work was done Oct. 18th.

Members of the Safety First Committee were next called upon to offer any suggestions they had in connection with Safety:

Mr. Breckenridge stated that it was reported to him that the warning bell at the Hawley Road, between Soldiers' Home and West Allis, was out of commission, and ought to be looked after. The Chairman advised that it was his understanding that there were no warning signals at this crossing, but that a request was made to install one, and the matter was now pending. Mr. Breckenridge

was instructed to ascertain just what crossing it was that had a defective warning bell.

He also advised that the supply of pick handles furnished for Hump riders were made of inferior material, and one of the yardmen was seriously injured the other day on account of brake club breaking. Mr. Larson suggested that a requisition be made for 75 brake clubs made of hickory, and also that we ascertain what kind of a brake club is used in the Chicago Terminals. This was taken care of.

He also stated that it would be a good plan to apply latches on the Buda and U. S. switch stands on the Hump lead, and the Roadmaster was instructed to look after this matter before the snow flies.

Report was made that a number of engine tanks were leaking badly and ought to be repaired before cold weather sets in. The matter was referred to the Dist. Master Mechanic for correction.

Mr. Miller reported that cars containing explosives were being roughly handled, citing the case of a car of dynamite which had shifted 7 or 8 feet in the car. Instructions have been continually issued in regard to handling such cars with special care.

Mr. McAuliffe suggested that the semaphore board on the Hump be given a coat of paint, and the Chief Carpenter has been instructed to take care of this at once.

He also recommended that a switch lock be placed on the Borchert Mulling Co. switch, Air Line Dist. Roadmaster Anderson has been instructed to apply this lock.

Mr. Wagner reported that car repairers in the Muskego yard district were scattering new material along the track, such as brake shoes, air hose and knuckles. Mr. Dayles advised that this was done to expedite the handling of time freight trains and that his men had instructions to place the material next to the rail on the outside. Mr. Wagner also stated that when the car repairers removed knuckles from cars they left the scrap material lying between the tracks for the section men to take care of. The general foreman stated that he would instruct his men to co-operate with the Roadmaster in removing scrap car material whenever it was possible to do so.

Mr. Schneider reported the tell-tales at Benesch Bros. Co. and the U. R. T. Co. plant, located at Gibson, as needing attention, and the Chief Carpenter will take care of this.

The gentlemen in the audience were called upon to offer any suggestions they might have in regard to Safety First and Proper Handling of Freight.

Mr. Regan suggested that if explosive cards were removed from cars after the load was removed, it would perhaps assist a great deal in preventing the rough handling of cars containing such material.

Agent Rummel stated that he was receiving bran in sacks, the sacks consisting of a material similar to cheese cloth, as they broke open when being handled. Mr. Dietrich suggested that a sample of the sack be sent to him and he would take it up with the shipper.

The Chairman called on Mr. Larson to make a few remarks, and he responded with a very instructive talk on the Safety First and Proper Handling of Freight movements. He was particularly pleased to note that suggestions sent to the Chairman were promptly taken care of, and recommended that these matters be brought up immediately, and not held until the next meeting, so that action could be taken without delay. He admonished employees to exercise great care not alone to benefit themselves, but also their co-workers. He spoke briefly regarding the Proper Handling of Freight, stating that although quite a reduction was made in the amount paid out for loss and damage freight, that strenuous efforts must be made to effect a greater reduction.

Mr. Halderman informed the audience and the Western Railway Inspection Bureau were constantly taking this matter up with shippers, and that a noticeable improvement had been made in the packing and handling of freight.

Mr. Dietrich was next given the floor and outlined the Loss and Damage freight movement from the standpoint of the Claim Department. He was of the opinion that about enough preaching had been done on this topic and that it was now up to the employees to reduce the large amount of claims being paid by the company. A chart showing a comparative statement of claims paid during 1915 and 1916 was exhibited, and it was commendable to note that a reduction of about \$420,000 had been made. He stated that it was very necessary to exercise more care in the handling of freight, due to the increased cost of material at this time, and urged all employees to do their utmost to prevent damage and loss.

Adjourned.

A "Safety First" meeting of the Northern Division was called to order at 11 a. m., October 27th, and a short talk was given by Trainmaster B. H. McNaney and Assistant Master Mechanic Klumb, relative to the necessity of everyone being on their guard to avoid accidents and trouble on the railroad, with which every employe should be cautioned particularly during this time of the year, due to weather conditions, which makes it very dangerous in handling machinery and getting around cars, and hoped the committee will be on a lookout and advise trainmen to be very cautious during the winter months. Mr. Klumb also told of a little experience he had in getting onto a coach on the C. & N. W. Ry., tripping up on a rubber mat on the coach step, which caused him to trip up, getting a serious fall. Now if everyone in the train service should be cautioned about such little matters as this, accidents of this kind would not happen, and if it had been a passenger it might have resulted in a personal injury claim.

Committeeman White brought up the question of backing up with tonnage trains from Berlin to Ripon, claiming that in a measure it was a very dangerous proposition and that sooner or later we might be charged with a serious accident due to this backing up, and suggested that we could overcome the proposition very easily by putting in one leg of a "Y" from the Stone Quarry track to the Main Line at Berlin at a very little expense.

Roadmaster Sawtelle announced that he could say that all suggestions as to safety first affairs that were brought up at the last meeting had been taken up and adjusted on his division, and

that at the present he did not have anything more to offer in the way of safety first on his division.

Committeeman August Thurler of the LaCrosse Division brought up the question of rubbish being placed on top of box cars and sent out of terminals in this condition, and considers it a very dangerous practice. He says he often sees grain boards lying on the edge of the roof when the cars are running along on the road. These boards are liable to fly off and strike a passing train and cause serious damage. He figures this is done by the party who loads the car. After the car is weighed in with this rubbish and the car set at their plant, they clean the car out and put the rubbish on top of the car so that when the car is reweighed there is no actual loss to them.

He also brought up the question of bunk cars which are set out during the summer months and stand in different places where extra gangs are working. These gangs usually nail planks across the space between the draw bars connecting the running boards. He has noticed several of these cars coming into the repair yards in this condition, and he recommends that before bunk cars are moved from one place to another or to the repair yards, that they be inspected and these spread running boards knocked off, as it is very dangerous and should not be tolerated.

Meeting adjourned at 11:45 a. m.

J. A. Macdonald,
Superintendent.

Veteran Association Dues.

Members of the Veteran Employees' Association are hereby notified that notices for the payment of annual dues for 1917 will be sent out during January, together with a copy of the constitution and list of members. A number of the "Vets" have already sent in their dues for 1917, but it is possible that in mailing out the notices, some of those who have already paid, may receive the notice. In such a case, it will of course have been an error in not erasing the names from the list, and it is desired that no attention shall be paid to the notice. Also, all members joining the association after August 15th, and who have paid their dues, are exempt from further payment until 1918, and should any such member receive a card notice, he also is requested to pay no attention to it.

Veterans are notified that they can pay their dues to the nearest committeeman on his division, and each one is warned that the association is not responsible for cash enclosed in envelopes and sent either by train or U. S. mail. It is much safer to procure a draft or money order, or send a check. Therefore, it would seem desirable to give the cash to the nearest committeeman, who will issue a receipt. Members will receive 1917 membership card as soon after payment of dues as it is possible to issue them.

The Annuals for the Veterans.

In connection with the announcement that the "Vets" are to receive annual passes this year, it may be well to add that the work of compiling the lists and issuing the passes is under way and the annuals should be in the hands of the recipients early in January. In case any Veteran does not receive his pass by January 15th, it is suggested that he notify the head of his department, who will place the matter in the proper channel for attention.

At Home

Anna M. Scott, Editor.



BABY LITTLE
Daughter of
Switchman Wm.
Paulick, Oshkosh.

What to Wear.

With the winter social doings in full swing, a very important question with the womenfolk is what to wear. Taffeta gowns and gowns of georgette and charmeuse and of lovely soft crepe de chine; satin-faced messalines and striped and brocaded silks are all in vogue, and with the tendency to ruffles and shirrings and full draperies, very pretty gowns of these materials can be made up at home, with the aid of a good style book and patterns. It is your smartly tailored suit, and the plain effects in the more elaborate gowns which require the practical hand of the trained modiste.

Satin and serge gowns are also much in fashion, and while this combination is by no means new, it has so many advantages that it is always in favor. By adapting satin to the bodice a frock is made wearable by the woman who objects to the all wool gown. A very good looking dress of this type is made by using black satin and navy blue or dark green serge. The lower part of the skirt is of the cloth, the bodice, which is on the Russian order, being made of satin, with cuffs of serge on the sleeves. A collar of white satin, with a little touch of white on the sleeves, completes an altogether charming and simple costume.

Warm wraps are particularly desirable these wintry days, and there are so many beautiful styles in coats. Soft fabrics are decidedly in favor. I saw a very handsome coat of taupe velour with high collar of black marten and a band of marten about eight inches wide around the bottom, also turn-back cuffs of the fur. The coat was loose, with a narrow belt front and back. It was a coat to delight the heart of every woman, not only because of its rich beauty, but because of its extreme comfort.

The New Lace Blouses.

Ever new and interesting are the lace blouses. With winter only just started, here they are, with their note of spring and suggestion of warmer climates. Some very handsome ones can be made of dainty lace over chiffon, with flesh-colored collar, cuffs and vestee. Chiffon combined with lace and a touch of bea trimming also makes a pretty blouse.

New Collars.

Nothing more adorns a gown than pretty collars and cuffs. The new, deep sailor collar is particularly attractive, it often forming the principal trimming on a simple frock. An especially good looking collar seen recently, of lawn, was finished along the edges with mitered insertion; and above the insertion blue dots were embroidered at intervals. The insertion and lawn were hemstitched together, adding to the general good effect. Another was of net finished with a border of sheer lawn, hand embroidered.

Suits for the Boys.

Some very clever Norfolk suits are sure to meet the style notions of the most fastidious youngsters. The materials are fancy chevrons and cassimeres, and are very attractive. Overcoats for boys are three-quarter and full length, double-breasted, with convertible or velvet collars. The Mackinaw sport coat is the boys' favorite, without exception, and made of bright plaids, large and small, they are natty as well as very "comfy."

Sweater, Kimona Style.

Eight banks of Columbia floss, two rows form one rib. Cast on seventy-eight stitches, knit plain, work seventy-five ribs, then increase one stitch on each end every other row until there are ninety-one stitches on needle. Now cast on sixty-five stitches on each end for sleeve, work thirty ribs, slip the first ninety-five stitches off on another needle, bind off the next thirty-one stitches for the neck and on the remaining ninety-five stitches start front.

Front—Work six ribs for the shoulder, now increase three stitches every other row toward the neck until there are one hundred and ten stitches on needle, work twenty-three ribs on this length. Now bind off sixty-five stitches for the sleeves, then decrease one stitch every other row toward the armhole until thirty-seven stitches remain, work seventy-five ribs on this length, bind off, work second front to correspond. Use your double for border, collar and cuffs.

Cuffs—Pick up fifty stitches on the end of sleeve and work seventeen ribs, bind off loosely. Sew up under arm and sleeves. Pick up the stitches in the right front, work six ribs. On the next row work buttonholes as follows: Knit four stitches. * Bind off three stitches. Knit fifteen stitches, repeat from star, until you have seven buttonholes on the next row. Cast on three stitches, work six ribs more, bind off.

Work border on left front omitting buttonholes. Collar—Cast on twenty-three stitches, work sixty-eight ribs, bind off. Sew onto sweater, leaving one half of the border extending beyond the collar each side.

Some New Books.

Etelka.

This Book can do for this alone; they give New views to life, and teach us how to live; They soothe the grieved, the stubborn they chastise.

Fools they admonish and confirm the wise; Their aid they yield to all; they never shun The man of sorrow nor the wretch undone; Unlike the hard, the selfish and the proud, They fly not sullen from the suppliant crowd; Nor tell to various people various things, But show to subjects what they show to kings.

—Crabbe.

Mr. Britling Sees It Through, by H. G. Wells, though classed as fiction can hardly be called a novel. It is an impression of the great European war as reflected in the personal experiences of Mr. Britling, his hopes and ambitions and in the corresponding experiences, hopes and ambitions of those in his family and about him. It is a discussion of the American attitude toward the war, the viewpoint of Germany and the stupendous task with which England found herself confronted, with Mr. Wells' own comments and hopes for a permanent peace and international goodwill, set forth through a letter which the bearded English father writes to the father of his German tutor. The book really shows Wells at his very best.

The Dark Forest, by Hugh Walpole, is a story of Russian character and of the first advance toward the Carpathians. It deals with the experiences of an "Otriad," a small division of the Russian Red Cross, and of the retreat of the czar's army, defeated by lack of munitions. According to various critiques, *The Dark Forest* is perhaps the most notable piece of literature that the war has produced in English.

The Wonderful Year, by William J. Locke, takes the reader to France, a book unimportant, but certainly entertaining. It is Locke back to his early best and back to the vein of *The Beloved Vagabond*.

The Pleasant Ways of St. Medard, by Grace King, is a most charming picture of New Orleans. The narrative convinces the reader that the book is the experience of one who knew conditions at New Orleans soon after the

Civil War. The story is written from a Confederate point of view, but without bitterness.

The Little Lady of the Big House, by Jack London, seems most appropriate in view of the recent death of the author. It is yet another phase of a wonderful man. The hero is a superman, though the setting seems to be Jack London's own ranch, or what he some day hoped to make of his ranch. Of course, it is exaggerated and at times he seems to have been enamored of his pen, but it is good reading for a winter night notwithstanding the tragic end of the hero's wife and hopes.

The Thirteenth Commandment, by Rupert Hughes, uses five hundred pages to impress upon the reader the thirteenth commandment, "Do not spend as much as you make." It is the usual Hughes book, meals in New York restaurants, an automobile accident, et cetera, et cetera; however, it does teach the thirteenth commandment, which must be five hundred pages well spent.

The Lightning Conductor Discovers America, by the Williamsons, while totally unimportant as a tale, is a most fascinating and charming description of an automobile tour through New England. The authors have created a lovely world, one replete with delightful vistas and well-oiled roads.

Considering the "Lady from Montana," it is only proper one suffrage tale should appear. **The Rising Tide**, by Margaret Deland, is the story of a young girl in revolt against the restrictions which have bound women in the past. Did it pay? Read the book.

Tish, by Mary Roberts Rhinehart, short stories of the lively old maid, Miss Letitia Carberry, of the most entertaining humor, sixty laughs every minute with an extra laugh for May Preston Wilson's illustrations.

Somewhere in Red Gap, by Harry Leon Wilson, another book of short stories, equally as entertaining, equally as side-splitting. With these two books and Irvin Cobb's "Speaking of Operations," what do we care for zero weather. Some one once asked James Montgomery Flagg if he were stranded on a desert island, what ten books he would like to have with him. He answered, "Nine books of cigarette papers and old Irv Cobb's 'Speaking of Operations.'"

Seventeen, by Booth Tarkington, a Story of Youth and Summer-time, and the Baxter Family—especially William.

Buy, beg or borrow **Seventeen**.
Which deals with adolescent half-love—
The book by Tarkington, I mean,
That gay analysis of calf-love.

And learn how William Baxter sat,
Transfixed by Cupidon, the Archer—
Adoring lovely Lola Pratt
Upon the porch of Mr. Parcher.

Miss Pratt was sweet to all and each,
Especially her lap-dog Flopit;
And spoke entrancing baby-talk,
Though elders longed to make her stop it.
—Arthur Guiterman in "Life."

Good Things to Eat.

Date Pudding—One cup chopped dates, one cup chopped nut meats, one cup sugar, two eggs, one and one-half cups flour, one-half teaspoon soda dissolved in half cup milk. Bake slowly. Will keep several weeks. Slice and steam before serving. Serve with whipped cream.

Banana Salad—Cut peeled banana into halves crosswise, roll in a salad dressing, then in chipped nuts, and serve on a lettuce leaf.

Mock Ducks—Take a round steak, bone it, make a dressing as for turkey, spread this over the steak, roll up and tie. Roast half an hour.

Spanish Chocolate Cake—Three-quarters of a cup of butter, one and one-half cups of sugar, one cup of sour milk, two and one-half cupfuls of flour, one teaspoonful of baking soda, three eggs (yolks and whites beaten separate), one-half cupful of chocolate dissolved in boiling water.

Prune Cake—One and one-half cupfuls of dark brown sugar rolled, one-half cupful of butter, two eggs well beaten, one teaspoonful of cinnamon, one teaspoonful of cloves, two cupfuls of flour with one teaspoonful of baking soda mixed, one cupful of cooked prunes, four teaspoonfuls of sour milk mixed with one teaspoonful of baking soda dissolved.

—From Mrs. S. A. Gobat, with wishes for a Merry Christmas and a Happy New Year.

Household Hints.

To Keep Brooms.—Soaking a broom in hot water before using for the first time will make the bristles stronger and add many months to their life.

When broiling or frying tomatoes sprinkle them generously with grated cheese just before serving and top each portion with a little whipped cream.

Use sandpaper to remove spots of rust from gas or coal range.

If raisins and currants are rolled in flour before putting into a cake, they will not sink to the bottom.

If grease is spilt on the kitchen floor, pour cold water on it immediately. This will harden it, and prevent it from soaking in the floor. Scrape with a knife.

Try putting a pinch of ginger in your dough-nuts and they will not absorb the fat or grease.

Modern Fairy Tales.

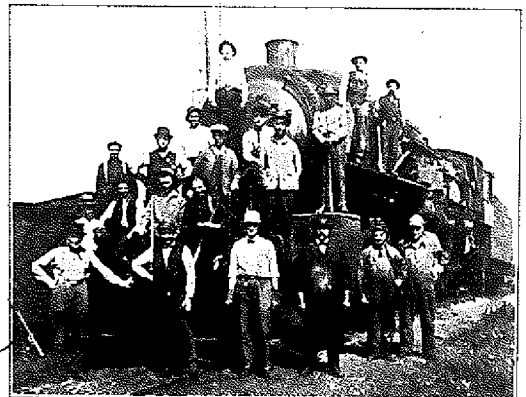
Fable I.

Bright and early Monday morning, while her husband's still a snoring—not to disturb her sleeping sire, madam housewife quietly shakes the kitchen fire—then the water in the boiler, ah, madam is a busy toiler—next the washtubs and the board, soap and starch from household hoard—with the clothes so quickly gathered, in the tubs all nicely lathered—working fast to finish all, before it's time her man to call—her washing is a pleasing sight, as dainty blues, and pink and white—they wave in glory from the line, long before the clock strikes nine. Then the breakfast on the table, truly sounds most like a fable—in a fresh and dainty gown, she calls her husband to come down slippers waiting by the fire, ah, what more could man desire. Morning paper by his plate, breakfast never late—dainty rolls so crisp and brown, eggs the freshest in the town—honey, marmalade, or jam, a nice big slice of luscious ham—fragrant coffee, steaming hot, such as ne'er before was got—ah, mortal man would never roam very far from such a home.

Fable II.

This coat, my dear, is good as new, so this money I'll return to you—I've only worn it three years now, so you can readily see how—'twould be a most appalling waste to buy another in such haste—and this brown dress, for years my best, is luckily without patches blest—I'll take it up or let it down, 'twill look as nice as any in town. This hat I got I scarce know when, but I'll trim it with this wren—with ribbons from my summer hat, I'll make it look as nice as that—and if, my dear, they do wear muffs, then from my coat I'll take the cuffs—with silk and cotton these I'll line, and have a muff that's very fine—a true helpmeet you see am I, for money I shall never sigh—go put it in the bank, my dear, that for us the future may hold no fear.

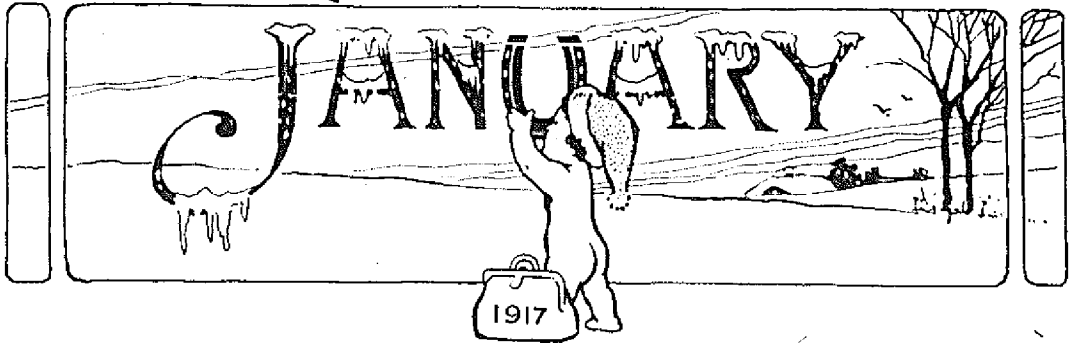
ENDENA.



The "Hump" Crew, Milwaukee Terminals.

The Children's Page

Jennie B. Ginet



The Tales of Tippy, Nippy and Flippy, Three Frolicsome Chipmunks.

These tales are not about the tails of Tippy, Nippy and Flippy, although I cannot tell tales about these funny little fellows without a few words about their tails. They were bushy and long and brown and yellow mixed together. And how proud Tippy was of his tail! I do not think though that he would be so proud of this tale that I am about to tell. For you see, sometimes Tippy did not act as a well behaved chipmunk should.

Well, Tippy was the first to visit us. One day Little Girl and I were sitting together under the trees quietly reading and I remember, it was such a bright, sunny, quiet, lazy kind of an afternoon. Father and Big Boy and Little Boy had gone fishing.

I was pretty nearly dozing when, like a flash in the sunlight appeared a brown and yellow tail, and it whisked upon the back of a chair and perched up there and then I saw a little brown body and a cute little head with two bright little eyes, peering at Little Girl and me—and the bushy tail stood straight up behind.

Those little eyes looked this way and that, and then spied a dish of cherries setting on a table out under the trees. Over went that body and bushy tail and all—oh, so quick—on to the table and helped itself to a cherry!—and then perched up on its hind legs and holding the cherry in its forefeet sat calmly taking bites.

Those little eyes watched us all the time and had a merry twinkle in them, as much as to say:

"You were very kind to leave these cherries here for me. They are very good."

And then he helped himself to another one! Just then Little Girl said, "Well, did you ever?"

I guess Little Chipmunk did not think that was a very kind remark, for he jumped down from the table and scampered off into the woods and did not come back again that day.

When Father and Big Boy and Little Boy came home Little Girl told them about the bold little visitor who helped himself to the cherries and Big Boy said:

"Oh, how I would like to catch him and take him home with me."

You see, we were camping in the woods and were a long way from home.

"Why, yes," Father said, "I will help you to catch Mr. Smart Little Chipmunk."

And so another day, I shall tell you how we caught little Tippy. You see, Little Girl said, "Oh, let's call him Tippy," even before he was caught, so Tippy he always was.

Popping the Corn.

This is the way we drop the corn,
Drop the corn to pop the corn;
Shower the tiny lumps of gold,
All that our heaping hand can hold.
Listen awhile, and blithe and bold—
Hip, hop! Pop corn!

This is the way we shake the corn,
Shake the corn to wake the corn;
Rattle the pan and then behold!
What are the tiny lumps of gold?
Pretty wee white lambs in the fold!
Tip-top, pop corn!

—Selected.

Do you want a beautiful hanging basket in your window this winter? Then take a good sound turnip, cut off the root end and scoop out the center. Place a well-moistened sponge in the hollow, and sprinkle a few canary seeds over the sponge. Hang the turnip in a window and in a short time you will see tiny vines sprouting from it. The canary seeds will grow into a little bunch of feathery-like greenness on the top of the hanging basket.

Hidden Girls' Names.

Is a belfry a place where bats live?
Some vacation day I am going to take a long walk in the country.

Do rats and mice like to scamper at night?
Oh, mamma, rye grows in a field, doesn't it?
I can name all of our states.

Answers to Last Month's Anagrams.

- 1—The eyes.
- 2—Midnight.
- 3—Policeman.

S. M. East.
"One T. P."

The frost is on the window,
The snow is on the line;
If our summer wages we could blow,
The going 'twould be fine.

The price of spuds is out of sight,
While flour it is worse.
As for pork and beans—Good night!
We plead for them in verse.

Butter is up beyond our reach,
With "ole" close behind.
No oysters now from off the beach,
With shekels hard to find.

In times long gone a juicy steak
Was good enough for me;
But now the larder we must rake,
To fill up "One T. P."

The above spasm is a reminder of the condition of affairs all over the country, but, to be optimistic, "It might be worse."

He was an angel and he worked at Houston nights for seven weeks. Then the yearning for the white lights and the cup that cheers got the better of him, and he beat it for La Crosse. When he came to he was in the roundhouse and minus a job. He was a good mixer, so they say. We hear he was bound for San Antonio, when he made his escape from the rigors of a northern winter. P. D. Robbins took the Angel's place at Houston, but he lasted quick. Took one look at the job and it made him sick. New man named Miller from the Soo Line is the present incumbent.

During these strenuous times, when everyone is too busy to send in any items, Houston always seems to furnish a little news, for that job seems to be so fascinating that they all want to get as far away from it as possible.

Agent Dormer from Hayward is spending his summer's gleanings somewhere on the West End

of the extension, and in the meanwhile things are happening at his former workshop. First, a boomer named DeLong blew in long enough to change his name from long to "short" and blew right out again. At present we have friend Burke from Dexter, who consented to help out. We admire his nerve and predict that he will some day graduate into a real station man.

Every time the M. & St. L. trains take to the tall oneut, we get a chance to run them our way and we had a couple the other morning. All these little diversions add variety to the spice of life and keep a fellow from being idle too long at any one time.

Evidently Jim Sheehy at Delavan had a successful operation performed on his grinders, for he has resumed work there and Wendorf has returned to Spring Valley.

Operator Theophilus at Jackson is off for a short vacation on account of sickness with Operator Robbins relieving.

Strange how bountiful are the ways of Providence. When some fellows feel their feet itching and they can't get relief any other way, it seems very mysterious that they suddenly develop some malady that calls for their immediate cessation of all duty.

We regret to learn that Agent Wood at Freeborn was forced to take his son to Rochester for treatment, and we hope it is nothing serious.

Tom McKinsey, section foreman at Albert Lea since the memory of man runneth not to the contrary, was taken to Rochester for an operation. We have not heard the particulars, but hope for his speedy recovery.

Your apology is accepted, J. W. M. Looks like any old thing will have to go for breakfast these days.

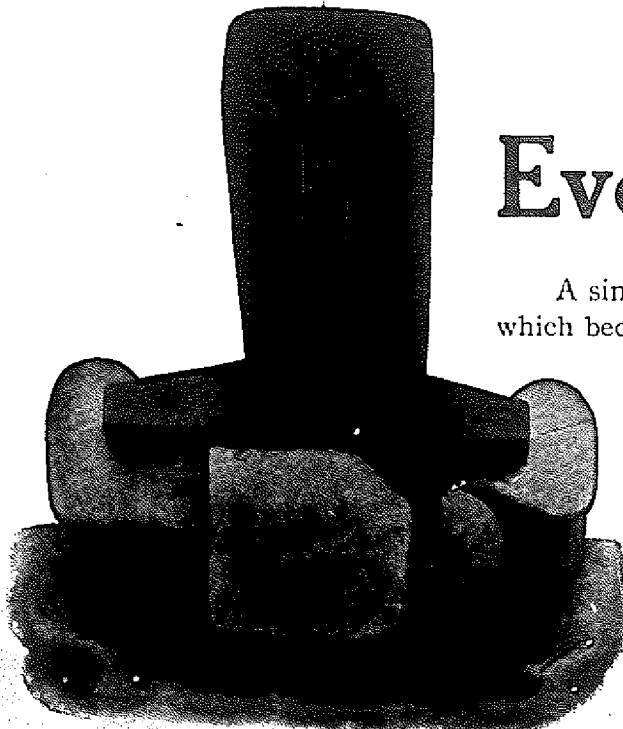
Wonder if there is anything on Bill Jones' Xmas tree for us, if so, just hold it till we arrive next June.

Too cold for news to be aloft,

While Boreas grips us by the throat,

Perhaps when things warm a degree,

You'll hear again from "One T. P."



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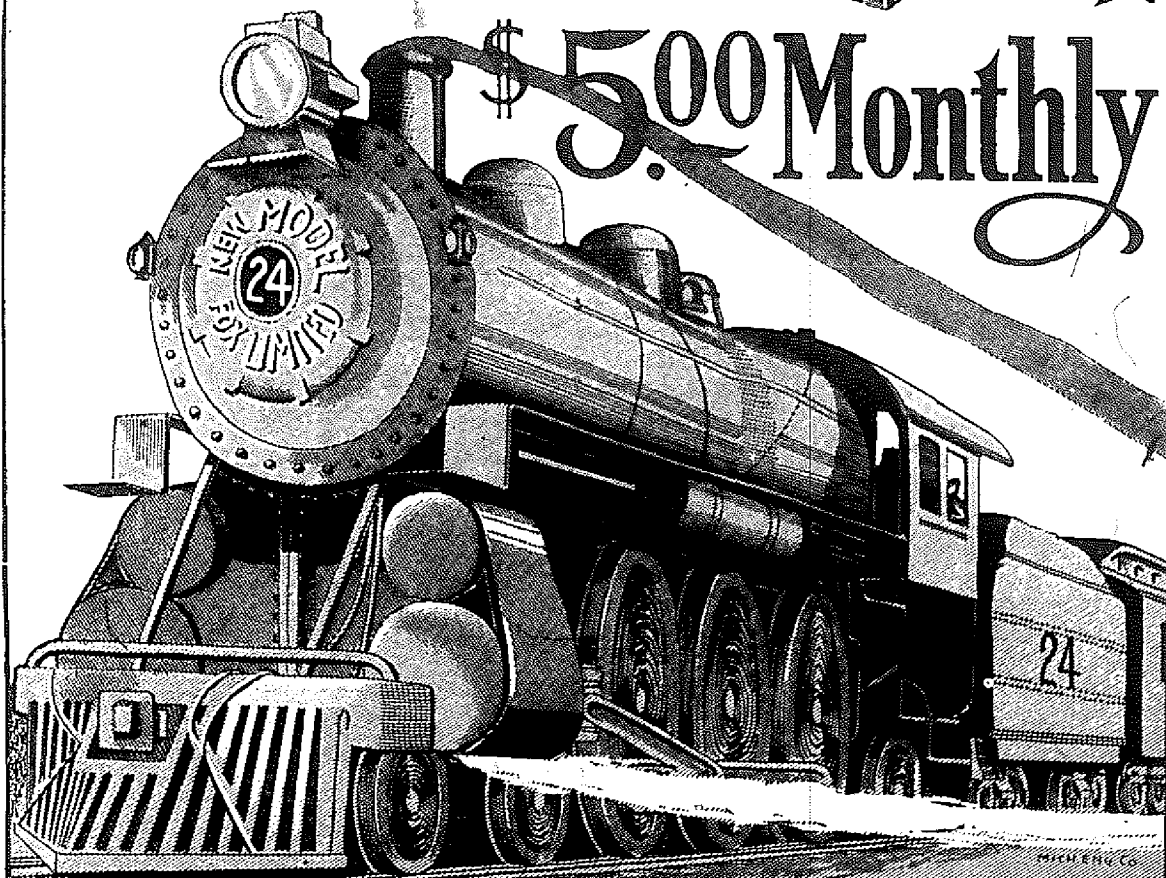
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Please order direct from this offer, mentioning The Milwaukee Employees' Magazine for January. State price you wish to pay and inclose any amount of cash you can spare. Shipment of typewriters will be made same day order is received.



FOX TYPEWRITER CO

Special Commendation

Not all the heroes have Carnegie medals, but they are none the less heroes and entitled to very special merit. A case of cool-headed bravery occurred on the Superior Division on October 11th, when a child about three years old was discovered on the track directly ahead of train 96, a few miles east of Ellis Junction. It was impossible to stop the train in the short distance and the child would have been ground under the wheels had not Fireman O. Oleson darted out onto the pilot and shoved the youngster from the track. The child escaped with a few scratches, and Fireman Oleson went back to his coal shovel and tallow pot, modestly disclaiming any special act of heroism but it "was a good job" and a brave man's deed. The thanks of the officers of the company and the gratitude of the child's parents were extended to Oleson, who is surely deserving. A man who will risk his life to save a little child is the highest type of manhood.

Emmett Masterson, Milwaukee terminals messenger, is entitled to special commendation for finding and restoring a purse lost by a woman patron about to take a train at Merrill Park station, on October 30th. The purse contained all the money the young woman had. After much inquiry on the part of the agent at Merrill Park, the purse could not be located and some other patrons present were about to make up an amount sufficient to permit the woman to continue her journey, when young Masterson walked in. Hearing the talk about the lost purse, he immediately notified the agent that he had found one, which proved to be the purse in question. The article was restored to the owner, the money advanced by other passengers returned, and all went their way rejoicing.

P. A. Parmenter, operator at Paralta, Iowa, has been given special credit in the roster for discovering a brake beam down on extra east, December 12th, as train was passing the station—and promptly reporting same to the dispatcher.

M. Marchant, operator at Marion Yard, has been given credit in the roster and special commendation for discovering a draft iron hanging on A. T. & S. F. car 33448 on stock extra out of Marion Yard, October 29th. He promptly signalled the train crew to stop, which action no doubt prevented a derailment and serious delay to No. 19 and two stock trains.

C. & C. B. III. Div. Conductor C. Whitmer has received special commendation and credit in the service roster for rendering valuable assistance to the Savanna Yard crew in rerolling engine 4370 on November 21st.

C. & C. B. III. Div. Conductor H. Buege has received special commendation and credit in the roster for discovery of broken journal on U. R. T. car 8086, near Albany Pkt., October 14th. The prompt discovery of the damaged truck undoubtedly averted a serious accident.

While pulling into the Air Line Yard at Milwaukee, Conductor Max Delke discovered the trestle over the Menomonie River was on fire. He stopped the train and notified Engineer Wm. Huck, who in turn assisted Mr. Delke in extinguishing the blaze. This no doubt saved the company considerable expense in repairs, and Messrs. Delke and Huck are entitled to special commendation for their interest and prompt action.

Sectionman F. Machek of Milwaukee Terminals is entitled to special commendation for watchfulness and discovery of dragging brake beam on car C. M. & St. P. 43566, as transfer was pulling by him to the coke plant. He notified the train crew and the damage was repaired, thereby preventing a possible derailment.

Operator J. H. Maron, Chestnut street, St. Paul, and Switch Foreman R. A. Ziegler have received letters of commendation and credit in the roster for special zeal in averting serious damage and possible injury to life and limb. On the morning of December 5th, Operator Maron discovered a piece of flange in the vicinity of the office and promptly reported it to the dispatcher. A gen-

eral search was started, and about noon Foreman Ziegler found that the flange had broken from C. & A. car 41381.

C. & M. Division Trainmen G. E. Simpson and S. Taylor have received commendation and credit for discovery of dragging brake beam in P. S. car 100309. Train was promptly stopped, thus averting further damage.

I. & M. Division Brakeman W. S. Grant has received a credit mark for discovering and reporting a broken rail on house track at Montgomery, November 25th. Such close attention to duty is much appreciated by the management.

River Division Brakeman A. J. Sarazin has received commendation and credit in the roster for discovering a load of timbers badly shifted, on the night of October 6th, near Cannon Junction. Train was stopped and car set out. His prompt action was the means of avoiding serious damage.

L. W. Clark of Trans-Missouri Division has received special credit for discovery of broken truck bolster in car of wheat at Walker Station, November 29th. Prompt action on his part averted a serious accident.

M. P. Bamberg of Trans-Missouri Division has received special credit for discovery of broken brake beam in train 62 at Walker, November 10th. Brake shoe was dragging on rail. The beam was removed, and what might have been a serious accident was thus averted.

Trans-Missouri Division Conductor Middleton has received special commendation for prompt action when he discovered a partly burned tie in bridge AA152, five miles east of Lemmon. The blaze was extinguished, averting further damage to the bridge and delay to trains.

Columbia Division Brakeman B. A. Parker has received a letter of commendation for alertness and attention to company's interest. On train No. 64, November 20th, he noticed logs falling off a car at the west end of Plummer passing track, and upon going back to ascertain if any damage had occurred, found the switch stand broken. But for this watchfulness, a serious accident might have occurred.

Foreman George Cowan, Chicago Terminals, has received special commendation for promptly reporting the discovery of theft in L. & N. car 91212 at Cragin Junction, October 10th. The men in charge were thus enabled to locate a lot of merchandise amounting to \$51. Mr. Cowan's prompt action was much appreciated.

Chicago Terminals Foreman E. Delury has received special commendation for reporting pilfering in S. F. R. D. 9437, car of cabbage; P. F. E. 11539, car of potatoes, and 26338, car of beer, which were broken into while being handled by Delury's train. Such attention to the interests of the company are much appreciated.

Trans-Missouri Division Brakeman J. W. Russe has received a letter of thanks and special commendation from Superintendent Hill for taking the place of fireman on engine 8022, October 31st, when the latter was taken ill and was unable to continue on the engine. Brakeman Russe at the same time attended to his own duties as head brakeman. Such loyalty is very commendable and is much appreciated.

Engineer William Ballard, Northern Division, is entitled to special commendation for attention to the company's interests. While driving along the track at the stone crusher, three miles north of South Byron, Wis., he discovered a telegraph pole down across the track. He removed the pole a few minutes ahead of a passenger train from Fond du Lac, and then reported the same to agent at Fond du Lac.

The following, although a little late, is none the less deserving of commendatory notice. One day last summer, when a carload of horses was ready to leave Union Stocks Yards, Clerk A. Kroes of the Stock Yards and Conductor W. H. Ready of Chicago Terminals, discovered that the rainy weather had made the floor of the car so slippery that the horses could not be shipped without danger of serious loss. They, therefore,

had the horses unloaded and the car bedded with sand. Their thoughtful attention no doubt prevented a heavy claim against the company, and work of this kind goes a long way in the prevention of loss and damage freight claims.

Foreman M. Flavin and Charles Ktema of the B. & B. Department, have received special commendation for discovery of a couple of small fires in the sawdust at the lechouse in Austin, October 19th. They promptly extinguished the flames, thus preventing a heavy damage.

P. du C. Division Brakeman W. McConnell has received special credit for discovery of a broken rail in track east of McFarland, November 4th, and reporting the same at the office in McFarland ahead of No. 14. This is good work and much appreciated.

Idaho Division Brakeman H. H. Goudge has received a letter of commendation for noticing a cracked frog at the west switch near Ethelton, October 18th, as his train was passing over it.

Missoula Division Conductor Alex Melchior has received a letter of commendation from Superintendent Willard for watchfulness and attention to duty. On the morning of November 5th, at Missoula, while his engine and caboose were standing on passing track in front of the station, third 61 was pulling by en route westward. Conductor Melchior noticed a dragging brake beam under car in 61's train and immediately had whistle sounded on his locomotive for the motorman on 61 to stop. Train was stopped and the beam removed, thus preventing a probable accident.

On November 6th, Extra Gang Foreman Drawheim noticed a loose wheel on P. T. L. car 18713, and notified the conductor, who had the car set out at Ranney, thus preventing more serious damage. Such action is much appreciated by the management.

C. & M. Division Trainmen T. E. Bamber and S. Taylor have received special credit for discovery of a fire on bridge A512, east of Gano, November 7th. Train was stopped and the blaze extinguished, thus preventing further serious damage.

Switchtender Charles Zimmerman, Milwaukee Terminals, is entitled to special mention for discovery of a broken rail while walking on east-bound main track near Grand Avenue Junction. Same was immediately reported to the yardmaster, and the track repaired before further damage was caused.

Brakeman Henry Tausch, R. & S. W. Division, merits special mention for discovering a broken truck under C. & N. W. car 10992 at Lake, November 25th.

Extra Conductor Cearfoss, R. & S. W. Division, lived up to his excellent reputation November 19th, when he discovered a broken truck under D. & H. car 21348, at Corliss.

Engine Watchman Osborn, Elkhorn, discovered about six feet broken out of a rail on the main line just east of station, November 29th. He promptly took the necessary steps to avoid an accident and is in receipt of a letter of appreciation from his superior.

Brakeman Fred R. Briggie of the Middle Division was given a letter of commendation and credit in the roster for the discovery of a brake beam dragging on a car in 61's train, October 13th.

Engineer Wesley Leonard was given credit in the roster and a letter of commendation for his work in the company's interests September 27th. On that date he was called for train 70, a fast meat train at Perry. The brakemen were late in getting around for the engine and Engineer Leonard took the engine to the east end of the yard and to the train to save delay.

On December 13, 1916, Frank Hemsey, engineer, discovered brake beam dragging on St. P. 75150, train 64, Cully, conductor, while the train was pulling by Montevideo roundhouse. He succeeded in stopping the train before car pulled over the switches and undoubtedly prevented an accident.

Brakeman J. D. Bierrenkott was commended for close attention to duty on train 192, December 15th, when C. P. 209027 was derailed two and one-half miles north of Alpena. Brakeman Bierrenkott noticed car off and succeeded in stopping the train and avoiding a possible serious accident.

Operator W. H. Swan, at Shakopee, noticed brake beam dragging on train 263, October 20th, and succeeded in stopping the train before an accident occurred.

On December 19th, Crossing Flagman Gibson, at Waubay, noticed brake beam dragging on P. L. 281205, train extra west, Reeve, conductor. He succeeded in getting signal to the trainmen and train was stopped before an accident occurred.

Mr. Charles Saunders, who is not an employe, and was at the Mud Cura Sanitorium at Shakopee, noticed brake beam down on train extra east, Conductor Dunningham, as the train was passing Shakopee. He notified the train crew and the brake beam was removed before an accident occurred.

Obituary.

Friends all over the Milwaukee System were shocked to hear of the sudden death of Robert S. Dousman, auditor of traffic of the Lehigh Valley Railroad, which occurred in Philadelphia on November 27th, following a stroke of apoplexy which he suffered on the 25th and from which he did not regain consciousness. Mr. Dousman was born in Milwaukee and spent his entire business life on the Milwaukee and Lehigh Valley Railroads. He entered the accounting department of this company in the early seventies and advanced steadily to the position of assistant general auditor. In 1903 he left this company to become auditor of traffic of the Lehigh, which position he held at the time of his death. Mr. Dousman stood at the head of his profession and was prominently identified with the Association of American Railway Accounting Officers. Burial took place in Milwaukee, November 30th. He is survived by a widow and two brothers, one of whom, Benjamin A. Dousman, is assistant general auditor of this company.

W. R. Edwards, foreman in the locomotive department, Milwaukee Shops, died suddenly at his home in Milwaukee, November 27th, aged 74 years. Mr. Edwards had not been in good health for some time, although able to attend to his duties until the day before his death, when he experienced a change for the worse and was taken home from his office. He was universally beloved by his associates, the officials of the company, among whom he had many warm friends; by his neighbors, and even the little children, to whom he was known as "Uncle Willie." He was a veteran employe, having been in the service nearly fifty years. Mr. Edwards did not long survive his wife, whose death occurred last March.

Saturday, December 9th, Engineer William Schneider of Portage died at his home after an illness extending over a period of several months. Mr. Schneider, who was fifty-six years old, began his railroad career at the age of sixteen and had been an engineer for the last twenty-seven years. He had many friends, was a member of the Masonic Order and of the B. of L. E., in which he took a great interest. The sympathy of all employes is extended to the bereaved family.

The death of Conductor Carl Schoen of the C. & C. B. Illinois Division, removes a good and popular employe of the road. Mr. Schoen entered the service in 1888 and spent his entire railroad career on the Bluffs Division. He was a member of the Masons, who conducted the funeral services, the body being placed in the vault of the Forest Home Cemetery, Chicago, pending the arrival of Schoen's son, who is in the United States Navy. The employes extend their sincere sympathy to his wife and family surviving their brother railroad.

Eugene Richard ("Dick") Smith died at his home in Evanston on December 6th, last, after a long illness. "Dick" was one of the most widely known employes on the System, having been in charge of the President's business car since 1880. In that year he came to the old 101, then the general business car of President Alexander Mitchell, General Manager S. S. Merrill and any of the other officials whose business required them to use a car. When 222 came into the Union Depot in Milwaukee, it was considered about the finest business car ever built, and "Dick" was assigned to it. He served all the Presidents of the company faithfully and well. He is survived by a widow, two daughters and two sons.

On The Steel Trail



Trainmaster Nee and Dispatchers, Montevideo, Minn.

Cinders from the H. & D. *Bolkece.*

Behold the mighty giant awakes from his slumbers! The H. & D. Division has not heretofore monopolized much of the space in this magazine, but Mrs. Kendall in her recent trip over the division informed us that, as we are the largest division on the system, we should let the rest hear from us. So open your eyes, oh, gentle reader, and assimilate the rare literary delicacies which we set before you and be lenient, remembering this is our first attempt and our ideas have not yet become "aged in the wood."

Brakeman C. P. Adams was transferred from road service to yard service in Montevideo Yard. "Chuck" evidently prefers "city life" to being a 16-hour candidate with the mercury at the bottom of the tube.

The Montevideo High School Business Department graduates of last year who are with the "Milwaukee" are: Joseph Steunes, trainmaster's clerk at Aberdeen; Lynn Baumhofer, ticket clerk, Montevideo; Verdi Clagget, roadmaster's clerk, Montevideo, and Lyle Brown, trainmaster's clerk, Montevideo.

Brakeman E. L. Klucns has secured a leave of absence and is working at Douglas, N. D.

Len Nelson, operator in Montevideo dispatcher's office, and Walt Ustruck, fireman, spent a couple of days around Minnesota Falls hunting coons and other live stock, recently. We have not heard whether they got beyond the "hunting" stage or not, but are inclined to think they did not violate the game laws.

The helper engine has been pulled off of the Minnesota Falls Hill during the cold weather and Conductor "Red" Middlebrook is again getting acquainted with the rough spots on the main line. Engineer Bradley and Fireman Wik have returned to civilization and have moved their bunk car furnishings to their homes in Montevideo.

Yardmaster "Jack" Griswold, Switchman Gunderson, Engineer Erwin and Operator Albert Nelson have returned from their hunting trip in the northern part of Minnesota and each brought back a little "deer." We don't know where they got them but the simple fact that they did is proof of their prowess.

Brakeman H. W. Mitchell has secured a leave of absence and intends to get work out of Kaunas City during the winter.

Yard Clerk Harry Lauderdale of the Monte Yard spent a day in Minneapolis just after the December 14th payday. Evidently doing his Christmas shopping early.

Passenger Brakeman William King was married recently at Montevideo and after a short honeymoon has resumed work. The happy couple will make their home in Minneapolis.

Conductor Pierce Trueman has been laid up for some time on account of an accident in which he was dragged a short ways under his train when attempting to chain up a drawbar with a defective coupler. However, we hope he will soon be with us again, as the payroll does not look right without his name on it.

Conductor Spellman has been off from his regular run on the Fargo line on account of the serious illness of his wife, E. L. Eldred has been taking his place.

Assistant Roadmaster Walsh is acting as yard foreman in the Montevideo yard since the extra gangs have been taken off.

Employees on the H. & D. were shocked recently to hear of the death of Conductor D. K. Ostrander on the way freight at Ortonville. His family have the sympathy of the entire division.

Mrs. E. E. Devlin, wife of Chief Dispatcher Devlin of Aberdeen, and children spent a few days visiting friends in Montevideo just before the holidays.

Mr. J. L. Donnelly, formerly of Minneapolis, is the new night roundhouse foreman at Montevideo vice Mr. E. Hehn, who has resigned to take care of his automobile repair business. The employees at Monte welcome Mr. Donnelly and family to their midst.

We notice Conductor E. F. Bauer makes very frequent trips to Marion, Ia. We wonder if there is a magnet in that vicinity.

T. A. Boyce, train dispatcher from Aberdeen, who has been in poor health for the past two years died on his claim 30 miles from Sumatra and was buried at his old home at Glencoe on December 13th. Tom was a boy whom everybody loved and respected and the esteem in which he was held was shown by the large assemblage of people who attended the funeral. The floral offerings were many and beautiful. Chief Dispatcher Gibson and wife, Mrs. Meuwissen, Mrs. Ladds of Aberdeen and Chief Dispatcher Andres from Montevideo attended the funeral.

Albert Nelson, operator at Monte yard, has gone to Sloux City for a few days' visit with friends. We may look for one of the "friends" to come back with him. Albert is a good boy, but we always thought he was too bashful for anything like this.

If you will turn to the picture of the dispatcher force on the East H. & D. at Montevideo, at

the top of this page you will notice the serious expression on the faces of all except one. This is due to the terrible strain of tearing themselves away from their work and of their meditations on the high cost of living. The one exception you will easily pick out because of the "I should worry" expression on his sphinx-like countenance. The only way we can account for this is that he just had a hot cup of coffee, which always puts him in a cheerful mood or it may be due to the "thrill that comes once in a lifetime."

Notes From the Prairie on the H. & D.

C. R. Craft.

Well, folks, here we are with the H. & D. and it's up to you to tip the news off to me.

Local Agent R. C. Donchower of Aberdeen recently spent several days at the "old home" at Dakota, Minn.

J. S. Keenan, second trick dispatcher on the West H. & D. is spending a vacation visiting a sister at St. Joe, Mo. A. Walters of Moberg is relieving him.

M. D. Ayars, son of Agent Ayars of Redfield, is the new operator in dispatcher's office at Aberdeen in place of "Bill" Nye.

Leo Lutgen, car record clerk, Aberdeen freight office, is off duty with a bad case of tonsillitis.

Cuthbert, S. D., station has been recently opened up with L. R. Hobart as agent.

F. R. Scott has again returned to his duties as agent at Wahbay, after working extra for some time at the dispatcher's office at Aberdeen. W. G. Herzog acting as agent in Mr. Scott's place.

F. J. Kolb, rate clerk in local freight office, Aberdeen, will spend Christmas at Winona, Minn., his old ballwiek, before coming to Aberdeen.

C. C. Guernsey, formerly agent at Hosmer, has been transferred to Faulkton.

Mrs. A. H. McFarlane, wife of Conductor McFarlane of Harlem Line fame, was a recent visitor and shopper at Aberdeen.

J. P. Stennes is the new timekeeper in dispatcher's office, Aberdeen, in place of Cliff Simmons.

Operator "Bill" Nye and wife are on a honeymoon trip in Florida, catching crocodiles and eating grapefruit.

Mrs. Carpenter Kendall was a visitor in Aberdeen December 12th. An L. 2 engine done in burnt wood by operator Vanderhoof of Hoscoe, drew her attention while in the office of O. F. Waller, D. F. & P. A.

W. F. Harris, formerly of Faulkton, has been transferred to the agency at Webster, succeeding H. H. Meyer, resigned.

W. H. Claussen, formerly with the Midland Continental Railroad at Millerton, N. D., has accepted a position with this company as agent at Hosmer.

Frank Faeth, messenger boy, will spend Christmas at Strasburg, N. D.

W. H. Berg, assistant cashier local freight office, Aberdeen, will visit at Woonsocket on Christmas day. Also the evening, presume.

The Midland Continental Railroad, which connects with our line and uses our terminals at Edgeley, N. D., is building a new depot at Jamestown, N. D. Also a new round house.

R. H. Solke, claim clerk at local freight office, accompanied by his wife, will visit at Lemmon, S. D., at the home of Mrs. Solke's parents, over Christmas.

We are grieved to learn of the accidental death of Leslie Pierce, a former clerk in the Superintendent's office at Aberdeen. Mr. Pierce was employed by the Bethlehem Steel Co., at Bethlehem, Pa., at the time of his death, which occurred on December 12th.

The death of T. A. Boyce, which occurred at Sumatra, Mont., on December 9th, removes another former employe from our midst. Mr. Boyce was a former train dispatcher at Minneapolis and Aberdeen. He resigned his position with this company some time ago and took up a homestead at Sumatra, Mont. Bural was made at the old home in Glencoe, Minn. Chief Dispatcher H. F. Gibson and wife, and the wives of dispatchers Dodds and Meuwissson of Aberdeen, and Chief Dispatcher J. F. Andres of Montevideo, attended the funeral services. A beautiful pillow of flowers was a tribute from the train dispatchers of the Aberdeen and Montevideo offices.

Notes from the West H. & D. Division.

H. Murphy.

Mrs. Carpenter Kendall, editor of this magazine, when recently at Aberdeen, S. D., appointed Mr. C. R. Craft of the Traffic Department and myself as correspondents to the magazine, and I take this means of introducing Mr. Craft and myself to the other writers all over the system, and to the many readers of the magazine, as we hope, with the help of Mrs. Kendall, to have our notes appear in the monthly edition in the future; and I might add, of some day becoming as famous as "Ruby Eckman," "C. E. Pike," "Katherine McShane," "Nora B. Still," and the many other writers whom we have become to know, by name at least, in reading their articles in the magazine from time to time.

A coal meeting was held at Aberdeen at 10:00 a. m., Thursday, December 14th. Amongst the visitors were: Messrs. F. S. Rodger, Wm. Snell, John Turney, A. Z. Cowles, Larson and Peck. The meeting was a success in every respect but was not long enough to suit some of our most eloquent speakers, who have requested a longer meeting the next time. The meeting was well attended and we look for a still better showing in our coal consumption on the West H. & D. Division.

A considerable number of applications are coming in at the Roundhouse Office for Christmas Day lay-offs, from the enginemen. The men have all worked very steady during the heavy summer and fall business and want to be home on Christmas Day.

Mr. C. E. Meslek, formerly firing runs Nos. 703 and 706 for our veteran engineer, Oscar F. Ladd, has been displaced by an older man, and is now working in the capacity of engine dispatcher at Aberdeen roundhouse.

Mr. Chellis Aney, one of the most popular boys of the West H. & D. Division, both with the boys and the fairer sex, has decided to spend the holidays with his parents at Great Falls, Montana.

Fireman J. Birkland has requested transportation to Frederick, where he will spend Christmas with his folks.

A. K. Stewart, locomotive fireman on the West H. & D. Division, has returned from points in the East, where he visited friends and relatives, and also took a short course in the Boston Conservatory of Music. Mr. Stewart is not only a good fireman but also a good musician.

The division annual passes and system annual passes for the year of 1917 have not yet shown up at Aberdeen and the boys are becoming quite anxious. Roundhouse foreman's clerk, Walter L. Kelley, has been questioned with reference to them so often that he has now printed a card which reads as follows: "The 1917 annual and system passes not yet received," and whenever anyone questions him regarding same now he merely points to the sign, thereby saving a verbal explanation.

Ask Herman J. Hein of the B. & B. Department the temperature of the water at this time of the year. Herman was repairing the pipe in the well pit at Monango, when he slipped and fell into the live feet of water in the pit at that time. Efforts are now being made to trace Herman's ancestors to see if they originated with the amphibious animal.

West H. & D. Division Engineer B. F. Slater and wife are planning on taking an extended trip to Seattle, Portland, San Francisco, Los Angeles, San Diego and Kansas City. We wish Mr. Slater and his wife a pleasant journey.

Engineer William Aggas and wife are planning on taking a trip west similar to that of Mr. Slater and wife, and to them also do we wish a pleasant journey.

Daniel Croghan, fireman on the West H. & D. Division, leaves Aberdeen shortly for Sioux City, Iowa, where he has very important business on December 20th. In fact, it is so important that the ceremonies cannot take place if he is not there. In other words, Mr. Croghan goes to Sioux City to take upon himself a wife. He will bring her back to Aberdeen to help him hold his rights on the West H. & D. Division.

Our veteran engineer, Mr. O. F. Ladd, will leave soon for Hot Springs, Ark., where he will remain until the weather moderates somewhat in this country.

Mr. Wm. Hayes is our new roundhouse foreman. Mr. Hayes was promoted from the position of night roundhouse foreman at Aberdeen. Machinist F. A. Osterlund was appointed to succeed Mr. Hayes as night roundhouse foreman.

Due to the severe weather General Foreman T. S. Manchester has been out of the division a great deal to see that everything is in condition to get the best possible service.

B. & B. Department clerk, Mr. Arthur Maschke, is now taking his meals at the Empire restaurant. "Nuff said."

Engineer B. R. Skinner left Aberdeen for Chicago on business, a few nights ago.

Mr. Frank Kelley, caller at Aberdeen roundhouse, intends to spend New Year's day in Minneapolis visiting friends.

Now that the rush of Christmas shopping is about over, resolutions for the New Year are in order.

The Aberdeen Roundhouse office recently received a new coat of paint and gives a very neat appearance. One must know the pass word to gain admittance to the office now. It is suggested that a door mat be placed just outside of the office door with the usual welcome sign on it, for the purpose of advising all who would enter that they are welcome—after they clean their shoes.

Our veteran machinist, C. F. Snyder, Engine Handler Andy Olson, and Louis Johnson, the sandman, are in line for annual passes, due to having been in the employ of the company for twenty-five years.

Dubuque News. S. A. Gohat.

It is with deep regret that we report the death of our machine shop tinkerer, Waldemar Waller, which occurred at his home here on November 14, 1916, after being sick at his home for the past two months. Mr. Waller has been in the employ of the C. M. & St. P. Ry. for the past seventeen years and his many friends extend their deepest sympathy to the bereaved family.

Painter William Holz and wife enjoyed a few days visiting with relatives in Chicago, Illinois.

The latest thing out in side burns. See them on Store Department Clerk Charlie Brunkow.

Carpenter Frank Kaiser and wife are enjoying a visit with relatives and friends at Waverly, Iowa.

See the smiles on Engineer Christ Fidler? Good reasons—a nine-pound baby arrived at his home the latter part of November.

Mr. J. P. Joho of Gordon's Ferry has accepted the agency at Clayton. Vacaney at Gordon's Ferry filled by Mr. O. G. Knapp.

Painter Frank Baule spent a few days in Chicago, the past week taking in the movies. What is the matter, Frank, can't you get your money's worth here in town?

Carpenter Pat Donnigan has returned to work after being on the sick list for the past three weeks.

Joseph M. McDermott of the store department was called to Shullsburg, Wisconsin, to attend the funeral of his uncle.

Machinist Al. Bench spent a few days hunting at West Union, Iowa. From the amount of game brought back, we will take his word for it that he is a good shot.

Our assistant foreman, Peter J. Kunnen, is the proud father of a baby girl, which arrived at his place on December 13, 1916.

Switchman Dan Kempter has been laid up for the past three weeks, on account of receiving badly wrenched limb while switching in the lower yard.

Conductor O. E. Dana is spending a few days in Chicago on business.

Brakeman Max Parker has resumed his duties on the Red Ball run, after a vacation of about a week. Did you have a good time, Max?

Waterloo, Iowa, must sure have some attraction for our holler shop clerk, "Speedy." From reports we got he was over there again last Sunday. Don't waste so much of your time traveling over here and back, Speedy; bring her here and clinch a good thing.

Another agent added to the force at Dubuque shops. Our agent, Mr. L. W. Obershaw, is the father of a baby boy, which arrived at his home the later part of November. Congratulations, Roy, and hope that some day he will be master of all the ARTS that you are.

Machinist John W. Reed and wife spent a week visiting with their friends in Waterloo, Iowa.

Brakeman H. M. Schwartz has resumed his duties, after being off for the past ninety days.

Carpenter Walter Eichman and wife are visiting with friends in Burlington, Iowa.

Our stenographer, Mattie Klebler, from the Store Department, figures on spending Christmas in Mason City, Iowa. I suppose when she returns it will be the same old brother-in-law stunt again.

The machinist helpers of Dubuque Shops entertained their friends at a dancing party at the Eagle's Ball Room on December 14, 1916. A large number of the shop boys and their friends were present and all reported having one grand time.

On Wednesday, November 1st, the Columbian was the first passenger train pulled from Deer Lodge, Montana, to Alberton by an electric motor, and was handled by Engineer H. L. Quade. At one time Mr. Quade was an engineer on Dubuque Division trains 1 and 8, and is no doubt remembered by a number of the Dubuque boys, who are pleased to hear of the honor bestowed upon him.

Frank Zemanek and wife enjoyed a week's visit with relatives at Oilewin, Iowa.

Conductor P. G. Cronin had the misfortune of breaking his ankle at New Albin several days ago in the performance of his duties. Hope it will not be serious, Dan, as we miss your smiling countenance every day.

Our supply man, Clarence Horsfall of the Car Department, enjoyed a short visit with friends in Beulah, Iowa.

Car Foreman A. Doyle and his chief clerk, of Ottumwa Junction, were business callers at Dubuque Shops during the past month.

Machinist Harry Keck and wife visited with their friends in Manchester, Iowa.

Carpenter Raymond Wildberding has returned from a week's visit with friends in St. Paul and Winona. We figure the greater part of Ray's time was spent in Winona. Although it is not as big as St. Paul, there is more attraction there for Ray.

East business on this division is sure booming at the present time. We are handling all the Roundout business which formerly has gone over the La Crosse Division, and the six crews assigned to service between Savanna and La Crosse are making a complete success of the new runs. We feel sorry for the boys on the La Crosse Division, as this no doubt takes away a great percentage of their business.

We received a box of cigars the other day from Engineer M. E. Greener, from Reno, Minn., with the note pinned on it for the enginemen at Dubuque Shops, and another little note attached informing us of the arrival of a baby girl at his home on December 6, 1916. If the baby girl is as good as the cigars, Mr. Greener, she sure is a dandy. Thanks.

La Crosse Division Doings. Guy E. Sampson.

On December 5th, at the home of his parents at Watertown, occurred the death of Mr. Charley Forkenbridge, one of our most efficient passenger brakemen. Charley, during his employment on the Milwaukee, had gained a lasting friendship with those he came in contact with. During the summer months he had charge of the club car, which is operated between Oconomowoc and Milwaukee daily. The funeral services were under the auspices of the Masonic Order and the B. of R. T., both of which the deceased was a member. The sympathy of all is extended to the bereaved family.

We have another depot fire to report this month. One of our most beautiful depots, located at Hartland, which was built a few years ago at the cost of thirty thousand dollars. Master Carpenter Wm. O'Brien says that as this is the third depot fire in succession he is in hopes that a good many years will elapse before he is again called upon to rebuild a burned depot.

The new depot at New Lisbon is fast nearing completion and we must say that it will be a great improvement to the one which was burned last spring at this point.

V. B. R., you will no doubt meet "Sigh" and "One T. P." in Spokane in June, and as we met both gentlemen in Chicago last June, you can take it from us that neither Peggy, Nora, Ruby or any of the rest of the fair sex will be neglected on that occasion.

That's right, Peggy, keep T. P. guessing until we meet in Spokane, when we will all know who is who.

We were all glad to note our old friend Har-nack's name in Nora's December items.

Why the Electric Light Bills are Higher

Longest Days Make Largest Bills. Increase of Dark Hours Necessitates More Electric Light.

This is the season of the year when the irate householder rushes down to the electric light office and complains about his bill.

"Just take a look at that!" shouted one complainant as he slammed the bill down on the cashier's window. "It's twice as much as it was in September when I had a house full of company and just the three of us alone last month."

The cashier took a look as he smiled.

"Of course," he nodded, "Quite naturally."

"Quite naturally, eh!" snorted Mr. Householder, "I suppose if I burned candles your bill would be just—"

"If you burned candles your bill would be just the same proportion," interrupted the cashier. "That is, you would burn twice as many candles in December as you did in September."

Then the cashier took a little chart, handed it to the customer and began to explain.

"Just suppose you went to bed at nine o'clock every night in the year. In September the sun sets at 6:09 p. m. and it is dusky at 6:20 p. m., so you have to turn on the electric lights at that hour. This means you would have to burn the lamps two hours and forty minutes before retiring. At the end of the month you would burn the lamps a total of eighty-two hours. Now December is the darkest month of the year, the sun sets at 4:49 p. m. and it begins to get dark or dusky at 3:22 p. m., so you have to light the lamps. This makes a total of nearly six hours a day or one hundred and seventy-five hours for the month. So, you see, the hours for December lamplight are twice as many as in September—"

"Here, stamp that bill paid and give me the change," interrupted the man. "I guess I see your point."

"Take the chart with you," answered the clerk.

The chart shows that June is the lightest month of the year. If one went to bed at nine o'clock the lamps would be necessary for only 40 minutes a day or 20 hours a month. On this same nightly schedule of going to bed at nine the hours of darkness per month would be as follows: January, 157 hours; February, 115 hours; March, 96 hours; April, 65 hours; May, 37 hours; June, 20 hours; July, 26 hours; August, 50 hours; September, 82 hours; October, 117 hours; November, 152 hours; December, 175 hours.

During the summer months dusk follows 45 minutes after sunset, owing to the sloping path of the sun beneath the horizon. On the other hand, during the winter months clouds and mists often obstruct the sun's disk so that even long before the sun has sunk below the horizon the illumination in the sky has fallen to a value comparable to that of the summer twilight above referred to. It is this effect, often overlooked, which contributes to the purely astronomical effect of the shortening days.

No one ever complains about the electric light bill in the summer time. It is only during the long evenings of late fall and winter when a great deal of electric light is necessary that the electric light bills mount high enough to cause attention. If special attention is paid to keep the lamps and shades clean and no current is wasted through carelessness, even in the darkest month of the year, December, the electric light bill should not be too high. Like any other commodity, the more electricity you use, the more you must pay for.

Every user of electric light should remember that the little meter in the cellar is working, running up the regular monthly bill, whenever a light is turned on. The more lights used the faster it runs. Carelessness in leaving lights burning all night, in the attic and cellar, account for a good many large monthly bills. This is not the fault of the electric light system but the natural result of pure carelessness on the part of the user.

We notice that our old La Crosse Division boy, Harry Adams held the top-most position in W. A. H. Jones' Christmas tree write-up last month.

Conductor Jerry Lynam, who has been on the Madison Watertown run all fall, is back on the box cars.

Engineer M. Whooly, who was injured in a wreck while riding as a passenger on a foreign road nearly two years ago is again able to be back on the job. All employes are more than glad to see him back.

Yardman Nichols of La Crosse met with a serious loss (?) early Thanksgiving day. On account of the great number of trainmen laying off to partake, or take part of the high priced turkey, George was called to make a trip on the road with Conductor M. Larkin. While seated comfortably on a box car watching a heated Journal, his lantern slipped to the ground, bouncing out of the right of way. In his grief he wired the section men offering \$300 for the safe return of the lamp, which he claims to have carried ever since he began rail-riding 26 years ago. William Sommers says he can vouch for George having carried the lamp 25 years ago, at which time he broke for Sommers on the S. M. Division. We understand that the lamp has since been returned slightly jammed but that party finding same did not hold George to the reward.

Engineer George Bates has been confined to his home most of the month, on account of sickness. At this time he is again out among the boys.

Conductor M. Van Wormer attended the family reunion at Gary, Ind., this month, at which the four brothers and two sisters celebrated their mother's sixtieth birthday.

Would like to ask Nora if S. O. S. messages in regards to the water car means Same Old Stuff? The boys on the beer train out of Milwaukee can't savvy that water car question.

December 9th at Portage one of our popular young engineers, Mr. Fred Jowett, and Miss Frances Miller, were married, and left at once for a short trip, after which they returned to Portage, where they will be at home to their many friends.

P. H. Madden went to Milwaukee Saturday, December 16th, to assist in going over the minutes of the Road Masters' meeting, which was held at Milwaukee November 3rd.

Conductor Smith of the Sparta run enjoyed a holiday vacation and William Shaffer took charge of the run during Dan's absence.

Mrs. Selby and children of Austin, Minn., spent a few days this month in La Crosse visiting her brother, Conductor Peter Hollinshead and wife. Miss Kittle Madden of the Road Master's office at Sparta also visited them at the same time.

We notice an item in a local paper stating that our "Billy Wilcox" (who, by the way, is the W. V. Division correspondent) and wife had spent a few days visiting at Sparta. We hope the local paper don't call us down for copying the item, for we are compelled to use every means available to get our news.

Hillie Schmitz of the Sparta freight house force, we understand, has taken unto himself a helpmate. Congratulations, Hillie.

These few Sparta items were gleaned while the train your correspondent was on was held up at Sparta for several hours on account of the yards at La Crosse being congested.

W. G. Reinders has been appointed station agent at Westby.

Our brave soldier boys have returned and all places on our Division that were the headquarters for a company sure gave them a hearty welcome. All employes join in congratulating the boys, and especially those of them who went from our ranks, for their safe return.

The boys reported as gone to the northern woods last month all returned safe and each had his deer to repay him for the efforts used and time spent away up in the wilderness.

Most of the regular men expect to spend Christmas day at home and all extra men expect to have to work on that day.

Cupid failed to get his work all done in the good old month of June and has had to be kept busy ever since. The following La Crosse Division employes have since our last letter joined the married rank in the great lodge of life. On November 22nd, at Portage, Conductor H. B. Martin and Miss Jessie Ferge were happily married and at once set out for a trip throughout the state, after which they settled down in a fine

home which Harry had recently built and furnished.

On November 25th, at Milwaukee, occurred the wedding of Miss Lulu Shackley, youngest daughter of Conductor and Mrs. Milo Shackley, and Mr. Stanley G. Fraser of Great Falls, Montana.

November 30th Engineer Robert Nugent of Milwaukee and Miss Edith Nitz of Portage were married in the bride's home town. Both parties are among our best known young people, and after a short wedding trip settled down in a nice home in Milwaukee. All join in wishing them a long and successful journey through life.

Operator Mike Donnelly of Sparta was on the sick list this month and Operator William Jones took his place on first trick, while Operator M. Laden filled second. Yardmaster Thomas Bloomfield of Portage took a ride over the west end of the division one day this month and spent the time between trains getting acquainted with Mr. Bush, our North La Crosse yardmaster. The spirit of getting better acquainted is becoming greater each day on our great system and those in a position to know can see much good derived from this spirit of co-operation.

Our new trainmaster, B. H. McNaney, has been quite busy the last month riding over the division getting in touch with the employes and looking for opportunities to improve the service. He heartily endorses co-operation and believes that there is no better way to make the service 100 per cent good, than by officers and men in the service keeping each other informed of the existing conditions, and all working together for the betterment of the same. That is co-operation.

Mr. Willis Wright of Missoula, Montana, who has been in the employ of the Milwaukee for over forty years, visited this month at the home of his daughter, Mrs. Dan Trainer, whose husband is section foreman at Lyndon. It was the first time Mr. Wright had seen his daughter in thirty-two years.

Section Foreman Fred Flukiger and family of North La Crosse visited at the home of Foreman Trainer, at Lyndon, December 3rd and 4th.

Mrs. Lueth and children, family of Brakeman C. D. Lueth, spent Thanksgiving visiting at Trempealeau, Wis.

Conductor M. A. Cross of the New Lisbon Portage run, enjoyed a week's vacation this month and W. B. Clemons signed way bills in his place.

We notice the Christmas tree effect of the items sent in by the Idaho Columbia Division last month and we wonder if Mr. W. A. H. Jones, the writer, will be a member of the M. N. G. and meet us in Spokane to give us all some ideas as to how to get our items up in some attractive way. Surely hope so.

I. & D. Division Items.

C. J. Gilletec.

Third Trick Operator J. F. Evans returned to Mason City December 11th. He has been visiting friends at Laramie, Wyoming.

Brakeman R. E. Bullis is spending a few days with his parents at New Lisbon, Wisconsin.

Conductor A. L. Johnson was called to Minneapolis on account of illness of his father.

D. H. Cross, car foreman, Mason City, is home from Mercy Hospital, where he was operated on for gall stones.

Chief Carpenter C. J. Hansen returned from Seattle December 2nd. He states that steam power is very good, but electricity for him.

Assistant to General Manager C. M. Duke was in Mitchell December 6th.

Mrs. E. A. Meyer, wife of C. D., Mason City, is recovering rapidly from an operation at Story Hospital December 2nd.

F. E. Hogan has been appointed baggageman at Mason City.

The boys of the Auditing Department spent Thanksgiving day at Minneapolis.

Operator McGovern of New Hampton was a Mason City visitor December 5th.

Brakeman M. E. Butler was a Minneapolis visitor November 30th.

Tomahawk Roundhouse News.

Steve.

At last they are all back from hunting. We were promised about fifty pounds of venison by some of the parties going out, but only one of the boys came across with any. But that was sure good eating August.

Chicago Milwaukee & St. Paul Railway.

Hotel Myers
Established in 1891
100 N. Dearborn St.
Chicago, Ill.

Amesville Steam Laundry
111 North Dearborn St.
Chicago, Ill.

The Empire Hotel
200 North Dearborn St.
Chicago, Ill.

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

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

English Bath, PLS & Hair
100 N. Dearborn St.
Chicago, Ill.

TRAIN BULLETIN

·EAST BOUND·

TRAIN NO.	DUE.	WILL ARRIVE.

·WEST BOUND·

TRAIN NO.	DUE.	WILL ARRIVE.

Hotel London
The Continental Hotel Building
100 N. Dearborn St.
Chicago, Ill.

Buggs Garage
100 N. Dearborn St.
Chicago, Ill.

Shurloff's Ice Cream
100 N. Dearborn St.
Chicago, Ill.

Geo. W. Yahn Fulton Market
100 N. Dearborn St.
Chicago, Ill.

The Hub Max M. Maxwell & Co.
100 N. Dearborn St.
Chicago, Ill.

J.M. BOSTWICK & SONS
THE BIG STORE
DRY GOODS GARMENTS CURTAINS CARPETS
WE KEEP THE QUALITY UP

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 start on the road about Jan. 15th 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.

Engineer W. J. Sullivan, who was hunting at Kraft's spur, passed through here with a large buck.

Engineer Millard also returned home from Star Lake with a nice buck.

But when it comes right down to hunting you will have to ask H. J. Culbertson, roundhouse foreman at Milwaukee Shops, how to get the deer.

Mrs. R. C. Hempstead and daughter Louise took a trip to Chicago December 1st.

On the night of December 7th the old roundhouse at Tomahawk caught fire in some way and the entire roof burned off, also doing considerable damage to two engines which were in the house at the time.

Have you all noticed the smile on the face of Machinist A. H. Johnson? We haven't seen the cigars yet, but we understand the cause of the smile is a big baby boy. **Congratulations, Al.**

On the 30th of November Engineer Frank Pond was called upon to mourn the loss of his mother, who died at Wausau. She was taken to Tomahawk for burial. Frank has the sympathy of all the railroad boys.

Fireman Herman Duvie, on Nos 5 and 6, was forced to lay off on December 7th on account of an attack of lumbago, Fireman Burek relieving.

The B. & B. gang were at Tomahawk December 8th, putting up a new smoke stack on the roundhouse to replace the one blown down.

Roundhouse Foreman Hempstead took a trip over the entire division the first part of the month to inspect all the roundhouses.

We wish that some one would explain to us why Blacksmith Pat Dapberg goes to Wausau so often. He always comes back with a smile. Who is she, Pat?

Gus Grube, formerly of Babcock, has taken Herman Schultz's place as agent at Tomahawk. Mr. Schultz is off on account of sickness.

George Surdick has at last got what he has been looking for, namely, his old job firing boilers. We now have plenty of steam but we also need it, as it is getting pretty cold.

We understand that Engineer Amos Griffith, who was operated on at Wausau, is again able to be about a little, and expects to go to work in two or three weeks. We will all be glad to see him around again.

George Gahan, formerly storekeeper, has accepted a position as boilermaker helper.

Engineer H. Gilham is on the north end way freight again, after an extended visit out West, where he took in all there was to see.

The latest addition to our railroad family is Bill Reih, who has accepted the job of keeping the engines bright and shiny.

The riddle just now is, who is going to be the next guardian of the storeroom.

East Prairie Du Chien Division Notes.

Margaret Murphy.

Agent Z. C. Wilson, Palmyra, was a visitor at Amberg, Wisconsin.

J. H. Vanderhik, Madison, was at Waukesha on business.

Passenger Conductor J. Ward was off duty a few days on account of illness. Conductor J. Crystal had charge of his run, with Conductor I. H. Fuller in charge of the Wauwatosa switch.

Engineer and Mrs. C. F. Peffer, Milwaukee, are the proud parents of a baby boy.

Conductor T. Callahan, Waukesha, laid off for a few days. Conductor C. Rosellen had charge of the "Scout" while he was absent.

Bill Clerk C. Micka, Waukesha, spent Thanksgiving at his home at Janesville.

Brakeman L. Carney was laid off about ten days recovering from injuries received when he fell from a baggage car.

Conductor E. Deards laid off for a few days. Conductor L. Cooper had charge of the way freight during his absence.

Mrs. Howard, wife of Operator Howard, Richard Center, visited her sister at Palmyra.

Conductor and Mrs. C. Rosellen, Waukesha, have been entertaining Mrs. Rosellen's father from Columbus, Wisconsin, during Thanksgiving week.

Gate tender Mrs. A. Smith, Waukesha, has returned to work after a week-end visit with her daughter at St. Paul, Minn.

Operator J. V. Derivan, first trickman, Waukesha, spent Sunday at his home at Fox Lake, Wis.

Brakeman R. True has been transferred from this division to Milwaukee Terminals, where he is working as switchman.

Fireman H. Walton got off a passenger train at Waukesha one night all dressed up, but guess he got back on again. "Where to, Harry?"

Conductor I. H. Fuller, who has been braking with the way freight, laid off for a few days.

Third Trick Operator J. Spillard, Waukesha, spent Sunday at his home at Elgin, Ill.

A daughter was born to Fireman and Mrs. J. Hoppe, Milwaukee.

Engineer E. Kelley, Waukesha, took a few days vacation. Engineer T. Dempsey ran the engine with Fireman W. Zunker firing while he was absent.

Miss R. McGreen, freight house clerk, Waukesha, was a visitor at Milwaukee.

Agent J. Lawless and wife, Waukesha, were called to Prairie Du Chien by the death of Mrs. Lawless' sister.

Baggage man T. McMahon, Operator, J. V. Derivan and Roadmaster J. Murphy took in the K. C. convention at Watertown.

The infant son of Conductor and Mrs. J. H. Fuller died after a brief illness. The employes extend their sympathy to Mr. and Mrs. Fuller.

Mrs. C. Baker, wife of Passenger Brakeman C. Baker, Waukesha, visited her daughter at Milwaukee.

The many friends of Roundhouse Clerk F. J. Dempsey will be sorry to learn that he has resigned his position at Madison.

Miss Blanche Wilson, music instructor at Carroll College, Waukesha, gave a concert at Palmyra. Miss Wilson is the daughter of Agent and Mrs. Z. C. Wilson of Palmyra.

The Missoula Division.

Peggy.

We don't know what you thought about it, but it seemed to us that the December issue of the Only Magazine was as a whole about the best yet.

Judging by the number of new arrivals announced in the Christmas number, it seems to us that our next year's page of Milwaukee youngsters will have to be enlarged somewhat.

And did you notice the fine showing made by Missoula Division in the kiddies' section? On the page with other children little Alma Pheban, daughter of Assistant Trainmaster Jack Pheban, and Adele Nelson, while not exclusively our own, in whom we still feel we have a proprietary interest; Frances and Florence Dow, daughters of Trainmaster Dow, and on the Children's Page the two little sons of "Andy," Missoula Division time-keeper. But even at that we didn't get them all, not near.

Concreting in the St. Paul Pass Tunnel is practically finished, but we understand there is still some grounding work which will keep Mr. C. F. Urbutt and his crew busy for some sixty days still to come.

Dispatchers Fiske Marshall and Chris Olson, with Special Agent Bob Phelps, were deer hunting for a week, returning with their full quota of game. Since returning, having acquired the habit, two members of the party at least are still hunting, with fair success we are told.

On this same trip there was an amusing little circumstance. The party carried a demi-john (drinking water), and after tramping about two miles they sat down to rest. It seems that the demi-john was in charge of the same said Fiske Marshall. Upon arising to proceed, Fiske picked up his gun and went on his way (how could he have done it) without the demi-john. After going another two miles he discovered his loss and traveled back for his "little brown jug," recovered it, and left his gun. It is not upon record that he went back for the gun.

Mr. Ole Hanson, train dispatcher, is taking a two weeks' holiday, peddling, as we understand, life insurance and that well known staple, peanuts.

Mr. Chris Olson, who has been working third trick on the west end during the time that two sets of dispatchers were employed on the Missoula Division, has returned to the Spokane office.

On the first of December the force of dispatchers were reduced to normal, that is three only, Mr. Ole Hanson, Mr. Fiske Marshall, and Mr. Dave Haggerty constituting the regular force.

J. W. Curry, one of the side table operators, has perhaps one of the worst cases of hunting fever known. He laid off two weeks ago to hunt deer, but up to the end of the season all he had been able to find was "tracks." He says he

is going to keep on following the tracks until he lands, even if it takes until this time next year.

We are wondering, since the Rocky Mountain Division correspondent seems to consider herself run down, what she would be like supposing she got back to what would seem to her to be normal. Goodness sake, N. B. S., have a heart, and don't do it. It's a bugabear with us, trying to keep even in the running.

Conductor J. W. Schlatterer, "Schlatts," as he is familiarly known on the Missoula Division, has laid off for the winter and gone back to Iowa. He carried a pair of "antlers" with him, having been made a brother Elk the night before he left.

We have from time to time noted that items have appeared in other columns of this publication in praise of the terpsichorean accomplishments of various employes in different branches of the service, but it is not often that one gains such fame as that accorded to our own "Skinny" Halford, whose name appeared in the Missoulian recently lauding him as the originator and one perfect executor of the present dancing craze, the "Bean Trot."

Staff system was placed in operation from Falcon to Avery on December 10. Territory between Haugan, Mont., and Avery, Idaho, now under staff operation exclusively.

Electrical operation has been extended from Alberton to Haugan, and an electric helper engine is being used to East Portal.

The first train taken up to East Portal with electric motor helper made the run from Haugan with a train of a little more than two thousand tons in fifty-seven minutes.

Some wonderful records are being made between Alberton and Deer Lodge with the electric engines. Engineer Willsey, with train No. 61, a train of thirty-three hundred tons, made the run in five hours and twenty minutes, and Engineer L. C. Markham made it in four hours and ten minutes with a train of thirty-five hundred tons.

We also hear some yarns about economy accomplished by electrical operation (with apologies to the Rocky Mountain Division scribe). It is reported that No. 16 one morning made the run from Deer Lodge to Three Forks, a distance of some one hundred and twenty miles. Upon arriving at Three Forks the meter was read and it was found that the Montana Power Company owed the Milwaukee fifteen cents for power.

Roadmaster H. M. Grimes has been given full charge of snow fighting equipment in the Blitter Root Mountains, and is now "Snow King" on Missoula Division.

Mr. J. P. Phelan,

Dear Sir:

I heroby challenge you to a one round, free for all, to a finish battle. Winner take all, loser out of luck. While I realize my chances are very small, still I feel I must take them or lose my reputation. Please put an end to this suspense as soon as possible.

Yours truly, Jess Willard.

The above received by Mr. Phelan a few weeks ago. Needless to say should the battle take place as per schedule, all the Missoula Division money will be up on Jack, knowing that the holder of the championship would have small show. You see, we have inside dope.

It has been snowing pretty steadily for the past week, but the sun shone and Mr. John Pearce visited the office on the 12th.

Mr. Bill Grieves made a trip about which there is some mystery to Spokane on the 15th.

Mr. Ray Webb, claim agent, left on the 15th for his home in Iowa to spend the holidays. He will visit Chicago before returning.

Alberton has been discontinued as a freight terminal, there being no change in make up of train from Avery to Deer Lodge. The switch engine formerly used at Alberton has been sent to Avery.

Electrician R. W. Smith and Helper L. G. Allard have been transferred to Haugan.

Mr. N. R. Byron, round house foreman at Alberton, made a trip to Superior on business.

C. White returned from his hunting trip with his limit of deer.

Fred Walters, machinist helper, and W. H. VanAlstine, oil house man, now have charge of caboose supply house and bunk house at Alberton.

Boilermaker J. Kilkelly is transferred to Avery.

H. P. Britton, C. Currie, J. Schmitz arrived home from their hunting trip with some very fine deer.

We regret to report that T. J. McAndrews, car foreman at Alberton, is laid up with rheumatism.

Mrs. J. A. Miller, wife of car department employe, visited with her parents, who have recently arrived from Missoula, in Missoula for a few days.

Cars are not being inspected at Alberton. All car inspectors are now working on the repair track.

J. C. Poirier, formerly inspector's helper at Alberton, has gone to work braking on the west sub-division.

Mr. W. P. James, formerly wrecking foreman at Avery, now assistant general car foreman, visited up and down the Division recently.

A. J. Litwin, round house foreman at St. Maries, formerly car foreman at Alberton, visited with friends in Alberton for a few days.

J. W. Potwin and C. Hagan, car repairers, have been transferred to Deer Lodge.

Engineer W. T. Hansen, having wearied of the so-called joys of single blessedness, especially when measured in terms of the sort of grub dealt out at the outfit camps, has bid himself to Minnesota and will return with a bride known as passing fair, even in that state of fair ones.

Silence reigneth in the vicinity of Avery this month. What's the matter, Mr. Foot-cuse Allen?

C. & C. B. Iowa News.

Ruby Eckman.

J. W. Kuykendall and wife spent a few days the latter part of December visiting with relatives in Chicago. Mr. Kuykendall, who has been acting as roundhouse clerk, has given up that position and is now working as engine inspector.

Thomas Yates, one of the veteran engineers of the Eastern Division, has been visiting in Perry for some time with his son, Arthur, the roundhouse foreman. The trip was made especially to get acquainted with the new grand-daughter at the home of his son. The little miss arrived the fore part of December.

Brakeman W. A. Turgate, of the Western Division, was off duty a couple weeks during the fore part of December. He was on the sick list and narrowly avoided an attack of pneumonia.

Conductor John Briggie, who has been holding a work train near Marion for several months, has returned to Perry to do extra passenger work. The work trains on both divisions have been pulled off and the steam ditcher and crew are located at Perry for the winter.

Conductor R. L. McGuire has resumed work after a vacation spent in Colorado. Mrs. McGuire and the children went there for Thanksgiving and Bob went out to return home with them.

Brakeman Edward Davis of the Middle Division was called to Omaha the fore part of December by the death of his sister.

Brakeman F. L. Holdridge's youngest son, Ray, has gone to Gooding, Idaho, to spend the next few months with relatives on a ranch. The young man's health has been poor the last year and he is making the change in hopes of benefiting it.

Mrs. E. W. Brady, wife of the agent at Espinwall, was called to Dubuque the fore part of December by the death of her brother, Mr. Myers, an engineer on the River Division.

Miss Helen Swift, who has been spending several months in Perry with relatives, has returned to her home in Washington.

Conductor H. O. Whitlock was called upon the fore part of December to mourn the death of his aged father, Mr. Hiram Whitlock. The senior Mr. Whitlock was an employe of the company for many years, having come to Iowa when the road was first built.

A. T. Breetcher, signal supervisor, was out from Savannah the fore part of December looking after business connected with the signal department.

On December 4th, Brakeman H. P. Wicheal and wife welcomed a fine seven and one-half pound girl into their home in Perry. On December 12th a son made his appearance at the home of Brakeman Guy Carroll.

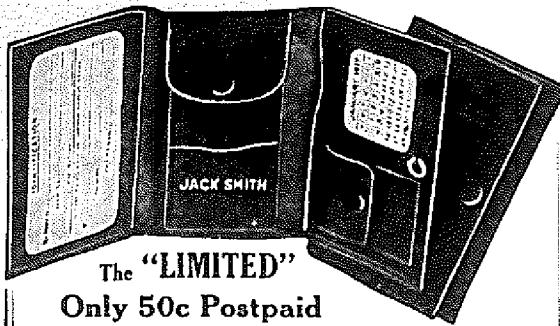
L. L. Ostrander, chief clerk to the general foreman at Sioux City, was in Perry the latter part of November attending to business matters. He was accompanied by Mrs. Ostrander.

On November 18th, Miss Marie Ahern, the youngest daughter of Engineer Jack Ahern of the Western Division, was united in marriage to Mr. A. O. Minzell, a piano salesman of Perry. They will make their home with Mrs. Ahern's parents for the winter at least, as Mrs. Ahern's health has been very poor for some time.

Lineman Charles Robertson was in Kansas City the latter part of November to see his mother, who has been quite ill. The aged lady returned home with him and was placed in the hospital at Perry. Her condition has not been much improved since coming to Perry.

On November 26th, Brakeman Frank Peterson of the Middle Division, who was making a trip on the Des Moines Division, was knocked off a car. His left foot was run over, with the result that it was necessary to amputate two toes. He has been at the hospital at Perry, but expects to be able to leave the institution and go to his home in Michigan about Christmas time.

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Railroad Department H. C. CONLEY, Supt.

Edward Lee, bill clerk at the Perry freight house, spent Thanksgiving in Chicago and Lake Forest with friends.

J. M. Moran, traveling boiler inspector from Milwaukee, was in Perry the fore part of December and while here we learned some of the history of his railroad career. Mr. Moran started his railroad career with the company sixty-one years ago.

Mrs. Charles R. Ballard, widow of Conductor Ballard, who was killed on the West Division some months ago, has gone to Seattle to spend the next few months with her sister. Engineer E. Stoner was called to Lanark, Ill., the middle of December to attend the funeral of a relative.

Mrs. Fred Wagner, wife of Engineer Fred Wagner, has gone to Lanark, Ill., to visit with relatives for a few weeks.

M. B. Moran, a brakeman on the Middle Division, had the misfortune to have his jaw broken the fore part of December. He was making a coupling when the air hose flopped around and struck him in the face.

W. H. James, yardmaster at Perry, spent Christmas with his mother and his children in Atlanta, Ga. Roy Votaw had charge of Perry yard during his absence.

Switchman Harry Mchewney of the Manila yard force was off duty for about three weeks on account of having been burned with steam. He resumed work the middle of December.

Engineer D. A. Lanning and wife, who have been making their home in Manila during the summer, have returned to Perry to spend the winter at least. Mr. Lanning has been a sufferer with asthma for some time and is unable to work during the winter time.

Conductor W. E. Haaz of the Des Moines Division, who makes his home in Perry, has been compelled to spend a few weeks at home on account of an attack of the smallpox.

Charles Newgard has taken the position as clerk at the Perry roundhouse, which was made vacant when J. W. Kuykendall transferred to the position of engine inspector.

At last the editor and her associate, Mrs. Scott, made us that promised visit. The "Pink Tea" was advertised for Thursday, December 14th, and despite the fact that the thermometer hovered around the zero mark all day, a large number of ladies availed themselves of the opportunity of meeting Mrs. Kendall and Mrs. Scott. If there had ever been any doubt in the editor's mind that her efforts with the Magazine were not appreciated in Perry, they were certainly dispelled that day, for they heard many complimentary remarks from their visitors.

Brakeman John Stearles and wife took their annual pilgrimage to Amber, Ill., to spend Christmas with relatives.

Brakeman Worth Hillyard, who had the misfortune to severely injure his thumb some weeks ago, will resume work soon.

Brakeman J. A. Gill of the Middle Division was off duty on account of a sprained shoulder during the latter part of December.

The many friends of J. A. Combs, who a few years ago was in the train service on the Middle Division, will be glad to learn that he has recently been made superintendent of terminals of the Fort Dodge and Des Moines Southern Railway at Fort Dodge. Mr. Combs went to work for that road after leaving Perry, and his promotion shows that he has been doing good work, which has been appreciated.

Word has been received in Perry of the birth of a son to Brakeman and Mrs. B. B. Craig at their home in Tacoma, Wash., formerly in the train service on the Middle Division and has a host of friends who offer their congratulations. The young man has been named Roy B. Craig, Jr.

Engineer A. W. Morgan was called to Madison, Wis., the fore part of November by the death of a relative.

Roscoe Van Epps has taken a position as yard clerk at Perry Yard.

Robert Smith and family and J. E. Banyard and wife spent the Thanksgiving holidays visiting with relatives and friends in Mitchell, S. D.

Orin Lutze and Frank Colburn were in Milwaukee the latter part of November and took the examinations for machinist apprentices. Both young men passed successfully and will commence work as soon as an opening occurs.

Engineer H. A. Clark and wife left Perry, December 15th, for California, where they expect to spend the coming five or six months. Engineer Clark is one of the oldest engineers on the C. M. & St. P. Division. Engineer John Conway will hold Mr. Clark's place on trains 4 and 37 between Perry and Marlon.

C. C. Smeltzer, engine inspector, has been batching it for a few weeks, while his wife and son visited with relatives and friends in Kansas City.

Agent C. W. Hawks of Panama Station received a letter the fore part of December containing fifteen cents conscience money. The letter, which was unsigned, was from a man in Kansas, who states that some time ago he went to Panama expecting to meet a friend. When he stepped off the train, the friend was not there and he then went to the next station, which was Linden. He had purchased his ticket to Panama and when he decided to go on to Linden did not have time to buy the second ticket. The conductor evidently did not notice that he was going beyond the destination of his ticket and did not collect the fare. The man's conscience evidently troubled him, so he sent the agent at which point he should have purchased the ticket the amount of the fare due the railroad company.

Jesse Moore, night handy man at the roundhouse, has recently purchased a new home on West Pattee street, which is near the roundhouse.

On Sunday, December 10th, Miss Emery, the record clerk at the Manila Yard, was married to Mr. Vernon Patton of Manning. The young people will make their home at Manning, where Mr. Patton is engaged in the produce business. The Manila poet expresses the views of all employes in the following verse:

Happyly Wed.

Another one has left the ranks

Of "The Old Milwaukee's" force;

To join the group of "newly weds."

She will be missed by all, of course.

Michael Sol Collection

Our record clerk, Miss Emery,
Who has filled this place so well,
Has gone to grace a happy home,
Where naught but love should dwell.

May her life be filled with sunshine,
In which no shadows blend,
And may naught e'er dim the brightness
Is the wish of every friend.

Kansas City Terminals.

E. K.

Conductor Joe Gurwell and Mrs. Gurwell went to Oklahoma for a visit in December. While there Joe indulged in his favorite sport, viz: shooting jack-rabbits on the fly.

Conductor and Mrs. Sam Davis spent a few days visiting relatives at Jacksonville, Ill.

Sam Madison is battling these days on account of the measles visiting up North.

Tom Stewart, who can shoot rabbits equally as well as box cars, journeyed to Elmira to stalk game in the wilds of Children's Brigade. He was the guest of Agent L. H. Carson while at Elmira.

Clyde Zano, night chief clerk, who in the steadfast worker in the yards, managed to lay off Thanksgiving and celebrated the day in fitting fashion.

Assistant Yard Master A. O. Watson was off on account of the death of his brother-in-law, William Brown worked in his place.

Operator W. A. Kelsey of Laredo, on his honeymoon, passed through Coburg and the boys there presented him with a little token of regard. Most of those who didn't know him personally had heard favorably of Mr. Kelsey and all joined in congratulating the happy pair.

"Tomato," the call boy, had the chief clerk and round-house foreman guessing one day recently when he dropped out of sight completely for about four hours. When he appeared at the roundhouse he limped painfully with a twisted ankle, but was miraculously cured during the night and appeared whole the next morning. Wonderful!

The popular young brakeman, Leonard Davis, in addition to his regular trips to Laredo, is making periodical trips to Leavenworth these days. The mileage to Leavenworth is all dead-head, though.

John Maglin of the car department was off a few days on account of illness.

Car Foreman J. T. Clark was off duty on account of sickness. Brakeman George Green and family spent Thanksgiving down in Oklahoma.

Our old friend, Ronde Blat, of Milwaukee, Wis., spent a day in Kansas City on business matters and dropped off here to say hello.

Mr. Frank Reed and sons are celebrating Mrs. Reed's return from an extended visit to points in Eastern Missouri and Illinois.

Our section foreman, William Bechtel, spends the holidays this year at his old home at Mineral Point, Wis.

Operator W. P. Clark, formerly of the Rocky Mountain Division at Three Forks and Butte, Mont., is now with the Western Union at Kansas City.

Operator Martin, at Suburban Junction, while off a few days, was relieved by James D. McCarthy, late of the C. & N. W. Ry., but who worked on this division two years ago. We thought we were about to hear the wedding bells tinkling around Coburg office once more, but we are not so sure about it right now. More on this subject later.

C. & M. Notes.

B. J. Simen.

Yardmaster W. F. Ingraham of Roundout was off for a few days on account of the death of his wife's mother, Mrs. F. King, who passed away at his home in Libertyville.

Dr. J. L. Taylor of Libertyville attended the railway surgeons' convention at St. Paul, December 12th to the 16th.

John Ayres, engine watchman at Libertyville, slipped on the apron of an engine, spraining his ankle. He will be laid up for some time.

Section Foreman Charles Szwatzke of Libertyville spent a few days' vacation at Pittsville, Wis., visiting his parents.

Conductor J. J. Corbett is on the Deerfield run for a few days while Burt H. Klass is taking in the sights.

Conductor Arthur Slade of the Fox Lake run has been visiting friends and relatives at Kansas City and in Ontario. He was away for a couple of weeks and was relieved by Conductor Frank Craspey.

John Barbour, who has been engine watchman at Libertyville for over twenty years, has been transferred to the same duties at Deerfield.

Mrs. E. H. Stafford, wife of Brakeman Stafford, of the Libertyville switch run, visited relatives in Green Bay for a couple of weeks.

R. A. Woodworth, formerly dispatcher on the Janesville line nights, now has a regular trick at Sioux City. His family, now living at Chicago, will soon join him. Wood, we wish you good luck.

Mrs. George Dyer, wife of Conductor George Dyer, entertained her sister, Mrs. S. E. Brady, of Milwaukee, for a few days.

Roadmaster David Mau made a business trip to Iowa and was away for a few days.

Operator Ed. R. Derrickson of Cragin Junction and General Secretary and Treasurer of the C. & M. T. P. was married to Miss Anna Tappenbeck of Chicago on Thanksgiving Day. Their wedding trip included short visits at New Orleans, Jacksonville, Fla., and Washington, D. C. We extend to them our congratulations and best wishes.

Operator J. W. Strike of Roundout lost out on his breakfast the other morning. He had been to Chicago and returning on No. 133 figured on his breakfast on arrival. His wife had prepared the meal and walked over to the station to meet him. On their return to the house they discovered that a hobo had slipped in during the wife's absence and had

appropriated the meal. Let us hope that he enjoyed it, for I hardly think that Jack did.

Conductor A. J. Corbett has resumed work on No. 161, December 23th, displacing Conductor Mulligan. Amby has been off for several months on account of breaking his leg.

Conductor George Berry laid off several days on account of sickness in his family.

Conductor Dan Strong is as young as he was twenty years ago and is working every day on his old job, the Milwaukee beer run.

Conductor Bill Kirkwood injured his hand, making it necessary to lay off for a while.

Trafficmaster A. J. Hasenbarg has been very busy at Lake for the past few weeks relieving the congestion in the yard caused by holding over one thousand embargo cars at this point.

J. A. Hoffman, our genial agent at Morton Grove, has resumed work. He was in a Chicago hospital for several months on account of a serious operation for appendicitis. Frank D. Mavery is assistant agent at Morton Grove.

We now often hear the voice of our old friend, D. E. Bessiter, trafficmaster on the LaCrosse Division, while working on the telephone arranging for crews to handle preference cars from Lakk Yard.

Conductor Dan Marlette and Engineer Joe O'Neil have withdrawn from the Safety First Committee, as both feel that by putting in new members there will be new suggestions and a larger circle of good alive workers will be established. They have accomplished some fine work, and we certainly appreciate it.

Conductor J. J. Cahill has been assigned regular on No. 31 and No. 6.

W. H. Hutchings, agent at Lake, has been given a clerk to assist him during the embargo congestion at the Lake Yards. All Bill needs to complete his force is a good stenographer.

Engineer R. J. Casey is suffering from an attack of lumbago.

C. & C. B. Iowa (East) and Calmar Line.

J. T. Raymond.

The excellent picture of President Earling and the fine Christmas stories were superb features of the December Magazine and were very highly appreciated by the employees of this division. The Marion attention went like proverbial "hot cakes."

Engineer Wallace Slighton paid the train dispatcher's office a very pleasant call while visiting in Marion.

Brakeman Artbuckle was away on a week's vacation, G. H. Mahood relieving.

F. C. Manning was ill in the hospital at Freeport for several weeks. He expects to visit his mother in Pennsylvania when he recovers sufficiently.

Conductor F. E. Pike was off a few days for Christmas vacation.

Born to Switchman and Mrs. C. E. Wilcox, a son. Congratulations are hereby extended.

Conductor T. A. Heffer has taken runs on 19 and 6, F. B. Cornelius, 19 and 27, and J. P. Conley, 21, 22, 37 and 4.

Brakeman L. H. Mueser is running baggage on trains 53 and 54. O. Klockhaefer braking.

Conductor H. Higgins is a grandfather for the second time. A son was recently born into the family of his son, John, who is an attorney at Davenport.

Brakeman H. Jessen is on the sick list.

Mrs. B. F. Van Fllet of Mason City spent several days in Marion as a guest of Mrs. J. S. Williams and Mrs. J. T. Gallivan. There were a number of social events given in her honor.

Mrs. Carcenter Kendall, editor, and Mrs. Anna M. Scott, editor of the home department, visited in Marion December 10th and held an "At Home" in special car 90, situated on Park track from 10 a. m. to 2 p. m., to which a general invitation was extended to the families of all employees. This was responded to by quite a number of Marion ladies, who expressed themselves very much pleased at the opportunity of getting acquainted with Mrs. Kendall and Mrs. Scott, and hope that they may be favored with another such occasion before long. The Magazine will have an additional interest for Marion employees since this added manifestation of the editor's heart interest in the Milwaukee family.

Dispatcher James S. Keenan of Aberdeen was in Marion visiting many old friends on his way to St. Jo to spend the holidays with his sister, Margaret.

Conductor Ken Craig visited his father at Cincinnati.

Born to Mr. and Mrs. Jerry Stewart twins, boy and girl. Mr. Stewart is employed in the Marion car department. Heartiest congratulations are extended.

Clyde Kinney, clerk in Superintendent Marshall's office; W. R. Barber, engineer, and Charles Cline of Marion freight house, enjoyed a ride on the Shrine car at Cedar Rapids, December 13th. They report the ride a fine one.

Rock Island Red is making his annual visit at Marion Yard and giving his rouser stories, which we all enjoy. If there is a railroad yard in the United States where Red is not acquainted we will send him around on request.

Our two veterans, John Leming and Jack Tinsun, are still off duty on account of sickness, which we hope will not keep them off long.

John McGuire, working third trick, Marion Yard, relieved Lawrence Dove, who has been transferred to clerk in dispatcher's office.

Miss Myrtle Campbell has returned to work as record clerk in yardmaster's office at Marion, after a vacation of two months spent in Clinton, Iowa, and Chicago.

Carl Reynolds, formerly yard clerk at Marion, is now firing on the C., B. & Q. Ry. at Ottumwa.

Switchman George Leaf and wife are visiting relatives in Chicago.

Our distinguished car repairer, Chester Cornelius, goes shopping about every night in Cedar Rapids. He says he couldn't find anything there nice enough for his girl, so he went to Chicago.

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leather. Will be pleased to for-
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SAN FRANCISCO

With cold weather comes plenty of extra work for the car department, but they say, "let 'er come, we're here first."

Car Inspector Max Lake and David Lesher were on the sick list.

Inspector Everett Brooks went to South Dakota to spend the holidays with relatives.

Inspector Glen Hempy has been called for Superior Court, jury duty at Cedar Rapids.

The Jitney Motor Bus No. 2 is again on the sick list.

Our venerable poet, Dad Kerns, expects to eat Christmas dinner at home. Dad says he will not work on Christmas. We don't blame him.

A very interesting and well attended coal meeting was held at Marion, Monday evening, December 18th. Superintendent C. H. Marshall presiding. Mr. Peck, from the office of superintendent of motive power, Milwaukee; Mr. J. J. Connors and Mr. M. E. Smith were present, in addition to the local officials.

Lineman James Tobin discovered a broken rail between Morley and Martelle and reported same promptly, saving bad delay and possible trouble, as the rail was broken in such a way as not to sever bond wires.

Officials and employes in Marion superintendent's office spent Christmas in Marion, except Clyde Kinney, who went to Michigan City, Indiana; Harold Pelton to Anamosa, and Verlo Reber to Waterloo.

Engineer Charles H. Webber and family have gone to California for the winter.

Agent Tom Lynch of Delaware was away on a vacation of several weeks. W. D. Magre relieving.

Dispatcher F. W. Ray has gone to Mendota to work a trick on the R. & S. Line temporarily. Lawrence Doye during the clerical work in Marion dispatcher's office while Mr. Ray is away.

Agent M. E. Emerson of Martelle was held up several days with a severe attack of lumbago. Operator W. H. Campbell relieving.

Operator P. A. Parmenter of Paralta went to Canada on a business trip of about ten days duration.

Miss Elsie B. Kelen of Marion and Brakesman Harry S. Crist of Savanna were married at Marion Thanksgiving Day. They will reside at Marion, in their newly furnished home. We extend congratulations and best wishes.

Recent appointments: W. E. Bese, agent, Wausau; W. I. Bufand, agent, Greeley; A. J. Gibson, agent, Dixon.

Milwaukee Shops Items.

H. W. Griggin.

Mechanical Engineer C. H. Bitty was in Madison the 4th on railroad business and incidentally took in some of the university.

Foreman Patternmaker Huthelmann is feeling better than any time since summer, when he was so poorly. We are glad to see him with us again.

As luck would have it, all the shop boys who went up north deer hunting came back. Not every community can say that this season, as many had to be carried back, and still this is "sport." By the way, that lady hunter had not returned.

District Master Mechanic Alex Young attended the coal meeting at LaCrosse the 5th.

Assistant District M. M. Al Klumb was on the C. & C. B. Ill. Div. early in December.

Coal Foreman of Engines E. J. Sumner, who is still chief smoke inspector, is kept busy these times on the C. & M. Division.

Mr. John W. Taylor was at the shops December 5th looking over new car work and the new iron mill.

Engineer William Schneider, a veteran of the Lax Division, died at his home in Portage, December 9th, and was buried there the 11th. Mr. Schneider had been unable to work for nearly a year, but it was hoped in October, when we last saw him, that he might have a renewed lease of life. Only about six weeks ago Mr. and Mrs. Schneider lost their only daughter. Mrs. Schneider and her relatives have the sympathy of the whole community.

Fourteen new box cars per day is the present turn out of the car department.

It seems that "T-y-r-g-r-e" is not correct after all. It should be "T-y-g-r-e. TRYGGVE (Thursdays).

Evangelist E. J. Forsythe and his company gave the shop boys a talk December 6th, and one of two since. The tabernacle meetings, Vilet and 25th streets, will close early in January.

John Horan is out West somewhere. Seattle, Tacoma, Great Falls, etc. (Later) just returned.

A fine picture of our president in the December Magazine, and everybody says so.

Mr. F. T. Williamson, electric headlight inspector, new has his deck in the room with Messrs. Gilman, Kemp and Skelton, phone No. 11.

The Green Bay electric light equipment is about finished up. In the matter of "Safety First," the heavy icicles on the buildings are being immediately knocked off, the viaduct steps scraped of ice, and a light in the middle of the viaduct contemplated.

As a matter of news, do not object to your name appearing. If you have anything new, send it to us and it will be sent in with the bunch. It is sometimes impossible for us to call on every department and sub-department.

Veteran John Blomley of Madison, Wis., was a welcome caller December 13th. He is on his way South for the winter, where he has gone for the last three winters. Mr. Blomley does not have to work even if he was not 83 years young. Mr. Blomley is also a Civil War veteran.

"No gossip for the Magazine." Well, then, come across with something better. The Magazine is not supposed to be a technical journal, but short articles on special things in the different departments are welcome, even if they do not appear as soon as we would like.

District Master Mechanic Alex Young was in Ladd, Ill., a couple of times in December.

Mr. J. Bensinger, foreman of the freight car shop, is on a business and pleasure trip to Seattle, where his daughter lives, and Tacoma. It is very seldom we see this veteran away from the home plant.

Charles Pfeiffer, representative of the American Brick Arch Company, was a caller early in December on his usual rounds. Mr. Pfeiffer was an official of the Milwaukee Shops a few years ago. His health and physique is simply magnificent.

Good for you, old boy, but John Horan is a close second. Mr. J. Neefe, foreman tin and coopermith, at Minneapolis, has taken the foremanship made vacant by the death of Mr. W. B. Edwards. Mr. Neefe started December 15th.

The signal department, under Superintendent of Signals J. C. Mill is very busy with lower work at National avenue, Stowell and Ray View. The signal department lost two toll cars on the slide track during the big \$400,000 fire at that plant December 15th.

Astronomical winter begins December 21st. Milwaukee winter began December 13th.

Mr. E. S. Peck, S. M. P. office, was over the Middle and Northern Districts middle of December with Mr. Larsen of the general office, conducting the fuel economy meetings. Mr. Peck has just returned from Marlon, Iowa.

Mr. Isaac Hair, veteran foundryman, died December 15th, after a short illness of only one week. Mr. Hair was 73 years old, and a respected employe. His sudden taking away is mourned by a host of co-workers. He was a brother of the late Adam Hair, formerly general foreman of the foundry.

Mr. P. Jacobsen, foreman of the air brake department, car department, is off sick.

Mr. E. Flood, assistant foreman car department, blacksmith, was laid up sick two weeks in December.

The stallionary gang, under Mr. Ed. Tebrake, are flushed with cold weather orders just now. They have a full slate.

The locomotive department boilermakers and helpers had their annual dance at the Colonial, November 19th, and report a fine good time. This is rather late for news. Send them in by the 19th, boys.

The order of over a thousand new box cars is expected to be flushed about the second of January.

"Chuck" Johnstone, roof inspector for the Hutchins all steel roof, is at the shops at present.

Mr. E. S. Peck of the S. M. P. office was elected president of the Milwaukee Road Club at their recent election. Their Xmas party comes off January 1st, the annual masquerade party later, then two lectures, followed later by an evening of moving pictures of the six-reel historic spectacle of "Damon and Pythias."

No use mentioning about automobiles any more, not even Mr. J. E. McLean's new machine.

Foundryman Albert Geerlings and wife spent the holidays at Lancaster, Wis.

John Marshall, moulder, went hunting for rabbits at Eagle, Wis., and up to a late date had not been heard from.

Albert Friedrich, gang foreman, at the foundry, spent a night at the bowling alleys and lost two of his 275 pounds. Pretty hard to keep a fat man down.

Joe Marshall, moulder, and Bert Streeter, electrician at the foundry, have gone into the poultry business. Thanksgivng they disposed of 200 head of turkeys, geese and ducks. A profit of 5 cents each is reported. Whether each head or each person meant, is not stated.

The storage battery trucks are venturing away from the store room platforms. They can be seen all around here where the wheeling is good. Getting tame enough to eat out of your hand.

Miss Ruth Law won't be in it if our Milwaukee boy guarantees to take 500 pounds of mail from Chicago to New York via the aerial route, 720 miles (air line) in 8 hours, 30-mile clip.

Superintendent of Air Brakes George P. Kempf is showing up the port cloggings of the big air pumps by means of the photographic plate to good advantage.

It has been a long time since the wrecking derrick was called out. Wrecking Foreman J. Kelly has the machine around the yard being with some of the big lifts.

The hot water system keeps janitor Zell busy these mornings. Charles is on the job all around early and late. A faithful old boy.

John O'Neil is in from the road looking after some of the ins and outs of the two roundhouses in the snuidge. "Alex" and "AJ" have things pretty well lined up, as also have "C. F. W." and "A. N. L."

Local Happenings on the West P. du C. and Mineral Point Divisions.

Neal Gregory.

The Milwaukee Railway System Employees' Magazine fills a long felt want, as is evidenced by the employes in all branches of the service in their anxiety to receive a copy of each month's issue. I take great interest in the magazine and await the coming of the monthly visits with a great deal of anticipated pleasure.

I enjoy reading the communications written by the old-time employes, particularly those that refer to some of the early reminiscence of railroading on the C. M. & St. P. Ry. I first engaged in the service for the railway company in the year 1890, therefore some of these articles have special interest.

When I first went to work for the Railway Company in the B. & E. department, the standard type of pile or timber trestle bridge consisted of four piles or timber posts in each bent with a 12-inch by 12-inch by 4-foot cap, with one 12-inch by 12-inch stringer under each rail with a 8-inch by 12-inch sub or jack stringer placed at outer end of ties, which were 6-inch by 8-inch by 12-foot, with a 5-inch by 8-inch guard rail. Bents were placed at 12-foot centers. Compare this structure with the same type of structure of today, where five piles or posts are used in each bent, with 14-inch by 14-inch by 14-foot caps; three 10-inch by 18-inch stringers are placed under each rail and 8-inch by 8-inch by 10-foot ties are used.

We thought the acme of bridge building had been reached when we spanned the larger streams with the old type wooden Howe Truss Spans, a type of bridge which has now become almost obsolete. There are only two spans of this type of bridge remaining on the Prairie du Chien Division, these two spans will be replaced the coming season with steel trusses. I can well recall away back in the eighties when it was necessary to make an annual trip over the line tightening and adjusting all rods and bolts on all Howe Truss bridges on the entire division. This work required several weeks, the trip being made on a hand car. It was necessary to carry a huge wheel wrench, the diameter of the wheel about 6 feet together with a number of heavy stud, monkey and other wrenches. It was some job to get over the road with the outfit and avoid accidents. How easy those trips could be made nowadays with the latest up-to-date motor cars which are furnished each of our bridge crews. Compare these old type wooden Howe Truss spans with the magnificent, sub-stantial structures of today—the steel truss and iron girder spans, also the concrete masonry bridges with their ballast floor decks.

I derive a great deal of pleasure as well as profit by reading the communications, giving the local happenings on the various divisions. It seems like meeting old friends, as some of these communications are written by old acquaintances whom I have not met in years, particularly is this true in reference to the writer of the Kansas City Division locals, Mr. J. T. Sweeney. It must be all of 30 years ago since I last met Mr. Sweeney, and it seems but yesterday, I can hardly realize that he is now "Grandpa Sweeney." The Kansas City Division local items are written up in a very interesting manner.

I am contributing a few items taken at random of happenings on the old Prairie du Chien and Mineral Point Divisions, which are both doing business at the old stand, which may be of interest.

A number of improvements have been made during the last season.

Foreman W. H. Clappison has just completed the erection of a new standard 16x24 water tank at Gratiot with 14-foot lusk frame on concrete masonry foundation; the new tank is located just east of the depot in the way between the main line and branch line tracks. Water can be taken from both tanks.

A new passing track was put in at Brownstown to facilitate the handling of trains; this improvement was greatly needed.

The old wooden turntable at Brodhead has been taken out and replaced with a steel table.

Foreman John Wilcox has returned to work after a leave of absence extending six months. His many friends are glad to see him back on the job. Mr. Wilcox is a veteran employe, having been in the service of the B. & B. department for over 33 years, continuously. Wilcox's Stamm, who had charge of the crew during Mr. Wilcox's absence, is at present on the Mineral Point & Northern Ry. doing some work for that company. He expects to return in his old job as soon as the Mineral Point & Northwestern are through with his services.

We are now receiving our water supply at Mineral Point from the Public Service Company, who have installed a water softening plant at that point.

Passenger Conductor Thomas Leahy has returned and taken his regular run between Milwaukee and Mineral Point on trains Nos. 6 and 21, after enjoying a vacation of several months' duration. Mr. Leahy made quite an extended trip throughout the West.

Bridge Inspector Eimer Beck completed the annual inspection over the Mineral Point Division during the month of October. Eimer has been wearing a broad smile lately. Guess why? A brand new baby girl arrived at his house. Congratulations.

Conductor Davies has been appointed yardmaster at Janesville, vice Yardmaster Kelly, resigned.

Telegraph Lineman M. L. Cook has resigned to engage in service with a large manufacturing concern in Racine. Lineman Reamer has been assigned to look after the Mineral Point and Janesville Line of the C. & M. Division. Mr. Reamer was lineman on the Southern Minnesota Division when the writer was located on that division.

On the Prairie du Chien Division, Roadmaster Hickey of the West end, has just completed a new side track at Richland Center, a much needed improvement.

Carpenter Foreman Joseph E. Gillette has just completed the erection of a new standard water tank at Cross Plains.

An order has been issued to raise the water tank at Richland Center so as to accommodate the larger type engines now in service on the Ribland Center Branch.

Passenger Conductor Kinzie, after a long siege of sickness, is able to resume his run again on the Richland Center Branch.

At Lima Center a new passing track has just been completed. The depot has been moved across the tracks and located 161 feet east of old location; the building has been remodeled throughout, and a bay window added, which makes quite an improvement.

A new station has been established at the old Bethesda milk station. A new depot with side track facilities are under construction.

Foreman Sam Ingham, who has charge of the erection of the new pontoon bridge that is to span the west channel of the Mississippi River at North McGregor, has just returned from a thirty-day vacation spent among friends and relatives in Missouri. While he enjoyed his visit in Missouri, he reports that he was glad to get back to good old Wisconsin.

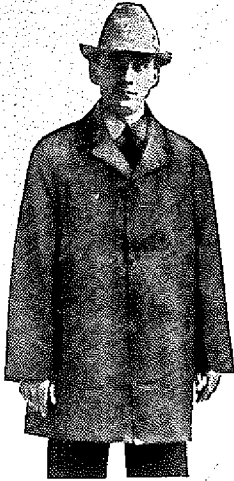
R. & S. W. Notes.

H. J. Beamish.

Conductor W. H. Smith made a business trip to South Dakota the first of the month; relieved by Roth.

Engineer George Passage was off for Thanksgiving and is reported to have gained twenty-four pounds.

**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 lipped collar with storm lab. Made from high grade rubber sheeting, [not a slicker; 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.

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Conductor Muckerheide spent Thanksgiving with the family; relieved by J. J. Regan.

Conductor Charles Debbert fractured a rib at Rockton the last of November, but is again able to work.

Twelve rabbits mysteriously disappeared from the baggage room at Elkhorn one day last month, and the next night a box of butter was taken from the express truck. Don't know what else they had, as was not invited to the feed.

Conductor Casey off a trip, November 20th; relieved by J. T. Regan.

Conductor Cummings was relieved by N. Hermes for one trip, November 21st, account sickness in family.

W. J. Jordan, chief dispatcher at Malden, Wash., was an Elkhorn visitor the last of November. W. J. is recovering from a long illness and still looks far from well.

The roundhouse at Freeport is now equipped with shower baths, wash room, etc.

Agent Bloodgood, Treks, demonstrated the reliability of steam over gas Thanksgiving Day. Went to Whitewater and the car refused to come home—so he came back with Jake.

Conductor J. J. Myers and family expect to leave for Florida the middle of January for a stay of several weeks. Engineer Gregory, Janesville, is again on the sick list, strictly taking his run. We all hope for "Sunny Jim's" early recovery.

The marriage of Norman Burr Thompson, son of Conductor W. B. Thompson, of Janesville, to Miss Marguerite Powers, took place December 5th, at the home of the bride. Mr. Thompson's railroad friends extend heartiest congratulations.

F. M. Ginalne, Elkhorn, spent Thanksgiving with the old folks at Ginalneville. He speaks fondly of the idyllic conversations shown him by Messrs. Christoffer and Skiles.

Conductor J. T. Regan relieved Thompson on the Janesville line for a few days the first of December. Brown and Arries had Regan's run on way freight.

Brakeman Dunlap was injured by a fall on some rails in the Elkhorn Yard the last of November. He is again at work.

Chief Dispatcher Hoye backed us over November 27th and discovered very few knots.

Conductor Stauffer was a Davis visitor, November 28th.

Agent Lindeman, Delavan, was an Elkhorn caller November 29th.

A four-coach special with the Milwaukee delegates to the Y. M. C. A. meeting at Beloit, was over the line December 1st, N. Hermes in charge.

J. D. Volts relieved F. J. Manthey, December 3d, on the first trick in the dispatcher's office. It's our first experience with J. V. D. and he certainly listens like the real goods.

The passing track at Burlington is completed and is a big help to trains. The extra gang moved to Davis, December 3d, and are finishing a like improvement there. The Burlington track will now hold seventy cars.

Conductor A. Herms, Janesville line, spent Thanksgiving at Port Byron, Brown on his bar.

Related word arrives of a girl born to Conductor and Mrs. R. J. Brown, Janesville, in September.

Conductor Starr spent Thanksgiving with relatives in Milwaukee; relieved by D. Kelly.

Business on the Janesville line is at high-water mark. Six crews in the ring and all working to the limit.

The Burlington parties who checked short fourteen ducks shortly before Thanksgiving, will be furnished valuable information, free, by applying to this office.

Charles Grant, with Foreman Nelson, made a bridge inspection tour of the division the last of the month.

Conductor Kinney came out from Milwaukee and purchased the turkey in Elkhorn, November 27th.

Brakeman R. R. Arries has transferred from the West end to the Janesville line.

Conductor Packard got switched off his regular run and made the trip from Savannah to Milwaukee, December 16th—his first in some time.

Charles Brown, an old R. & S. W. employe, now of the Extension, greeted old comrades here the first of the month.

Conductors N. Hermes, Horton and Buege and Engineers Bates, Hannaford, O'Callahan, Mackin, Joe, Jr., Morgan, Corbett and Kinney attended the C. B. & Q. instruction meeting, at Rockford, December 7th. Messrs. Hoye and Christoffer represented the Milwaukee officials.

In extending the season's greetings to all on the division, wish particularly to thank those who have contributed to the column and hope that they will continue to support and assist the writer, as in the past. A VERY HAPPY NEW YEAR TO ALL.

A Cook County Man's Temperance Pledge.
County of cook
stat of Illinois

I John Doe solemnly swear that I will from this date herof not indulge in the drinking of an intoxicating drinks of any kind such as whiskie beer ale or any trink which has an intoxicating tentency and I hereby faithfully promis to keep inviolate this my solom oath for a term of five years.

The Greatest Highway.

This comes from Raymond, Washington: A teacher in the fourth grade of the Ellis street school was conducting an examination in geography, and one of the questions was "Name the greatest highway in the world." Of course, she expected the answer would be, "the ocean," but our Raymond boys know a thing or two, and one of the papers handed in by an extremely intelligent little fellow contained the very obvious answer, "The Milwaukee Railroad."

Sayings of Sign.
A La "One T. P."

Would you feign be hip and jerry to that something in our bean,
To the dope 'bout which we now pretend to buzz;
To that bally situation,
That's our aching agitation,
To the news in fact that never uster was.
As you ride the "Ole Milwaukee" through this vale of salty tears,
Be it with a new electric or a goat;
If you care to know the reason,
Why we write so at this season,
Just lamp ahead and see what we have wrote.
P. S.—The above stanza, taken from the latest edition of Shakespeare, was copied from the top board of a barb wire fence.

Colonel "Jawn" Nichols was holding his weekly war council back of the big fire in the blacksmith shop. After plans for the week's campaign had been perfected, General "Stoneface" Jackson of the woodmill asked permission to take the floor. Commenting on the war the General relieved himself as follows: "If the unprecedented scarcity and almost prohibitive prices of all materials used by dying continue to increase in the future as they have in the past, it's only a question of time when all those engaged in this particular line of business will have to die with gentle decency or some other lingering disease."

"Mickey" Blackmore of the boiler shops was very much peeved at a recent party, because he had to loose a dance while after refreshments. Before going to any more parties, we would advise "Mickey" to furnish himself with a nose bag, thus obviating the necessity of leaving the hall for refreshments at all.

Norman Shultis of the shop superintendent's office is talking of going farming. We are informed it is his intention to raise fur and that his specialty will be fur-bearing mud turtles.

Some months have elapsed since Forrest Walters, one of the most popular brakemen on the Missoula Division, decided to take unto himself a wife. In fact, it's so long ago that we fail to remember the name of the fortunate young lady, who consented to be his helpmate and dispenser of the monthly pay check. We have no one to blame but ourselves for overlooking this piece of news at the time, and as the occurrence took place before "Peggy's" debut as a news-gatherer, she is also absolved from any blame. But to return to the story that was related to us by one of the versatile conductors from the west end. Forrest's plans were to spend the honeymoon in Spokane, and with this idea in mind he had reserved a suite of rooms at the Hotel Davenport. From some accountable source his plans leaked out and some of his fellow workers decided they would make the occasion a memorable one for him. With what hush money they could gather up they managed to gain the confidence of the elevator boy and the house detective. About 10 o'clock, Forrest answered a 'phone call in his rooms and was informed that a message of the utmost importance awaited him in the hotel office, which the management was unable to deliver to him on account of the bell-hop having become suddenly sick. With all kinds of disastrous thoughts in mind, Forrest hurried to the office to be met by a score of grinning "cons," "snacks" and the like. Knowing that if he got into their clutches, he was due for a rather strenuous reception, he hastily retreated, and jumping into the elevator shouted to the man in charge to take him to the third floor, where his rooms were. Never batting an eyelash, the elevator man threw over his lever and up they started, but instead of stopping at the third floor, Forrest was put off on the fourth. Now the plans of both floors are the same, and not knowing he was in the right church but in the wrong pew, Forrest dashed up to the room, where he supposed the anxious wife was waiting, burst through the door and the next minute nearly broke his neck trying to get back into the hallway, hotly pursued by a maiden lady of uncertain age, shrieking at the top of her voice. Down one hallway and up another, ran the terror-stricken newlywed, with the screaming pursuer right at his heels. The noise and commotion woke the other guests, who not knowing the true facts of the case, joined in the chase, thinking that poor Forrest was some kind of burglar or the like. After some ten minutes of the most strenuous "indoor sport," Forrest was finally cornered, and

just as he had about given up all hopes of a future career on the Milwaukee, was rescued by the house detective and friends, who had started the affair. Thus endeth the tale as it was told to us, but like all good tales it has its weak spots—from the conductor's point of view, it happened in a dry town.

In last month's issue we promised to comment on the election returns, said comments to be based upon a statement furnished us by the well-known impressario, Mr. "Dick" Wende. Dick furnished us with a report alright, but we have to admit right here that said report is beyond our comprehension. We have given it considerable attention and even went so far as to call Mr. Leonidas Dandler to our aid. According to Leonidas, the whole affair would make a splendid plot for one who used to write under the non de plume of Bertha M. Clay. It seems that the election became a back issue, while the newly elected alderman became engaged to the star reporter.

Gentle Zephyrs of the Sunshine State, on the
S. M. West.
J. W. Malone.

"Noble Thomas," observe the above, and may the New Year bring forth the desired variety.

Recently an old gentleman en route to Southern Florida over the M. & B. Line, had the misfortune to lose his purse at Bryant, which contained six hundred and fifty dollars of Uncle Sam's most approved make. Conductor P. J. Hooval, running trains 120 and 111 between Madison and Bristol, found the purse on the depot platform and returned it to the owner intact. It is such acts as this that has won the employes of the Milwaukee their high record for honesty, efficiency and politeness, and the S. M. West has good reason to be proud of its conductors.

Mrs. H. E. Brash of Butler is visiting relatives in North Dakota this month, while Agent Brash is keeping bachelor's hall during her absence.

Mr. and Mrs. Dattel Malone of Jackson spent Thanksgiving with their son, J. W. Malone, at Madison.

Operator Art Anderson, Spring Valley, has been visiting the parental roof at Wessington Springs the past few days.

Operator Bailey, Egan, was visiting friends at Madison recently.

Conductors F. L. Winesburg and Blaikie were visitors at Rochester the past week.

Conductor Oscar Granflaten was visiting relatives at Colman last Sunday between trains.

Conductor Walter Coppin is spending a few days at LaCrosse with relatives during the holidays.

Agent Jones, Wentworth, was a Madison visitor recently.

Conductor F. J. Wagner has been off the past few days account of sickness, but at the present writing is back on the job with the same cheerful smile.

Earl Dixon, night agent, Madison, has been making mysterious visits to Wentworth lately. We hope that it is something serious, as Earl needs the sleep, and we can use the cigars now as well as later.

Adolph Moe, Madison, was a Sioux Falls visitor recently.

The infant daughter of brakeman Nicholas Klaser has been quite ill recently, but at the present writing is much improved.

Mr. and Mrs. A. B. Hughes of Madison were Jackson, Minn., visitors during Thanksgiving.

Someone swiped Carl Sorensen's pick, and Carl says if same is not returned immediately "the water will be over the rail" at Chaudler.

Section Foreman Gus Golden, Egan, is looking for a good dog. If any of the boys can locate one, please drop him off a few as you go by.

Agent R. F. Gunderson, Egan, has taken a leave of absence to enjoy the beauties of the coast, relieved by Operator Theophilus of Jackson.

Operator F. A. M. Frost, Egan, is visiting relatives in Idaho, relieved by Operator E. A. Bailey.

Ole Granflaten, section foreman, Madison, has invested in a seven-passenger "Chalmers Detroit." Anyone wishing a ride just call on Ole.

With the thermometer at forty below and the Radiant Home No. 3 on a strike, we must ask "T. P." to excuse us from describing the "Beauties of South Dakota" in this issue.

MOTORING ON THE MILWAUKEE.

Up and Down Hill on the Rocky Mountain Division.

Mrs. N. B. Sill.

Period.

It's a sad thing to think that one's friends have all deserted and that all those promises, some of which were made in the very presence of our Editor, meant nothing—where, oh, where, have my willing little helpers gone "away to" and what on earth am I expected to write this month in the absence of any notes? Well, I better get down to brass tacks or this valuable paper will never depart on the Olympian today.

Another period.

William Hennery Jones has nothing on the R. M. correspondent, when it comes to making something out of nothing—for example—

Weather conditions—please get out all your old last fall-winter and spring Milwaukee Employes' Magazines (well, you should keep them all neatly filed like I do, and then you would have them), and look through any and all the R. M. Division "slush," and you will discover the exact weather conditions at Loweth as they are this minute—only they are worse now.

Mr. Biser, agent at Martinsdale for the last couple of years, bid in one of the Josephine jobs, but the job ran away before he could get there. O. O. May, late of Sinclair, assigned to the agency at Martinsdale.

Mr. T. H. Peacock and family (including Frances) left for their new home at Forrest Grove on the Northern Montana (Jim Drake is some correspondent, isn't he?). "Red" Bothne now the "agent" at Lomnep. Bet he wishes he had died when he was a child. Oh, you balance sheet. He says he has enough money and enough ink and enough figures and paper, but the whole thing never totals up the same, and "where is it?" Not knowing, there is no use in asking anyone around here, so we cut the block fone through to Ringling sixty times each day.

Roy Cleveland, travelling engineer of this important division, that is one of the traveling engineers (notice how we fill up space), was a Loweth caller middle of December. He said, "I was up here just once before and I hope—never to be again," and then he got on 34 and departed.

The new electric-signals are "going it" between Three Forks and Ringling now and there are five telegraph operators going it also. Sixteen is now a one-man job, with Sammy Curu on duty most of the day and night, and the three tricks at Josephine wiped right off the map.

Little Snookums or whatever his name is, came up to Loweth for a day, and Tommy Thompson came right along next day after him to see if he had his frying pans or not. He didn't, so Tommy took his job and Snookums went over to Two Dot and back to Cardinal, relieving Jimmy Campbell, who is relief agent at Lomnep, for some reason or other—guess it's a secret, as I can't find out anything about it—that's the reason there isn't any news this month,—folks are keeping things from me.

Operator Grendler worked a few days for "myself" while I cooked the Thanksgiving turkey, later going to Josephine and now at Two Dot.

Engineer Frank Packer, one of the Rocky Mountain men who was badly burned some time ago, when his engine turned over on the Northern Montana Division, has been taken from the hospital at Lewistown and sent to Rochester. Engineer Bill Jones accompanied him and at last report he was doing as well as could be expected.

Dad Echard again on passenger runs. Conductor Allen laying off (another secret). Conductor Hatton on the run, on 33 and 34, a few days. Also Harry Thompson on a few days' vacation relieved by Conductor Murdock. Joe Rawls is so proud of that picture of his son and heir in the December number of the magazine that instead of saying "Tickets, please," he asks the passengers if they noticed the illustrations in the Milwaukee Magazine for December, and taking a copy of this same number out of his pocket carelessly turns to page 26. "Nuf sed," it looks just like him.

Bobby Nolan is working in Mr. Murphy's office and from the complaints we hear among the brakemen, etc., he must be a favorite with the Three Forks ladies.

Guess "Peggy" must be half way good-looking as she took that hint of ours right up. Seems to me we ought to have all the correspondents' life-size photographs in an early number of the magazine (one at a time) and think mine should come first, as I thought of it—then you will have the worst over with, too. When we go out to Spokane—well, there are some thing that are best left unsaid.

Period.

If the Mussellsell Division would handle their trains like this one does, the train dispatcher wouldn't have to call me so much to "put out more time on fifteen," and I could write a lot more, same as you have been reading—but "Maggle" is on first trick again, and it's "thirty" for me.

"Sigh," if you call this real news what are we coming, too?

Did all the M. N. G.'s get something in their sock?

Engineer Bostwick and fireman were burned slightly when the engine on 131 left the track on the Northern Montana near Wright, December 14th. No one was hurt but the engine, baggage car and smoker left the track owing to a broken rail and the "big hook" had to be sent for to pick them up. No. 34 was turned at Harlowton and returned as No. 33 about eight hours late.

Thirty-four tried to take the trolley along with him on a recent trip near Janney. With the assistance of J. J. M., things were soon cleared up and trains moving. He doesn't know yet whether he was a fireman or a grunt.

Brakeman Caudlish had his arm broken while switching at Loweth night of December 15th, struck by No. 17. He was taken in on 17 to the Three Forks Hospital and was resting easily when last heard from.

Message received at Three Forks from Martinsdale (then closed) by third trick operator there. "Give displr. 1 endless flat car and two 2 story stock cars rush." It went right into the basket with the rest of them.

Leave it to long, lean lanky Lieb—nobody going to run around him if he can help it.

The president's special made a trip over the division first of the month, running as second thirty-four. Some delay owing to the trains around this neck of the woods all trying to get to the top of the hill at the same time. Very bad weather and the manual block east of here held both thirty-fours up a short while, waiting for a freight train to get somewhere—which they did, as they always will if you give them time.

Just received a nice box of mistletoe and a note advising to have it hung in a handy place. My, my. There are folks who have trouble thrust upon them, and others who just walk around looking for it.

Period.

William Hennery, we "got to hand it to you," but something has to be done to hold this job of "our'n" and so here we go again.

Period.

Dick Wendt tried to count the votes, but there was only one and he left on the next train. Of course there are lots of "little towns on the hills" on this division, but D. W. says our friend "Sigh" must mean this one and he came right up to settle the election question. He settled it.

Special train with all the folks from the N. P. Great Northern and some Milwaukee officials made a trip over the Rocky Mountain first of the month, stopping half an hour at Josephine sub-station to watch the progress of a freight train up the hill. For once the engineer on the freight train didn't pull off anything, owing to the fact possibly that he didn't know a lot of folks were watching every move he made, and they were very well satisfied with what they saw.

River Division Items.

Hiram Cobb, pioneer conductor of River Division, who was stricken with apoplexy while on his run near Winona, passed away at his home a few days later. The remains were taken to Winona for burial, in charge of the Order of Railway Conductors. Pallbearers were all brother conductors, viz., James Hughes, W. W. Conley, C. H. Langan, Peter Canton, A. P. Buckner and O. Hovelson. Interment was made in the Woodlawn Cemetery.

Mr. J. H. Foster, general superintendent; W. J. Thiele, superintendent; M. T. Skewes, chief dispatcher, attended the funeral of H. Cobb at Winona.

West McArthur of B. B. Department at Minneapolis was a pleasant caller at Wabasha over Sunday.

O. F. Swanson, agent, Durant Wis., spent Sunday at Minneapolis.

George J. Poesch, second trick operator at Wabasha, was married to Miss T. Stein November 16th. The young couple are on their honeymoon trip, making an extended visit through the West. We extend our congratulations.

Mrs. Elmer Youmans, wife of E. Youmans, section foreman on P. Soud, was visiting relatives and friends at Reeds and Wabasha the past month.

R. Bartels, signal maintainer at Red Wing, was married to Miss Flosie Munger of Frontenac, Minn. We extend our congratulations.

"A Prosperous New Year to All."

Mr. H. C. Kassabaum, roadmaster, spent a few days at Spooner, Wis., during the past week.

Mr. W. J. Thiele, superintendent, made a business trip to LaCrosse, December 14th.

"Honest Old Abe" Owen Mack, the popular brakeman on 56 and No. 1, has returned from a three weeks' visit to his wife and son, ~~at~~ ^{the} Abe Mack section ranch in Western South Dakota. Owen reports everything doing well out there, especially live stock. He brought back a number of fine turkeys for the boys.

Electrician William Frank, from Minneapolis, was down over Sunday making minor repairs on motor car No. 3.

Mr. L. T. Johnson, T. M., was at Wabasha, December 14th, en route to Eau Claire.

Fireman F. Morine of Menomonee, Wis., who was called to the front, returned with his company on December 14th.

J. Fleaming, R. H. P., was called to Minneapolis on business December 12th.

Conductor J. Fitzwater and family spent their holidays at Chicago and Cedar Rapids.

Conductors Fumie and Wahl had charge of the Soldiers' Special, en route from Wabasha to Eau Claire and Menomonee.

Items for the I. & M.

Katherine McShane.

Switchman J. Skinnion is much improved after his recent operation.

Switchman Ed Erickson left today for a two weeks' trip to the West. Marcelet will take his place while he is gone.

Switchman Andrew Erickson is laying off and Reers has his place.

Shop Foreman J. Johnson at Austin has returned to Austin, after having attended the funeral of his father at Winona.

Conductor Hallman was slightly injured at Lansing when a switch lamp fell off and injured his head. Brakeman Ed Cramer relieved him.

Engineer Dan Doverberg and Miss Gold of Decorah were married at Decorah last week. They will make their home at Austin. Congratulations.

Fireman Bloomquist of Austin was married this month to Miss Grace Ward of Owatonna. They will reside at Farmington. Congratulations.

Fireman Mitchell is laying off.

Roundhouse Foreman A. M. Laurence is enjoying a visit from his daughter, Mrs. Joe Price of Granville, Iowa.

Harry Murphy of the chief carpenter's office at Minneapolis was home for Sunday, at Austin.

Ticket Agent J. Shultz of Austin is enjoying a visit from his brother of Postville, Iowa.

Trainmaster L. T. Johnston has spent the fore part of the week in Austin on business.

Freight Claim Inspector Gravey of St. Paul was a business caller at Austin this week.

District Engineer W. R. Powrie was an Austin visitor between trains while en route to North McGregor last week.

Section Foreman J. Lorkoski has been moved from Adams to Owatonna for the winter. O. P. Remer has been moved from Decorah to Tappi.

Des Moines Division Notes.

M. C. Corbett.

Mrs. J. W. Williamson and two little daughters of Shelby, Mont. are visiting her parents, Superintendent and Mrs. Edson, at Des Moines, Dr. Williamson coming later.

Mr. and Mrs. Frank Chambers of Mason City, Iowa, are spending the holidays with Mrs. Chambers' parents, Mr. and Mrs. Edson, where a family reunion was held on Christmas Day.

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CHICAGO

RAILWAY TIME SERVICE

Chief Dispatcher G. R. Dickman, wife and daughter, Gluevera, dined with relatives at Sumner, Iowa, Thanksgiving Day.

Operator Arthur Choate, and former agent, W. W. Choate, of Clear Lake, Iowa, visited their sister, Mrs. J. S. Flynn, at Des Moines, for a few days.

Miss Nellie O'Laughlin, daughter of Conductor A. O'Laughlin, visited relatives at Stuart, Iowa, for a few days.

Engineer George Chambers has been laying off the past few weeks on account of a bad attack of rheumatism. Engineer James Mulstay is on the Spirit Lake passenger run in his place. Engineer Allison is running the mixed train engine in Mulstay's place.

Mrs. Chas. Fry, wife of Agent Farlin, visited relatives at Cedar Rapids.

Mrs. F. A. Sturdevant, wife of Section Foreman Madrid, is visiting relatives and friends at Decatur City, Iowa.

Agent S. E. Carter and wife of Storm Lake, Iowa, visited relatives at Omaha and Marshalltown for two weeks.

Fireman Fred L. Marvin and wife called on relatives at Leavenworth, Kan., for a few days.

Conductor and Mrs. J. L. Piddall visited friends at Minneapolis and other Minnesota points for a few days.

Brakeman P. H. Barker and wife are spending a few days in Kansas City.

Mrs. G. E. McCutcheon, wife of train baggage man McCutcheon, is visiting relatives at Pocatello, Idaho.

Mrs. P. A. Gifford, wife of Conductor Gifford, is visiting relatives and friends at Boonville, Mo., for a few days.

Mrs. E. J. Smith, mother of Brakeman R. C. Smith, visited friends at Albia for a short time.

Robert and Herbert Adams, sons of Conductor E. H. Adams, visited friends at Le Mars for a few days.

Engineer O. E. Wier, wife and son, Emery, are spending a few days at Kansas City, calling on friends.

Joseph, the eight year old son of Conductor C. V. Shannon, was struck by an automobile in front of his home on Thanksgiving Day, and had his leg broken, and otherwise bruised. He was taken to Mercy Hospital and is getting along as well as can be expected. The driver of the auto was running on the wrong side of the street, at a high rate of speed, in order to pass a street car, when the accident occurred.

Engineer Roy Barthlow is visiting his family in Montana. They are living on a ranch there.

Conductor W. W. Kelley and wife are visiting friends at Winterset, Iowa, for a few days.

Mrs. M. D. Frazier, mother of Engineers Robert and Glen Frazier of this division, is visiting friends at Tacoma, Wash.

Conductor William Jacobs is now running one of the time freight runs on the North end.

Agent W. W. Key and wife of Granger will spend Christmas at Omaha with Mrs. Key's folks.

Operators Ed. Olson and Joe Pope of Rockwell City have finished taking the third degrees in Twin Lakes Masonic lodge at Rockwell City.

Operator J. A. Pope of Rockwell City has been on the sick list for a few days. Operator Mould is relieving him.

Mr. C. M. Thomas, former chief clerk in Division Freight and Passenger Agent's office here, has resigned to accept a position with Warfield, Pratt Howell Co.

Mr. C. A. Bester of the city ticket office here has been transferred to the city ticket office at Chicago.

*Pebbles from the Musselshell.
 Grace Hardman.*

Car Inspector C. H. Wade of Melstone was laid up with a severe attack of la grippe the last of November.

Andrew Dreese, switchman in the Melstone yards, spent two weeks visiting in Minneapolis and Chicago.

C. W. Maughan has charge of the car business at Melstone since the death of his father, W. F. Maughan.

Agent Hayling of Melstone was laid up a few days with la grippe in December.

Chas. Mettelle, car repairer at the Carpenter Creek Mine, was visiting friends in Melstone last week.

Herbert Thomasson of Glen Elder, Kansas, was visiting C. W. Maughan, car foreman at Melstone the middle of November.

News is very scarce on the Mussellsbell this month. The correspondent would like any one having any news to please send it in.

Before this magazine reaches us another New Year will be here. I wish the Editor and all the readers a Happy New Year and hope this will be a bigger and better year for us all.

Tacoma Tide Flats.

J. Vivian Miller.

Greetings: Are you watching Tacoma grow? New business for the month of December consists of six shipyards, and the largest army post in the United States. Of course, we do not expect the Seattle bunch to believe this, as Seattle will soon be a suburb of Tacoma, and we will then have to change the name of the Mountain.

Have advice from P. J. J. K. (Kratch must have been at the head of the line when they gave out names), that he has at last succeeded in spending his surplus cash, which means that he will soon be with us again. Welcome to our city.

We understand that Admiral N. B. Footit is working in Mr. Harvey's office in Chicago. We often wonder if the old boy has forgotten the Tacoma Store Department, where he received his railroad education, as we have not heard from him since he left Motbridge. Will some of the Chicago boys kindly call his attention to this.

One of the Tacoma Store Department clerks was cashing his check last month and received paper money for same, which was very old and dirty. The paying teller apologized as one offered him gold, but the clerk replied that he would take the paper money, which brought forth the following remark from the paying teller: "You are undoubtedly not afraid of microbes." "No," replied the clerk, "no microbes could live on my salary."

Before this issue is published Christmas and New Years will have come and passed, and we wish to take this opportunity of extending a Merry Christmas and A Happy New Year to all our friends on the Milwaukee System.

I know of one thing which would make this a very Happy New Year, and most of you know it, too. When we slip our T. & J. this year our toast should be: Here's hoping that we get it.

J. J. Goling is spending his vacation in and around Tacoma looking over the new shipyards and the army post.

The local Milwaukee Pen Pushers held their first ball on December 8th, which provided a very pleasant evening for all who attended. Miss Sandvig and Mr. Pitcairforth are deserving of a great deal of credit for getting these dances started. Each department was represented by about two members, which I will admit would be a good showing for the N. P., or G. N., but a very poor one for the Milwaukee bunch. They are arranging for another one some time next month and hope to see about a ninety per cent representation there. This is not a money making proposition, but just a get-together-and-get-acquainted affair. Come on, fellows, let's pull together on this and make the next one a big success.

F. J. Alleman had his mustache shaved off for the dance, and the affair was half over before he was recognized, but after that he was the big hit with the ladies. Yes, his wife was there, too.

Friday Savage and Rev. Fuller Prunes Heward were on the sick list the past month suffering with Ingrippe. It has now let go and they are back on the job again. P. A. Manley and George Pyette acted as the welcome committee when they returned.

Barney Zilley, who has been seriously ill at St. Joseph's Hospital, is reported much better, and we hope to see him around the flats again very soon.

George Mason is again on speaking terms with me. He confided to me on the Q. T. that he would rather have me around than Kratch. Thanks, George.

Friend Looney threatens to do me bodily harm if I do not cease mentioning him in the magazine. You know Looney, boys, and so do I, so we shall not worry much.

Material is arriving daily for the construction of 1,000 coal cars, which are to be built at the Tacoma Shops.

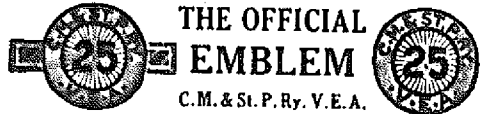
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CHICAGO, ILLINOIS

Mr. Thomas Burditt, chief clerk to Mr. Al. Simons, is the proud father of a new baby, which arrived the first of the month. Tom brought him over for the boys to look him over. Ten dollars reward to anyone making George Felzer of the Mechanical Department smile during the hours of twelve and one, noon, when the Store Department team is playing in form.

Dad Marvin, chief clerk to Joe Smith, celebrated his twenty-fifth year of service with the Milwaukee last month. We all hope that Dad will be with us twenty-five years from now and that we are all here to help him celebrate it.

A. C. Beinert returned December 11th from a month trip through the South. He reports spending a very pleasant evening with friend Berg while in Chicago. Sid is doing fine with the Myle-Maker Co. of Chicago and is in line for an early promotion. We always like to hear good news like this.

Elsie Virginia is still taking lunch over town. We wonder why?

A Few from the S. C. & D. Division.
Blanche Manley.

Conductor William Byers is back again after a siege at the hospital. Don't see that he looks much worse for it.

Conductor C. M. Belknap spent about three weeks recently at Excelsior Springs.

Why doesn't someone find out from Alex Porter who the young "Paddy" is that hangs around his train all the time.

Conductor Eugene Fraser was gone about a week, visiting in Council Bluffs and Omaha. Expects to go to Green Bay, Wis., soon, too.

Roadmaster M. Murphy of the C. & C. B. Division, wife and son, were in Sioux City to attend the funeral of his brother, P. W. Murphy, who was killed in derailment of No. 20, November 9th. Fireman Earl Ohs was also killed at the same time, and the sympathy of all S. C. & D. Division employes go out to the bereaved families.

Conductor F. W. Nelson spent quite a while in Chicago recently on business.

E. C. Chadwick is running out of Canton now. Took a week or two off a spell back to go duck hunting, and promised several parties some ducks when he got back, but said parties say they have never seen the ducks.

Mrs. C. A. Manson, wife of the yardmaster at Soo Falls, was at Sloux City recently.

M. F. Smith and J. J. Connors of Dubuque come to see us quite often.

Conductor W. E. Christy is back from a thirty-day leave of absence, spent on his farm at Three Forks, Montana.

W. L. Goodell, operator at Hornick, has been sick for a spell with appendicitis. When he is well again he will go to Mapleton to take the third trick position at that station.

T. M. Paulson has drawn the position of agent at Colton, relieving N. L. Willmes.

Burbank, S. D., has been made a telegraph office recently and H. Lehman drew the new job.

F. T. Purvis, formerly agent at Westfield, has gone to Hudson, S. D., permanently, and W. J. Schultz, formerly at Hudson, has gone to Westfield.

Conductor J. A. Reagan and wife were called to Peoria on account of sickness in the family.

Chicago Terminal Items.
Catherine M. Bartel.

Under the heading of "Mysterious Happenings," at Galewood, it will be of interest to know that Miss Anna Ebbesen, stenographer to Chief Clerk Hale, departed on a hurried trip to Denver, Colorado, Denver is noted for two things, viz. Health Resort and Homeowner Stamping Grounds. All those who know Miss Ebbesen know that she is in the best of health and can only account for her hurried trip as a sure sign of wedlock. It was also noted that Miss Ebbesen wore a smile that wouldn't come off. Who is the lucky fellow? Congratulations.

Operator N. T. Sherman, C. T. office, made a flying visit to his farm in Michigan, the latter part of November, making the trip in his auto. Operator Montez relieved him during his absence. Mr. Sherman also spent Christmas on his Michigan farm.

Engineer J. R. Cunningham, who has been on the sick list for some time, and is still under the doctor's care, is visiting at Turtle Lake, Wisconsin.

Engineer Thomas R. Melvin and wife went to Peoria, Ill., recently, Mr. Melvin being called there on account of business connected with the B. & L. E.

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Roy Stahl, formerly pay roll clerk in Superintendent Rupp's office, has been promoted to position of assistant chief clerk. Mr. J. Ciesinski taking his place as pay roll clerk.

Foreman E. Goodwin was called to Oswego, New York, on December 4th, on account of the death of his mother. Mr. Goodwin has the sympathy of his fellow workers in his sad loss.

Operator M. Montes acted as clerk to Trainmaster Costello in the absence of J. Mulvanny.

Mrs. W. E. Stockwell, wife of Engineer Stockwell, was called to Wilkesbarre, Pa., December 1st, on account of the serious illness of her sister.

Mr. Paul Jones, formerly chief yard clerk at Western avenue, resigned on December 1, to accept a position with Gibben & Sexton. Mr. Jones will be sadly missed from his old post and his fellow workers take this opportunity to wish him success. Mr. Joseph Burke is now employed as chief yard clerk in Mr. Jones' place.

Engineer B. S. Brockway and wife were called to Elkin, December 14th, due to the serious illness of Mr. Brockway's mother.

Switchman F. E. McMullen and wife visited at Milwaukee recently.

It has been reported that Car Tracer Ray Farmer was lost in the vicinity of Oak Park recently, having been seen there in the wee small hours of the morning doing the Marathon act to Chicago.

Switchman J. A. Rogers spent a few days at Fox Lake recently.

A HAPPY NEW YEAR TO ALL.

Notes from the Trans-Missouri Division.

By J. McAvoy.

A surveying party of ten men with all necessary implements for making a permanent survey arrived in New England, N. D., during the past month, under the charge of Mr. S. S. Crenshaw of Mr. Bender's office in Seattle. They are surveying a right of way from New England to Auldson, S. D., a distance of thirty-five or forty miles. This extension, it is said, will be started early in the spring, and will open up some very good country, also two or three towns. Mr. Webster, our right-of-way man, has been in the neighborhood for several weeks laying up the necessary right-of-way.

Account of the black rust last summer, the grain shipments up around New England, N. D., have fallen off considerably, only 130 cars of grain shipped last month, compared with 395 cars of grain for the same month a year ago. Otherwise, we are glad to state that the other business keeps up.

H. A. Mosher, formerly operator in the relay office at Mohrbridge, has been appointed third trick dispatcher on the Musselshell Division.

Henry Thompson, messenger on the Cheyenne River Line, has been transferred to the same position on the Cannon Ball Line.

Timekeeper Al Clemmons has been granted a two weeks' vacation and has left for the coast, where he will spend the holidays with his wife and family, who are visiting with Mrs. Clemmons' mother.

H. E. Wells, formerly of Mantou, Wash., has accepted third trick operator at Mohrbridge, and has taken up residence in Mohrbridge.

A. O. Veltch, chief dispatcher of the Musselshell Division, has been promoted to trainmaster of the Trans-Missouri Division, to succeed F. D. Campbell, who has been granted a 90-day leave of absence.

W. P. Moran, first trick branch line dispatcher, has moved his family to Mohrbridge.

Iver Notewell, assistant extra gang foreman, has returned from the coast, where he had been visiting for the past month.

R. C. Spitzer, who has been employed in a surveying party on the Trans-Missouri Division for the past six months, has taken a trip to Iowa and Texas to spend the winter.

Otto Stelnie has returned from Miles City, after having passed the examination for locomotive engineer. Otto is now classed as a "regular."

Two of the three concrete settling basins being constructed at Pontis for the Mohrbridge water supply have been completed.

New stock yards have been built at Brisbane, and there is no question but very good use will be made of them.

Can't imagine whatever happened to our old friend, T. J. Scanlon, since he has been transferred to Marmarth. Never heard a word from him. What's the matter, Tom?

Cliff C. Clothier, son of Chief Carpenter Clothier, of Mohrbridge, spent the holidays with his parents, and has returned to Vermillion to resume his studies.

G. S. Wallace of Missoula stopped off a few days in Mohrbridge, to visit some of his friends.

Clayton Fitzgerald of the Mohrbridge freight house force has been granted a few weeks' leave of absence, and will spend the holidays with his sister in Green Bay, Wis.

J. P. Rothman and wife are spending the holidays in Menominee, Michigan, and will put in a month visiting other points in Wisconsin and Michigan.

We understand that Bridge Foreman Asa Berfield is contemplating a trip to Kansas City. Some say that when Asa returns there will be congratulations and cigars in line. How about it, Asa?

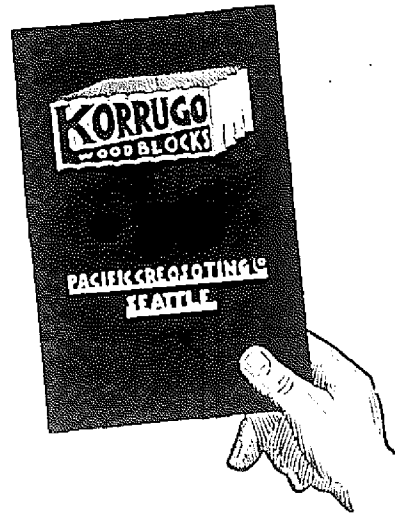
M. P. Damberry, extra gang foreman, has returned from a month's vacation, which he has been spending in the East.

Our car department as well as our shop department threw us down this month for some unknown reason, so we will have to get busy and dig up whatever items we can.

W. V. Division Notes.

W. M. Wilcor.

A Merry Christmas and Happy New Year to you all. Joe Conrad, the efficient and popular night yardmaster at Mitchell, S. D., and family came home the 25th of November for a visit with relatives and friends. Joe has been gone since the latter part of January.



Send for this interesting booklet on the new

Korrugo

Wood Blocks

The blocks that conquer the problem of expansion. Science's latest advance toward paving perfection—for interior floors; for exterior paving.

Write today

Pacific Creosoting Co.

Northern Life Bldg.
Seattle, U. S. A.



"SAFETY FIRST"
has been the invariable rule of the Old National Bank since its inception in 1891. The soundness of this policy is attested by the fact that for the past decade its deposits have steadily increased at the rate of a million dollars each year.

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OLD NATIONAL SERVICE

OLD NATIONAL BANK
OF SPOKANE
Reserves \$12,000,000

Saint Paul Road Employees

do you realize that it is possible for you to have your name on two payrolls—one of them that of the railroad for which you work and the other the interest payroll of the bank where you deposit your savings?

If you live in or near Saint Paul you ought to be on the big interest payroll of the 44-year-old Merchants National Bank. Pay day comes four times a year—on the first of January, April, July and October.

In this case, whether or not your pay increases depends entirely upon you—the more you put in the more you get out.

Merchants National Bank

Capital . . . \$2,000,000
Surplus and Profits \$2,000,000

Fifth and Robert Streets
SAINT PAUL, MINN.

The Bank of Personal Service

The death of John Donovan, father of Conductor M. E. Donovan, occurred at Tomah, Wis., November 22nd. Mr. Donovan was 68 years old and had lived at Meadow Valley and Tomah nearly all of his life. He was formerly a section foreman for this company at Meadow Valley. Five sons and two daughters are left to mourn. The sympathy of the Wisconsin Valley employees is extended to the relatives.

Yard Foreman M. H. Donovan and Engineer J. E. Donovan of St. Marys, Idaho, formerly W. V. Division employes, attended the funeral of John Donovan at Tomah in November. Mrs. Charles Miller and little son visited at Babcock Thanksgiving week.

Operator Stout, who has been attending law school, was a W. V. Division visitor the week of Thanksgiving.

Operator W. M. Wilcox, wife and daughter, Ethelwyn, were guests of Engineer L. E. Wilcox at Wausau December 7th and 8th, the occasion being the annual past masters' night at the Masonic Temple.

Mrs. Fred Scheffelhorn was a LaCrosse visitor December 9th.

Mrs. F. H. Pond, mother of Engineer F. D. Pond, died at Wausau November 28th, after an illness of a year. Mrs. Pond was past 74 years of age and grew to womanhood in her native state. Besides the husband and son, she is survived by three sisters and one brother. A short service was held at Wausau, after which the body was taken to Tomah for burial.

Concrete Foreman Robertson and gang finished their work at New Lisbon on the new depot and left for Waukesha, December 8th. Foreman Richard Volcht and Eugene Chaman are hurrying their part of the building as rapidly as the weather will permit.

H. L. Vachran, first tele. dispatcher, acted as chief during the absence of H. L. Randall, who was away on a deer hunt a couple of weeks.

Engineer M. H. Moore has laid off for the winter, and will leave for Miami, Fla., after the holidays to spend the winter.

W. R. Johnson, of a few days the first of the month account of scalding his hand. Wonder if Bill was learning to wash dishes for his wife!

Oh, woman, as you proudly strut, your figure feath' we scan; you couldn't bend a waistline, but you sure can break a man. (With apologies to the author.)

W. A. Lee returned from his Western trip and resumed work on this division. He was relieved by C. A. Dunn.

M. P. Flannery back on north end way freight again after working out of Tomah a couple of weeks.

Travelling Inspector H. T. Brock has been busy on the W. V. Division the past month looking after loss and damage claims.

The condition of Mrs. William Plunkett is gradually growing worse, although her many friends are looking for a change for the better. Mr. Plunkett is spending most of his time at her bedside, though he manages to get in a few days now and then working on the north end job.

Marion Roundhouse Notes.

Edward Griffith.

Marion roundhouse weathered the cold weather pretty good considering the condition.

We are having a few leaks made along the lines of smoke stacks, roof repairing and steam pipes, and things look as though we may be able to winter it all right, with the hopes that we will be in the new roundhouse at Atkins next winter.

Jim Larson, the steamfitter from Milwaukee, is heading the steamfitting job.

Roundhouse Foreman Griff attended the coal meeting at Ottumwa last month.

Leonard Casswell, night storeroom, expects to spend the holidays in Chicago.

Engineer "Dary" Gordon has gone South for the winter.

Engineer O. E. Thompson has gone East for the winter.

Fred Ittner, one of the roundhouse carpenters, expects to spend the holidays in Paducah, Ky. with his folks.

Otto Beansh, "The Village Blacksmith," spent a few days in Dubuque.

Andy Jones, a full-blood Indian, who is employed at Marion roundhouse, is spending a few days at Kansas City looking at the sights.

Engineer Hanner is on the sick list.

Engineer "Mike" Curran is running the fast mail between Cedar Rapids and Farley, while "Dary" Gordon is away.

Engineer "Bob" Cessford is pulling the "Yellow" cars on the Calmar run in place of Engineer Thompson.

Roy King and Walter Kramer, the night call boys, spent a day at Perry looking over things.

Engineer Vaughn has again ventured out in the world, going to Savanna, and taking a turn in the pool.

Engineer Beall has been on the sick list for the past two weeks.

Matt Mullen, night foreman, has been off the past week with the "grip" during the cold weather. William Achey doing the business nights.

Council Bluffs (Iowa) Notes.

Helga Schmidt-Hackstock.

Harry Cooley and Peter Larson made trips to Milwaukee on December 8th for promotion examination. They returned full-fledged engineers.

The wife of Boilerwasher Wilbert Strother has arrived from Triplett, Mo., to make her home here.

One of the nicest things at Council Bluffs is Cashier Adolph Diwocky's green cap. It is so nice he does not remove it when he attends the movies. It is a very billous green, with a strap across the back to hold his brains in.

Hans Hansen, carpenter, was injured while operating circular saw in carpenter shop and was disabled for a few days.

Employees at Council Bluffs were much pleased over the visit made by our editor, Mrs. Carpenter Kendall, and Mrs. Scott. Personally I feel that the visit has brought about a keener interest in the Magazine.

Machinist A. J. Knodell is off on account of an eye injury. Passenger service between Council Bluffs and Omaha has been slightly crippled owing to the construction of the new bridge across the Missouri River, due to the fact that the old bridge is being jacked up and having rollers put under it preparatory to moving it, and trains are only allowed to cross the bridge single. The bridge is scheduled to be moved on the 22nd of December and the new bridge rolled into place.

Mr. and Mrs. C. E. Horsley are enjoying the company of Mrs. Horsley's brother, Mr. Timma.

Carl, or otherwise "Clara" Schonberg has returned from Marlon, where he visited with Roundhouse Foreman Graff.

The Christmas number of the Magazine was well received by the employes at Council Bluffs, and they unanimously extend New Years greetings to the employes of the System.

Car Repairer Peter Larson has spent several weeks in Excelsior Springs trying to overcome his rheumatism. Last reports he was doing fine.

It is a job to get notes about Xmas time, everyone is so busy.

Miss Zoa Hicks, the daughter of Engineer George Hicks, was married on November 23d to Conductor J. R. Brooks. They will make their home in Manila.

General Foreman F. P. Miller was a business caller on December 19th.

Mr. Clarence Halverson has been given the position of night roundhouse foreman.

The correspondent was a guest at a very nice dinner party given by Car Repairer and Mrs. W. J. Kilgore at the home. The occasion being the birthday of their daughter, Mrs. Florence Covey.

Roundhouse Helper Morris Wolfe has had considerable trouble in his home lately, his wife is very sick and with his large family of children to look after, he has more than enough. He has our sympathy.

Engine Handler John Peterson, one of our Council Bluffs "Vets," has been off for several days with a spell of sickness.

The correspondent extends New Year's greetings to the Editor and staff and all the other correspondents.

Bay, Nora, if you knew how hard I've labored just to get these few, you would not want to try my method.

C. & C. B. Illinois Division Notes.

W. C. Head.

Brakeman John Huston sustained a broken rib by being thrown against the caboose when a drawbar came out of a car causing the train to come to a sudden stop, was taken to the hospital at Elgin for the time being and attended by Dr. Pelton, Sr. and Jr.

Operator Kimberling received third track, Savanna Yard, on bulletin, bumping Operator Coyle, who took third at Fox River Tower.

Brakeman H. C. Ott had the ends of his toes crushed at Spaulding, December 14th. He was braking for Conductor Elchinger. While climbing down from the top of a car

the handhold came loose, letting him fall to the ground between two cars, he managed to extricate himself from beneath the wheels with the exception of one foot. Was taken to Elgin on No. 37 and rushed to the hospital by Dr. Pelton, Jr.

B. D. Fields has been regularly assigned to the second trick, operator's position, in dispatcher's office at Savanna.

Dispatcher E. D. Cook, formerly second trick dispatcher on the R. & S. W. Division, has taken the C. C. B. Illinois Division second trick dispatcher's position. Dispatcher W. G. Erbe taking over the R. & S. W. second trick.

Brakeman Joyce Dugas has promoted himself to switching out cars at Western Avenue coach yards.

Brakeman Wm. Grady, I understand, has offered his services to the I. H. B. and been accepted.

Mr. J. B. Hopkins, former agent at Elgin, and now working at Galewood, while crossing the street at Galewood was struck by boys coasting down hill, injuring his leg and back --was taken from the train at Elgin in an ambulance.

J. Edelman appointed flagman on Nos. 3 and 12.

Brakeman F. M. Hutchison, who has been home some time nursing an injured hand, is again on his regular run.

J. D. Voltz, assigned to the first trick operator's position on message wire at Savanna.

Is this 1916 or are we living in the days of the old C. & P. R. R.? No doubt these were Wm. Creighton's thoughts when it was announced that on December 13th a pay car would be run over the division to pay off employes. At least the occasion came for him to refresh our memories, or his, rather, of the olden times when they paid in this manner, but he had the floor to himself, as usual, he being the only one left around these parts with these memories still fresh in mind.

Lineman Claud Barrows relieved Lineman Flint at Savanna for one day while Flint was at Dubuque.

Operator Pete Orth, Galewood Tower, off a few days, R. E. Adrick doing the necessary telephoning while he was away.

McNetney, third trick Tower B-12, sick for a day, F. A. Pluzgee keeping awake for him. This not being hull season, I don't understand why you laid off sick, Mac. How about it?

During the month of November 2,623 trains passed through the interlocking at Fox River Tower, 1,020, C. & N. W., and 1,603 on the St. Paul. This does not include switch engines. Thirty-six levers operated from the tower by the operator control the traffic.

Conductor Gregg lost his happy home when his caboose burned up at Pluzgee Grove December 14th. The crew was unloading way freight at the station when the fire was first discovered. It had gained such headway that the caboose and its contents were a total loss. The train was standing on the main line at the time, and Gregg showed great presence of mind when he kicked it into the siding so as not to block main line traffic. His brakeman, Ambrose Grady, received a cut on his hand.

You Don't Need a Gang of Expert Mechanics to Put It On

Nothing is more simple to apply than the "BOSS" Lock Nut. Which-ever way it is picked up, it is ready to go on. No instruction is needed—no special tools required.

Write it Right—
Put it down this way

"Boss Lock Nuts"

Speeds up repair and construction work. Insures safety to life and property. Can be used many times. Never injures bolts. Millions now being used.

Get the facts—write for new catalog.



BOSS NUT COMPANY

1744-48 N. Kolmar Ave., Chicago, Ill.



W. H. Kofmehl, who for thirty-six years has served the C. M. & St. P. Ry., has resigned his position as roadmaster of the C. C. B. Illinois Division to take up the position of treasurer for the Thomas Railway Track Appliance Co. He has taken out a considerable amount of stock in this company and was elected treasurer, with offices in Chicago, the manufacturing plant being located at Kansas City. No doubt Mr. Kofmehl was elected to his position on his merits and his excellent record, which he has made in the C. M. & St. P. Ry. He also holds the honorary position of treasurer of the C. M. & St. P. Roadmasters' Association and treasurer of the Roadmasters' Maintenance Way of America. We are all very sorry to lose such a good man as he, for Bill was always sociable and had a personality which was liked by one and all.

Notes of the Milwaukee Terminals.

From O'Malley.

Engineer Henry Brunka into society. A friend of Bye's called him up on the phone and wanted him to come over for some social affair. Mr. Bye explained that he had no girl. About that time another voice on the wire said, "How will I do?" Of course, the gallant engineer said "How," and now he is said to be making regular trips to Wauwatosa, and all the engineers and firemen in the Terminals are expecting to buy wedding presents.

Yardmaster Art Carlin was called to Chicago on account of the death of his father-in-law. We extend to Mrs. and Mr. Carlin our sincere condolences.

Yardman James Byrnes and family have just returned from an extended trip to the Golden West. They visited Denver, San Francisco, Salt Lake City and other places of interest. Jimmy says that he had his eye open for a better job than he has here, but he could not see anything to compare with the old 1187 and Doc Corda.

There were quite a few of our terminal family joined the army of hunters who invaded the domain of King Buck, in an endeavor to take away his crown of horns. Among them were Yardmaster A. J. Knerich, who returned with a fine buck, weight 199 pounds; Yardmaster Martin J. Olson was the lucky man from this district, bringing home the largest buck in the Terminal, 207 pounds; Yardman D. D. Sherwood, another lucky one to the tune of a 180-pound buck. While we know that Dan is a good hunter, we don't know whether to give him the credit for this buck or not, as Mrs. Sherwood was with him, and if reports are true she is some hunter herself. Fireman Roy Hickson of the R. & S. W. Division also brought in a buck of 175 pounds. Ben Preaton, also of the R. & S. W., was with Roy, but there must have been something wrong with his gun, as it would only hit rabbits, and very few of them, as in all his hunt he only got five. Yard Conductor Max Polryn also was one of the lucky ones. He got a buck of 107 pounds. At least that is the report, but we can't prove it. And last but not least, Yard

Foreman Art Reiss, the only one of our crowd that had bad luck. In the first place he lost his gun (some one thought he needed it more than Reiss did and borrowed it without Art's consent, and has not returned it at this writing), and instead of bringing home a buck he has a nicely filled out receipt for a fine of some \$555 for being unable to differentiate sex at a distance of about a half mile.

Yard Foreman Max Polryn and his brother, Charles, were called home on account of the death of their brother, Frank. We extend our sympathy.

During the absence of Yardmaster Art Carlin, his brother, Joe, has been officiating at the cut-off, with Switcheater Bob Allen as his assistant. Joe and Bob, after about one week's service at that point, are asking to be directed the nearest route to the "foolish house."

Engineer Seddel went a hunting.

"Twice on one Sunday "mawn."

His intentions were a great big buck.

But he never even shot a fawn.

Miss Elsie Hoffman, employee in the claim department in Mr. W. G. Miller's office, and formerly employed in the accounting department at Chicago for a period of two years, has met with Cupid's dart. Mr. Walter R. Sandel of the Sandel-Werner Company being the lucky man. Although we regret very much to lose Miss Hoffman, we all wish her success and happiness in her new venture.

Miss Paula Steybe and Mr. K. G. Olson joined hands, hearts and fortunes in matrimony on November 14th. Mr. Olson is the smiling clerk at the Air-Line yards. After the wedding, the friends of Mr. Olson presented him with a fine Morris chair. This will come in very handy after the strenuous days he puts in at his work. The friends of the bride held a linen shower, at which many handsome and useful pieces were presented. The happy pair then started on an extended trip through the West. Among the places they will visit are Los Angeles, San Francisco and Kansas City.

The Milwaukee Terminals will soon be in sackcloth and ashes, Reason. Yardman W. F. Murray is going to remove his smile, himself and family from our midst for about two months sometime in the near future. He is going to take all of them on an extended trip through the Gummy South, visiting New Orleans and the west coast of Florida. We wish him a pleasant trip.

Yardmaster E. A. Biswal of Blue Mound Conservatory fame, has been absent from duty for about one week, suffering from a very painful case of poisoning, affecting the skin. We are glad to report that at this time he has fully recovered, and is back at the same old stand.

Yard Foreman A. J. Hammerer and son have joined our Automobile Club, having recently purchased a handsome Kissel-Kar. Look out, now, Tony, don't join the Speedeza Club, as the admission fees are rather high.

Yard Foreman C. J. Thompson seems to be doing real well on his farm in the city of West Allis, as he recently

Railroad Employees

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Use Circus Liniment

For Rheumatism, Lame Back, Sprains,
Cuts, Burns, Bruises, Etc.

IT NEVER FAILS

This old reliable remedy is for sale by over one thousand dealers in medicines in Chicago, or mailed direct—cash with order

Price 50c large bottle—Extra large \$1.00

Circus Liniment Company

149 W. Ohio Street

Chicago, Illinois

added a fine driving horse and rig to his possession. How about it, C. D., did you sell eggs, potatoes or cabbage?

We extend our sincere sympathy to Mrs. W. Lewandowski and family in their recent bereavement. Mr. Lewandowski was for many years employed in yard service in this Terminal. He was a steady and faithful worker, well liked by his fellow workmen, and loved and respected by all who knew him, and it is with pride that we can say that he was a good man, one who took good care of his family and left them well provided for.

Miss Gudrun Larson has accepted position as stenographer in the claim department in Mr. W. G. Miller's office.

Yardman R. E. Fox and family spent Thanksgiving Day with home folks at Berlin, Wis. He brought home some twelve dozen eggs. We wanted to buy some of them from him, but he said no. We noticed a policeman guarding his house. Suppose it was the eggs he was guarding.

North La Crosse News. H. J. Bullock.

Interesting coal meetings were held here December 5th at 9 a. m. and 2 p. m., which were well attended. Others present were General Superintendent P. C. Eldridge, Division Superintendents J. A. Macdonald, W. J. Thiele, E. G. Atkins, Trainmasters B. H. McNancy, L. T. Johnston, F. J. Hochar, Chief Train Dispatcher S. C. Sorensen and Master Mechanic A. Young, with several others from the locomotive department. Mr. Thiele acted as chairman and got the boys going on their ideas of economy in the consumption of coal.

Mr. H. Grams and W. Kuluwe of Watertown were here December 14th, making necessary repairs to water pipes, etc.

Mr. George Clogh, bridge foreman, visited here December 15th, while en route to Minneapolis.

Claim Agent C. A. Nelson was here December 6th and 7th, looking after the interests of the claim department.

Yard Clerk P. J. Keaveney visited at Prairie du Chien Sunday, December 10th.

Switchman C. Hyde made a trip to Chicago, December 6th. Yardmaster T. Bloomfield of Portage was making himself acquainted here December 6th.

Switchman F. Soley was badly bruised by falling from a car December 4th.

Mr. C. E. Carroll, general stevedor foreman, made us a business visit recently.

Company Police Officer J. E. Sullivan of Portage has been transferred to Cedar Rapids, Ia., and is succeeded by Mr. R. Henn.

Mr. M. J. La Court, general safety appliance inspector, transacted important business here November 24th.

Brakeman G. Blislow and William Hall, who tried their luck at deer hunting, are back on the job again.

Mr. C. E. Furness, general boiler inspector, made his usual inspection of boilers on the Black and Mississippi draw bridges November 24th.

News Around the Railway Exchange.

One of the most pleasant appointments on the road comes in the announcement that T. W. Proctor, general agent of the freight department at Chicago, has been promoted, effective January 1st, to assistant general freight agent at Minneapolis. Tom Proctor has been with "The Milwaukee Road" for twenty-five years and his entire term of service has been spent in the freight claim and freight traffic departments. His wide range of experience covers all of the rounds of promotion leading to his present position. While his host of friends in Chicago regret that he is leaving, they extend their hearty congratulations to the employee and shippers in the Twin Cities in acquiring such a capital fellow and good railroader as Tom Proctor.

W. A. Linn, who was appointed purchasing agent for the road, with headquarters in Chicago, has spent his entire business career with "The Milwaukee Road," starting with the company as a clerk in the auditor's office in Milwaukee in 1882. In 1888 Mr. Linn was transferred to the purchasing department and two years later was promoted to chief clerk. For the twelve years preceding his new appointment he was assistant purchasing agent under J. T. Crocker, who has retired. The tremendous responsibilities and volume of work handled in the department is perhaps best explained with the statement that they make expenditures of approximately \$20,000,000 a year for every grade and class of material used in the transportation business. To make these purchases for a great railroad system requires a keen insight into cost and quality of material that few business men have to have. Mr. Linn's great number of friends over the system join in extending their hearty congratulations in his well-merited ascendancy to the job higher up.

The car shortage nor the coal situation do not seem to have an appreciable effect on the L. C. L. shipments handled in and out of the Railway Exchange terminal in the shape of Christmas packages loaded on the human equipment from the general offices. So far we have heard no loss and damage freight claims being presented, which manifests the great care with which we handle our own tonnage.

Mr. M. K. Darnell, the dashing demurrage inspector of Missoula, Mont., who has been capturing the hearts of the fair maidens in Montana, has in turn been captured by the winning smiles of Miss Florence Balcom in the office of the auditor of traffic. They were married Christmas Day and are now on a honeymoon to the west over the Electric Trail. Their friends wish them success but hope Mr. Darnell buys a typewriter.

Bees don't care about the snow;
I can tell you why that's so—
Once I caught a little bee,
Who was much too warm for me.
—Sherman.

To Ticket Agents C. M. & St. P. Ry

Are YOU selling our
Accident Insurance
Tickets?

If Not, Why Not?

The Travelers Insurance Company

Ticket Department

Hartford, Connecticut

To Milwaukee Ry. Men

"Continental"

MEANS

Income Protection
Liberal Policies
Courteous Agents
Fair Claim Settlements
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H. B. ALEXANDER, President

TEAR OFF AND MAIL TODAY.

CONTINENTAL CASUALTY COMPANY
910 Michigan Ave., Chicago.

Please send me information in regard to your Health and Accident Insurance.

Name _____ Age _____

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Capital and Surplus - \$ 800,000
 Total Assets over - \$5,100,000

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

CAPITAL \$1,000,000 RESOURCES \$15,000,000

SPOKANE & EASTERN TRUST COMPANY

OFFERS A
Complete Financial Service
 Commercial Banking
 Mortgage Loans
 Investments
 Insurance
 Savings
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Spokane Washington

The State National Bank

Miles City, Montana

U. S. Depository

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

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

Prairie du Chien Division Notes.
 (Concluded.)

The painters have given the depot at Waukesha a dandy new coat of paint. They also painted the inside of the freight house.

Conductor E. Deards had the honor of being the first one to use the new passing track at Lima Center, which was recently completed.

Mr. and Mrs. C. M. Bartelme, St. Paul, Minn., have been the guests of Mrs. Bartelme's parents, Roadmaster and Mrs. J. Murphy, Waukesha.

A special train was run from Milwaukee to Madison to pick up the employes who wished to attend the "Safety First" meeting. Conductor A. Ferrigo was in charge.

Work has been started on the new side track and depot to be constructed at the Bethesda crossing.

Conductor C. Rosellen was off duty about a week on account of illness.

Engineer P. Connelly, who has been running the way freight, laid off for one trip.

"One on Carl." Mr. Carl Mix, our esteemed cashier at Waukesha freight house, always held that a man to be a cashier has to have more or less gray matter. But to raise potatoes—well, that's a different thing. Now the Soo Line agent at Waukesha had one acre of land that he was too busy to use and so he and Carl decided to work this on shares. Carl was to furnish the work and the former the land and the potatoes for seed. Carl borrowed the land and started on his career as the "Phenomenal Potato Raiser" of the state of Wisconsin, to say nothing of the Milwaukee Road and the P. Du C. Division. Time came for the potatoes to be in and they were still out. But finally they were planted. Now weeds will grow as well or better than potatoes, but when the soil is rich, as it was in this case, one needs to pay very little attention to weeds, because there is nourishment enough for the weeds and potatoes also. Hence Carl never felt that it was necessary to spend valuable time weeding them. The weeds grew, as did the Soo Line Agent's wrath. Finally they became so high that when Carl was at one end of the row and the Soo Line Agent at the other neither could be seen by the other. But the latter being a little tall, Carl spied him and "beat it" for home. (Practical demonstration of "Safety First") Well, now, that it is time for the potatoes to be out, they are still in. Carl has decided to leave them in and have early potatoes for next year. Now, these potatoes cost Carl \$14.00 and the Soo Line Agent \$8.00. Carl desires very much to know what the other fellow owes him, that is, in the line of money. Any one that can solve this will be rewarded. (With some of the "spuds," I suppose. Eh, Carl?)

Milwaukee Shops' Bowlers.

For the past two years several of the shop boys have been boasting of their bowling powers and with the opening of this season issued a defy to some of the depot office bowlers, which resulted in a hot match game, the depot office pen-pushers won the match with an overwhelming count of 473 pins, taking three games as follows:

MILWAUKEE SHOPS

Blyberg	140	127	141
Erickson	92	56	121
Chilson	111	122	126
Lamberg	113	121	145
Hiddleston	175	113	173
	661	579	706

MILWAUKEE OFFICE

Hedin	170	168	188
Gregson	129	153	153
Brackett	152	134	198
Campbell	172	149	158
Bolmgren	169	161	165
	792	765	862

Mr. C. W. Bodecker of the freight auditor's office was somewhat surprised Saturday morning, November 18th, 1916, when his numerous friends in Mr. Murphy's office presented him with a chest of silver. Did Carl do anything heroic? Well, I guess he did—he got married! Good luck to you, Carl, from the boys.

Woodenshoe Doings.
Superior Division.

Walter Boutott, who had his shoulder injured when 85 and 72 met at Coleman water tank last November, is improving rapidly.

Engineer Clement Vincent had the misfortune to allow the side rod of engine 2329 to drop on his wrist, the result was a very painful break, which will keep Clem out of the game for some time.

Conductor P. Dubois has left for his winter vacation, Florida being his destination this year; and for the next three months, whether No. 9 is on time or three hours late will be among the least of Frank's troubles. Conductor James Murphy takes Dubois' place during his absence.

The Havanas were passed around Menominee last December 6th, the cause being a 10-pound boy to Mr. and Mrs. E. A. Landry.

Engineer Frank Stock is off on account of an injured hand.

December 9th, a fuel meeting, in charge of Mr. Peck, representing Mr. Manchester's office, was held at Green Bay Shops, at which time ways and means of handling Illinois coal to the best advantage was discussed. The meeting was well attended, and from the spirit shown, there can be no doubt but much good will result from it.

For the first time in several years it was necessary to thaw ore on the Escanaba Docks. Ten crews were employed in this service for over two weeks. Pretty easy pickings for some of the boys.

Died, December 17th, Machlalt Ben Helgeson, of acute diabetes. Mr. Helgeson had been employed at Channing for the last few years. The sympathy of his many friends and fellow workmen is extended to the family in their sad loss.

Gaspar Joachim, night foreman, has returned to work after an absence of two weeks, due to an injured hand.

Several L 2 engines have been assigned to this division and helped considerably to relieve the congestion due to heavy business and lack of power.

Now, that all is over, Mike Scheafer rises to remark that if the E. & L. S. had been into clear the 7602 would still be the pride of the Channing district.

Section Foremen's Debating Society.

By P. J. Moran,

The Section Foremen's Debating Society held their fourth regular quarterly meeting at Elgin, Sunday, December 17th. The following officers were elected to office for the next ensuing year: President, John Helsdon, section foreman, Kingston; vice-president, Adam Gablin, section foreman, Franklin Park; secretary and treasurer, P. J. Moran, section foreman, Elgin, Ill.; door keeper, Dennis Traynor, section foreman, Bartlett. The society voted on four new members, who were accepted, they being foremen who have been recently promoted from section men to foremen. Mr. W. H. Kofmehl, former roadmaster, invited Mr. J. W. Thomas, former section foreman, now president of the Thomas Railway Track Appliance Co., of which Mr. W. H. Kofmehl is now treasurer, to the meeting to show him the difference in methods used by the section foremen of today and of old. He was asked to address the members, which he did, and complimented them all on the way they conducted the business of the meeting, informing us it was his first time to attend such a meeting, and expressed his belief that had they had such societies in his day they could have learned much more through such a society, and it should be a pleasure to any roadmaster to have such foremen as we, all speaking the English language, and preparing papers and discussing them on any problems pertaining to the maintenance of way as we are doing. The next meeting will be held at Elgin the third Sunday in March.

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**The Loss and Damage Account for
September.**

The General Committee on Prevention of Loss and Damage Claims is not very proud of the showing made in September, as the Loss and Damage Account for this month is \$119,353.28. For the same month in 1915, this account was \$128,534.92, showing a decrease this year of only \$9,181.64. The regularity with which this account is exceeding \$100,000 per month is somewhat discouraging, especially in view of the fact that we ordinarily expect the least loss and damage during the autumn months, which are free from claims for over-heating and freezing.

A close analysis of the claims being received at the present time indicates that the large bulk of them cover damage to package freight due to improper stowing and rough handling in transit. We cannot excuse this class of damage by blaming it to heavily loaded merchandise cars, for from present indications the car situation will continue indefinitely, which means that we must expect merchandise cars loaded to capacity, and it is up to us to load these cars, and handle them after they are loaded, in such a manner that the freight will reach its destination with the minimum amount of damage. Our neighbors and competitors are getting away with this stunt, and I do not believe that the men handling freight for our company are willing to concede that we cannot equal the performance of these competitive lines. Everyone interested in the welfare of this company hopes that our present heavy business may continue, and if these hopes are realized we will have an opportunity to show whether claims can be prevented during such times as well as when business is slack.

It is remarkable how many claims are received at this office supported by expense bills endorsed "More or less bad order," "Damaged," "Bad order," and similar indefinite endorsements that permit the consignee filing a claim for almost any amount he chooses. This necessitates additional investigation and unnecessary work for all concerned. No endorsement of damage or loss should be made on an expense bill except it specify exactly what the loss or damage amounts to. If this cannot be ascertained, make no endorsement whatever.

Your attention is also directed to concealed loss or damage. In such cases, if any endorsement is made at all, be sure to show that the damage or loss was of a concealed nature. This is very important.

Agents' attention is also called to the fact that a postal card, Form 19, is carried in stock by the General Storekeeper. This form is intended for use in notifying shippers by United States mail of freight refused or unclaimed. A supply of these cards should be kept on hand at every station and any freight undelivered within ten days should be reported direct to shipper on postal card, Form 19, and the matter followed up every ten days until disposition is received.

Wish to again repeat the importance of everyone giving close attention to the careful loading and stowing of our merchandise

cars on account of the heavy loading necessary, and the careful handling of these cars after they have been properly loaded and stowed. This will mean close personal supervision, together with the co-operation of our freight house crews, way freight crews and switching crews.

Let us remember that it is possible to handle heavily loaded merchandise cars without damage, but extra precautions are necessary to accomplish this. Any bunch of amateurs can handle freight without loss or damage under perfect working conditions and where three cars are available for every carload of freight. We must have the real article, however, to handle it right under present-day conditions, and the question is, Have we the real article? The answer will be found in our Loss and Damage Account during the next few months.

He Couldn't Fool This Judge.

G. A. Mitchell.

Few persons have any idea of the problems a police court judge is called on to solve in the course of his magisterial duties. Among the thousands of those haled before him for various misdemeanors and petty crimes, a large proportion of them on the charge of drunk and disorderly, or just plain drunk, there are many who seem to think they are clever enough to "put one over" on His Honor and get off Scot free by the crudest sort of trumped-up stories and explanation.

As a matter of fact, a few of the wandering Willies who are picked up by the police do have plausible tales, sometimes pitiful ones, which serve to loose them from the law's clutches, at least for the time being.

Railroad detectives, as every railroad man knows, have a particularly busy time hunting and gathering in derelicts, in all seasons to be found prowling upon or in the vicinity of railroad tracks, but in greater number as cold weather sets in and the habitual nomads seek winter quarters in one or another of the large cities.

It is with this class that judges who sit in the criminal branches of the Municipal Court have most trouble. Men, and not infrequently boys, found in railroad yards who can give no satisfactory account of themselves or their presence on railroad property, are charged with trespassing, or are picked up "on suspicion." Occasionally some criminal with a "record" is gathered in by the company detectives in their round-ups, but for the most part the offenders are just plain hobos or drunks who have found, or who are seeking, the friendly shelter of a side-door Pullman, being without the price which will admit them to a "flop" in the purlieus of the submerged.

One of the first, and seemingly most plausible, excuses given by these gentry when quizzed by the court is that they are railroaders looking for work. If their general appearance and demeanor indicate that they may

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possibly be telling a truthful story the chances favor their discharge, as even railroad men are not immune to an occasional run of "hard luck."

Once in a while, however, an individual is gathered in whose appearance belies his claim, and creates grave doubts as to the truth of his statement. It was one of these who was arraigned before Municipal Court Judge Harry P. Dolan not so very long ago. Now everyone who knows Judge Dolan is familiar with the fact that in his younger years he served his apprenticeship to the railroad business and graduated with honor to himself and the railroad fraternity. The chap who posed as a railroad man didn't know it, however; had he possessed that knowledge his little tale would have taken another form and variety. Desiring to learn just how far the accused would go in substantiation of his story, and with a view to impressing on him a lesson not soon to be forgotten, the judge questioned the fellow along the line of his supposed vocation, and the following colloquy ensued:

The Court: "You tell me you are a railroad man. Railroadng is a fine and honorable occupation in whose followers I have always taken a great interest."

The defendant: "Yes, your honor, but I've been in hard luck lately. I thought I might be able to get a job in the yards or on the road. I'm an experienced brakeman—used to switch cars in the East."

The Court: "Well, if you're an experienced railroad man, and are honestly seeking employment, this Court does not wish to do you an injustice. It's a very easy matter for you to prove yourself what you claim to be. Now, suppose I should give you a job as switchman, and told you to go out and make a coupling—couple two cars together—what would you do?"

The defendant: "Why, I'd just open the automatic couplers—signal the engineer to back up—let the cars bump."

The Court: "Is that all you would do?"

The defendant: "Yes, sir."

The Court: "What would you do about coupling up air hose?"

The defendant: "Why, I—I'd—I'd just—"

At this point the alleged "railroader" broke down, realizing that he was cornered. He admitted he did not know how to couple air hose; confessed that he was not a railroad man, but had given that as an excuse to explain his presence in the railway yards. Upon being further pressed he reluctantly admitted that he had "served time," and that he was trying to pick up scraps of brass or other metal when caught by the detectives.

The judge then gave him a lecture such as he would not be apt to forget quickly, told him to never again disgrace the honorable calling of railroad men by representing himself as one, and concluded by sentencing him to ten days in the workhouse.

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