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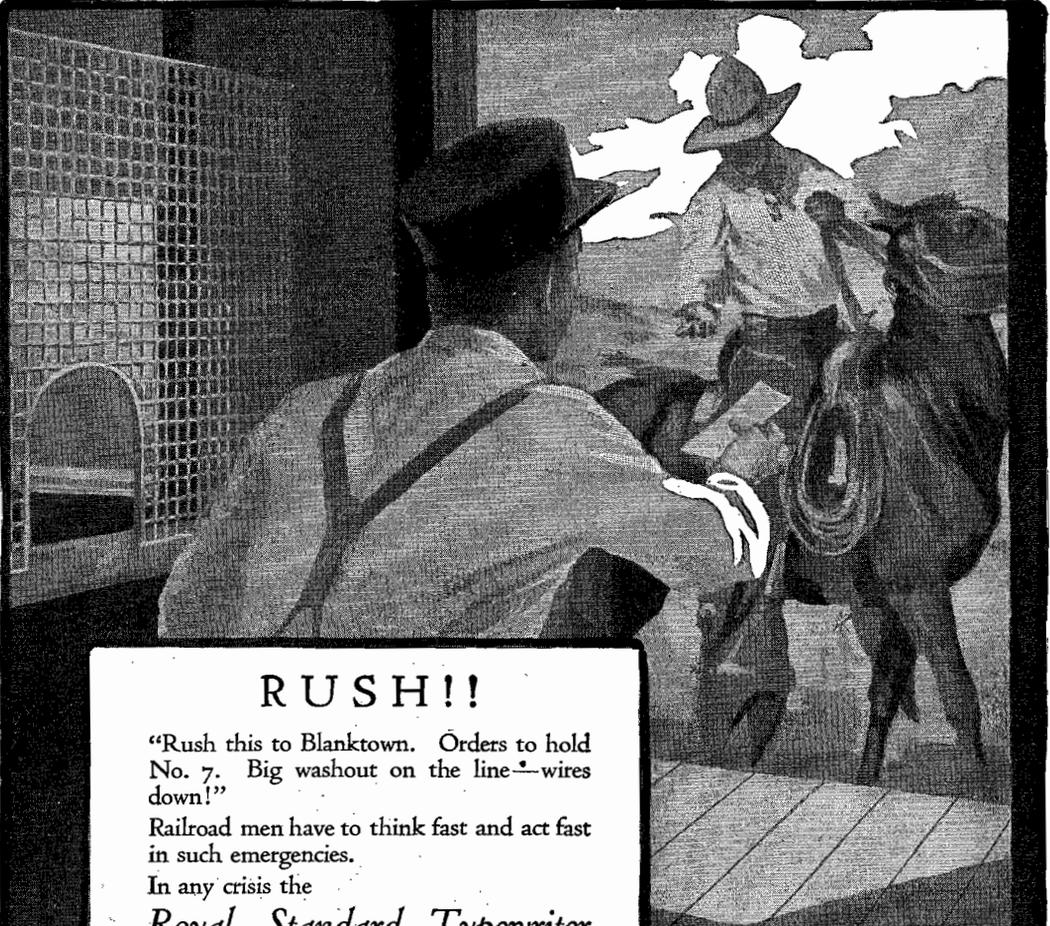
MONTANA

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The Star Spangled Banner

Francis Scott Key

Oh, say can you see, by the dawn's early light,
What so proudly we hailed at the twilight's last gleaming,
Whose broad stripes and bright stars, through the perilous night
O'er the ramparts we watched were so gallantly streaming?
And the rockets' red glare, the bombs bursting in air,
Gave proof through the night that our flag was still there.
Oh, say, does that star spangled banner yet wave,
O'er the land of the free and the home of the brave?

On the shore dimly seen through the mists of the deep,
Where the foe's haughty host in dread silence reposes,
What is that which the breeze o'er the towering steep,
As it fitfully blows, half conceals, half discloses?
Now it catches the gleam of the morning's first beam,
In full glory reflected, now shines on the stream.
'Tis the star spangled banner, oh, long may it wave,
O'er the land of the free and the home of the brave.

And where is that band, that so vauntingly swore
That the havoc of war and the battle's confusion
A home and a country should leave us no more?
Their blood has washed out their foul footsteps' pollution.
No refuge could save the hireling and slave,
From the terror of death and the gloom of the grave;
And the star spangled banner in triumph shall wave,
O'er the land of the free and the home of the brave.

Oh, thus be it ever when freemen shall stand,
Between their loved homes and foul war's desolation;
Blest with victory and peace, may the heaven rescued band
Praise the power that hath made and preserved us a nation!
Then conquer we must, when our cause it is just.
And this be our motto: "In God is our trust!"
And the star spangled banner in triumph shall wave,
O'er the land of the free and the home of the brave.

Doing Your "Bit"

The general desire to be patriotic takes all sorts of ways to manifest itself—flag-raising at roundhouses and other places where a number of employes are gathered have taken place all over the System; "The Star-Spangled Banner" is played and sung in every meeting; military bands are becoming more and more numerous from week to week; orators are present at all the ceremonies to waken the national spirit, and other means by which the national ardor can find expression develop from day to day. That is all right, and just as it should be. Old Glory should fly from every building and the National Anthem should be on every tongue. The Magazine prints the words in this issue and urges every reader to commit it entirely to memory. Probably not half the people who owe the Star-Spangled Banner their allegiance can sing the anthem through, and so you are all asked to learn every word of every verse, so that when you stand while it is being rendered, you may not fall down at the end of the second or third line and "mum" it through, as you will notice many of your neighbors doing, and quite likely will be doing yourself. However, the shouting is only the preliminary. There are strenuous days ahead for us all. Company D of the Military Railway Regiment is officered and it is our part to fill the ranks; the draft will be in operation by the time this Magazine reaches you and the boys will be joining the colors. The "boys" of maturer years, although they cannot go out on this call, have their work and plenty of it right here at home. Theirs, to keep the wheels moving, to raise food-stuffs, to make munitions and other supplies for our armies in the trenches, for our allies, for the navy on the sea and for the people at home who must provide the ways and means to victory. Old times in this easy-going, blessed land of ours are gone for a long time, even if not forever. Luxuries must be denied and everyone must work. Perhaps just at present we don't see the way clear as to what we must do, and many of us are groping blindly, but yet the way will open to us as we proceed.

One thing that devolves upon every one of the stay-at-homes immediately is to join the Red Cross organization, and help with whatever amount of money he can afford. Joining the Red Cross carries no obligation beyond whatever subscription you make, unless you wish to enlist for work also. They need your help as nurses, cooks, clerks, stenographers, sewers, knitters, base hospital attendants, volunteers for hospital supplies, and an endless number of other avocations.

Unless you have taken pains to inform yourself on the scope of the work accomplished by the American Red Cross, you have little idea of the organization and the tremendous amount of good it does in caring

for the sick and wounded soldiers and sailors, and in assisting the families of those who are at the front. The Red Cross nurses and ambulances follow the armies and they are allowed everywhere except at the very front, where army surgeons and attendants only care for the wounded—and then as soon as possible send them back to the Red Cross base hospitals. Trained nurses only are allowed at the first of these hospitals, but on the second line are volunteers, women who read, write letters and attend the convalescents until they can be sent home or back to England to the great hospitals established for the care of the returned soldiers. To do all these things requires a vast amount of money, and a nation-wide campaign has been on several weeks to gain two million members. The railroads agreed to secure 10,000 members, a number which already has been vastly exceeded. In placing the matter before the employes, Vice President Sewall issued a circular outlining the plan and giving the different memberships which might be taken in the organization. For the benefit of those who may not have seen his letter, that portion of his communication relating to the membership is repeated here:

"Everyone knows the necessity for, and the efficiency of, the Red Cross in caring for the sick and wounded soldiers and sailors, and in assisting the families of those who are on the firing line.

"War involves sacrifice, and those who rest in comparative ease and comfort at home, can show their appreciation of the sacrifice others are making in their behalf by becoming members of the Red Cross.

"In order that all may have the privilege of joining, memberships are divided into six classes to fit all incomes, as follows, viz:

"Patron Life, \$100.00 once; Life Member, \$25.00 once; Sustaining Member, \$10.00 per year; Contributing Member, \$5.00 per year; Subscribing Member, \$2.00 per year; Annual Member, \$1.00 per year.

"Membership imposes no obligation of field service; nor financial support other than annual dues.

"For the ease and convenience of those wishing to enroll themselves, blank forms for signatures will be forwarded to all heads of departments, who are asked to designate one or more persons to present the forms to each employe of his department on Wednesday morning, May 9th, 'Red Cross Day.'

"The proof of loyalty and patriotism is not in the amount of the annual dues, but in the desire to become a member and 'Do Your Bit.'"

President Earling has opened the way for many women to help, by calling them to fill positions left vacant by enlistment and the scarcity of male labor. He calls for women

workers in telegraphy, telephony, ticket selling, clerical work of all kinds, including check clerks in freight houses, care of offices (janitor work), car cleaning, light shop work and the many other lines that will develop as description advances. He says: "The removal of men to make places for women is not contemplated—merely filling the vacancies or additional positions for which women are qualified; but cases may arise where men can be transferred to other positions, and the positions thus vacated filled by women." Thus the many ways in which every patriotic American can do his "bit" will be found.

There must be no "slackers" in recruiting for the army to be left at home any more than for the army in the field. It is serious business and one that admits of no shirking if we would win this war—and win we must. Every man and woman must be on the job and stay on it. Every railroad employe must be quick to see his duty and swift to perform it. The railroads have a heavy burden, for on them depends in no measured degree the success of our cause. They must be able to handle not only the great amount of government traffic, but must keep the mills of commerce going, must keep the people all over the country warm; must transport food and all the necessities of life for all the world and carry the people back and forth on business and on their legitimate pleasures and vacations. To accomplish this, the heads of the principal trunk lines met in Washington soon after the declaration of "A State of War" was made and without waiting to be asked by the government, or even having the suggestion put to them, they entered into an agreement as follows:

"Resolved, That the railroads of the United States, acting through their chief executive officers here and now assembled, and stirred by a high sense of their opportunity to be of the greatest service to their country in the present national crisis, do hereby pledge themselves, with the Government of the United States, with the Governments of the several States, and one with another, that during the present war they will co-ordinate their operations in a continental railway system, merging during such period all their merely individual and competitive activities in the effort to produce a maximum of national efficiency. To this end they hereby agree to create an organization which shall have general authority to formulate in detail and from time to time a policy of operation of all or any of the railways, which policy, when and as announced by such temporary organization, shall be accepted and promptly made effective by the several managements of the individual railroad companies represented."

Every officer and employe on this railroad is specially and particularly responsible for the obligation thus assumed and is expected to lend his or her aid at all times toward securing the end in view—viz: the most operating efficiency on the lines of the company; and by co-operation on the ways of the country as a whole.

COURTESY IN BUSINESS

E. A. Bradley

T. F. and P. A., Lewiston, Mont.

That courtesy is an asset in business is recognized as a fixed and high quantity, and those who come in contact with the public in their daily business affairs, should study the art and cultivate the quality of courtesy to a hundred per cent efficiency. Especially should this be done by those who have not sufficiently advanced along the progress of modern business to fully understand the value of treating the public with an exact justice and an unflinching politeness. This latter class includes the men (and as they become factors in business, we may include women also) who think it adds to their dignity and to the importance of their positions, to be indifferent to the convenience of people who may be calling on them on business errands—keeping such callers waiting, exhibiting slight interest in their demands or requests, and maintaining an air of superiority quite the reverse of courteous. For example, I have in mind a certain general manager of a railroad who found time to see personally all callers who had business with him and who managed his interviews so adroitly that no time was wasted and yet no visitor had occasion to feel anything but kindly toward the man or the company he represented. By contrast, another official of a big advertising company, a young man just launching into a career, lost a contract of \$10,000 worth of advertising because he was too busy to be either decent or businesslike. In other words, his head was swelled by his rapid climb, and just as he was ready to begin to do big things he demonstrated that he had "struck twelve" before he reached a position of responsibility.

Generally speaking, the men of largest affairs, those who have achieved the most, find time to be courteous—that is one of the reasons why they have succeeded—and while on this subject, I may say that most of us have become aware that it is far easier to get an interview with the biggest of the "big men" than with many of their subordinates, the latter seeming to believe they

have to assume dignity and aloofness in order to satisfy their own notions of greatness.

Of course busy men have to reserve certain hours for work without interruption, but outside of that time they are prepared to meet the outside world on friendly terms; and this holds good with the men of largest affairs, public as well as private, the men serving their community best being usually those who have the heaviest burdens of work for themselves. And so it has come to be generally conceded that the really big man can be measured largely by his accessibility.

Whether you are the messenger boy, the telephone operator, the clerk at the desk or the general manager, courtesy is one of the big assets of individual and business life, and as the character of the man at the head of things is usually reflected by his employes, it is up to him to set the right example, and up to the employes to profit by that example, particularly in so far as it relates to courtesy.



John M. Horan

The face above is a familiar one on this railroad, and the man who "owns" it is known wherever there is a "Milwaukee Rail"—not only known, but well beloved, for he is "Soda Ash Johnnie," the oldest active employe on the System.

Johnnie Horan was born in the good old Green Mountain State in 1838, and commenced railroad service with the Milwaukee & Mississippi Railroad in 1855, and has been continuously in the service of the company since that time. The chair by which Mr. Horan is standing has a history also. It was occupied successively by J. M. Lowry,

J. N. Barr and A. E. Manchester, former superintendents of motive power, but all now with the silent majority. Mr. Horan is proud of the chair, and with his favorite "ould dudheen" smokes up many a reminiscence of old days on the Milwaukee. He has a sinking fund of memories and can tell many a good story of former times.

"Down the Line."

E. W. D.

I sing of a great Army,
The Rank and File—
A Multitude of busy workers, Toilers at
the forge, the transit,
"SOMEWHERE DOWN THE LINE,"
But coming up, steadily coming, pen over
ear,
Hand on the throttle, fingers at the key.
Solicitors, foremen, truckers, men with
Regulation cap and step of pride with an
air of confidence;
Men in laborer's attire,
Hands callous from playing with pick and
shovel;
Stenographers, office boys, cashiers—
All with a purpose, something to win;
Eagerness in every glance, Earnestness in
every action.
Some with limited view, yet willing;
Others prophetic in mental vision with strong
physique.
Muscles developed, clear eyed, clear brained,
Men with capacity to grasp and shape the
Future to the
Needs of Coming Events.
Among this heterogeneous crowd are
"THE FUTURE OFFICERS OF THIS
COMPANY."

The men who are to elbow their way to
the Front.

Not all, for the inexorable law—

"Survival of the Fittest,"

Must prevail, as Nature has decreed.

There are vacancies not far ahead to be
filled by

Some one "Down the Line" now in training.

There is a goal to reach, a prize to win.

The Obstacles are there in waiting, the
hurdles are set,

If the award for service be "Wherewith to
Live,"

It is more, it is also the

Supreme Satisfaction in Achieving, the Zest,
the Charm of

Coming out Ahead!

Easy? Not these days!

Things easy to Accomplish are not worth
while.

The S. C. & D. Division has given a number of
employes to the service of the country: W. L.
Morton, agent, Buck Grove; E. L. Taylor, agent,
Kenwood; H. R. McPherson, agent, Rodney; W.
Y. Goodell, operator, Mapleton; F. E. McKenna,
brakeman; Zane Jenkins, brakeman; Abel Ber-
nard, brakeman; Wess Kitterman, brakeman;
Virgil Kirby, son of Engineer A. T. Kirby;
Archer Richards, son of Assistant Superintendent
Richards; the two latter young men have joined
training camps, the former at Fort Snelling and
the latter at Fort Sheridan.

Carl Schneider, formerly brakeman on S. C. &
D. Division, now conductor on P. S. line, is visit-
ing relatives near Sioux Falls. Mr. Schneider
was riding in the engine that blew up at Mc-
Laughlin about two months ago and killed both
engineer and fireman.

Flagging

W. H. Shafer, Conductor, La Crosse Division.

One of our weighty Safety First problems is the least discussed—Flagging. Some of our brakemen do not realize the importance nor the responsibility connected with that part of their work. An old-time conductor with whom I worked, used to say: "Stop them—no matter what the cause, only get them stopped, then locate and repair the defects and get to moving and into clear as soon as possible."

A flagman's work at its best is not in the least pleasant, and much anxiety and worry is encountered while performing it. On a dark night, everything running smooth, with the caboose jogging contentedly behind 85 long, when of a sudden—bang—the train comes to a full stop.

After picking yourself up and lighting your lantern, which has been extinguished on account of the sudden stop, you glance at the air gauge—air all gone.

No waiting or arguing, you grab your flagging tools and away you go. Having gone eight telegraph poles you stop for breath.

The incessant chug, chug, of the air pump on the engine, which is still audible, signifies a defective air hose.

The sharp whack, whack of steel against steel tells plainly that the conductor is trying to remove the bursted hose to replace it with a new one. Do you think you hear him between whacks talking gently to himself? But you hurry along.

Hoot, hoot—what's that!

Only a hoot owl in the woods, calling his mate; nothing to be scared of, nevertheless, you move faster. The 18th telegraph pole is passed. The barking of a dog startles you and you try to get your bearings—nothing to fear from him either, the nearest farm house is a mile away.

Five more telegraph poles slip by and you stoop to put one torpedo on the rail. Whew! A little dark object scurries along the side of the rail. It's only a field mouse that came out of the damp grass to get warm on the rail, for you know a rail in the summer time will

retain the heat all night, which it has absorbed during the day.

After the torpedo has been placed you rise and listen. Not a sound disturbs the midnight stillness, and you move on.

Thwang! Startled again; this time it's a night-hawk making a downward swoop into a swarm of mosquitoes trying to get a midnight lunch.

And now the 31st telegraph pole is reached. Here two more torpedoes are put down. You stop for a long breath, and consult your watch—12:05 a. m.

Train number one, if on time, will be here in five minutes, and you keep a-plodding on. A peculiar vibrating noise on the rails attracts your attention.

Number one is coming, is about two miles away. Hark! What was that? Who-o-o! whoo! whoo! They are whistling for Dyer's crossing. A reflection of the headlight through the trees on the curve—they are little more than a mile away.

You light your fusee, it sputters, spits and blinks. Hold it at arm's length until it burns to a full round ball. Number one shoots around the curve. Swish, swish, swish—three low balls with the fusee. No answer from number one—they keep right on coming.

A tense, creepy feeling comes over you. Ye gods! Don't they see the signal? Swish, swish, swish; three more low balls with the fusee. Whoo! whoo! The whistle answers at last. For an instant you feel limp and shaky, and when they stop to pick you up and you climb into the cab to tell the engineer where your train is, your duty has been done, you have done a man's work. When a flagman has occasion to flag he should do all in his power to get back immediately, not a moment must be lost. He must not think, "there is no regular train due here now—there was nothing ordered behind us when we left the terminal; there is no use going back." He should always figure: "There is a train close behind," and make all efforts to do his duty.

Lanterns should always be kept in trim, torpedoes and fusees handy. He

should go back a specified distance, for example, so many telegraph poles, as stated in general rule number 62. The expression, a safe distance, will not suffice. A flagman cannot judge a safe distance in the night time.

But by counting telegraph poles he cannot go wrong.

The critical time comes when a flagman is being recalled and torpedoes and fuses have to be depended on.

Torpedoes should not be taken up when once placed. The flagman loses time locating them when returning to his train. Flagging trains on double track from head of train is also a stiff problem. For example, a train on double track comes to a sudden stop at night, caused from an air hose bursting, or a car breaking down and fouling the opposite track. The protection on the opposite track depends on the quick action of the men on head end of train.

A bulletin recently issued on our division pertaining to this covers it remarkably well. And if engineers comply strictly bad accidents will be averted. This is a good bulletin and ought to be numbered and made one of the general rules. Two very serious wrecks recorded on eastern roads were caused from failure to protect trains on the opposite track.

An Up-to-Date Fable.

McE.

Once upon a time, not so very long ago, a Ruler went forth to see his People. He was the President of a Railroad, but all of his People did not know he was President, because he had recently come from a far off Railroad.

So it came to pass that he stopped one day in a City and he came to the Offices of his own People. There he found a Man who was evidently a Boss, because he made the fact known by gruff Words to all those about him.

"And who, may I ask, are you?" inquired the President, with his kindly smile.

"Who," growled the Boss, "do you think I am?"

The President began to guess.

"You are the local ticket agent," he said, but the Boss scorned the remark and did not reply to the President.

"You are the Traveling Passenger Agent? General Freight Agent? Assistant Division Superintendent?"

"Nope, Nope, Nope," said the man who was Boss.

But finally the President guessed right, and, indeed, the Boss was a man of high position in the System.

"And now," said the President with the same genial smile, "who do you think I am?"

The Boss guessed—each time some position higher on the Ladder of Success. At last he had guessed all but one.

"You aren't—you are—" stuttered the Boss with a gasp of enlightenment, "you are the President!"

"You have guessed correctly," said the President, smiling.

When the man who was Boss apologized for his rude and gruff greeting to the Man who was President, he said that he had learned his lesson.

MORAL: And so when you are tempted to be haughty toward the stranger who intrudes upon your preserves with questions and smiles, try to remember the Fable of the Boss and his BOSS.

Virtues.

To make the sweetest flower bloom,
That helps to scatter all the gloom,
Requires the sunshine of skies above,
The morning dew, the rain,
And Love.

To form the crown of enterprise,
To make a brilliant triumph rise,
Requires all the efforts of human scope,
Constancy, expectancy,
And Hope.

To live in harmony here on earth,
To feel the ecstasy of mirth,
Requires so much of humanity,
Forgiveness, forgetfulness,
And Charity.

—Helga Schmidt-Hackstock.



Lady Passenger: "What Is the Correct Time, Please? I Wish to Set My Watch." Or
"Why Station Agents Go Mad."



Our Wells Fargo Friends

Wells-Fargo Then and Now

Edward Hungerford.

The new exclusive express train which Wells-Fargo recently put in service from coast to coast over the C. M. & St. P., is an excellent illustration of the co-operation given the big express company by its great railroad ally. The Milwaukee picks up the train at Chicago, the day following its departure from New York, and carries it to Omaha. This means a four-day schedule from New York to San Francisco and correspondingly short running time to Des Moines, Lincoln, Sioux City and other important cities in Iowa, Nebraska and South Dakota. These solid express car trains cross the continent on schedules faster than passenger trains.

New York to San Francisco in ninety-six hours is a far cry from the early days of Wells-Fargo, when the stage coach took ten days to make the trip from the muddy waters of the Missouri to the shores of San Francisco Bay. Wells-Fargo, in fact, was born in an hour of stern necessity. From California had come the news that set the world afire. It seemed as if half the people of the United States were seeking the path to the west rim of the sprawling nation. It was gold that suddenly peopled the lonely, stately pine-clad slopes of the Sierras, that lifted San Francisco from a quiet Spanish seaport to a foaming, frothing, money-mad metropolitan city. But out of the chaos and confusion order and system were bound to arise. The great economic forces always predominate in the long run. Men began to assert themselves.

It was patent that there must be transportation to the stamping mill and from the stamping mill to the assay office or the mint. There was a demand for a dependable, safe, responsible service and Wells-Fargo was the agency that arose to meet it. Railroads were unknown in those pioneer days and the earliest lines of transportation in California were the stage routes which Wells-Fargo established up through the hills. Once committed to this policy, the company did not cease until the locomotive had finally forced its way into the most remote corners of the state and

Wells-Fargo rode behind the iron horse. From that day the record of Wells-Fargo has been one of steady progress. Its ramifications gradually expanded until today there is not an important city in the United States of more than one hundred thousand people, with the exceptions of Providence and Atlanta, which Wells-Fargo does not serve with its own lines. And the number of smaller communities it reaches may be indicated by the fact that it maintains more than twelve thousand agencies throughout the United States and Canada.

Yet the activities of Wells-Fargo have not been bounded by the limits of our own country or our great neighbor to the north. Wells-Fargo maintains in times of ordinary peace the entire express service of Mexico, with the exception of a single short length of railroad. It is the only express company in Alaska and the Hawaiian Islands. Just before the beginning of the war it opened elaborate new offices in London and in Paris. Its extensive plans for the development of its service in the Far East have already begun to materialize in offices in Shanghai and Manila. In fact, Wells-Fargo is set upon a policy of steady expansion. Its foreign department is ever ready to assist the merchant to develop his business in far distant lands. Wells-Fargo Travelers' Checks and Money Orders are other services of real usefulness, and ones which are appreciated by thousands of patrons.

Although not exactly on the same payroll the men of the railroad and the express overlap so closely that they are practically of the same body. Whenever Wells-Fargo men do good work the railroad revenues increase, and whenever Milwaukee men boost the express, both profit. Good teamwork means more business for all. Wells-Fargo seeks the co-operation of Milwaukee men, particularly in the handling of the difficult shipments that in these days are turned over to it. Almost everything under the sun from an elephant or a big machine to the smallest package of

jewelry is shipped by express and each must be handled according to the needs of the situation. Wells-Fargo men are fast workers and always try to load as quickly as possible, but sometimes the traffic is unusually heavy and the big shipments require special attention and more time to get on and off trains. But the Wells-Fargo men make a good team and are ever ready to co-operate with the railroaders in speeding things up.

Electrification Progress.

C. A. Goodnow, assistant to the President, who is in charge of the work of electrifying the mountain divisions, has been in and about Seattle since the latter part of March, in connection with the electrification of the line from Othello to Seattle and Tacoma.

R. Beeuwkes, our electrical engineer, has moved his office and corps of clerks and engineers from Butte to Seattle, where he is located in the O. W. R. & N. passenger station, so as to be near his work, and is now busily engaged in surveying the right of way from Tacoma and Seattle to Othello for the location of his trolley and transmission lines, figuring on the number of poles, tons of wire and the thousand and one other items of supplies and tools it will take to electrify the third electrical division of the St. Paul road.

Considerable progress has already been made. Contract has already been let for the purchase of between four and five thousand tons of electrolytic copper. The power which will be used on this division is generated from the hydro-electric developments in Spokane and the Cascade Mountains, and has been contracted for through the Inter-mountain Electric Power Company.

The necessary poles for the trolley and transmission lines have already been purchased and are now being delivered on the right of way and the setting of these poles will probably be started soon.

The eight substations between the coast and Othello have been definitely located at Taunton, Doris, Kittitas, Cle Elum, Hyak, Cedar Falls, Renton and Tacoma. Each of these substations will contain two 2,000 K. W. units. These substations will be of the indoor type, the same as those already in use between Avery, Idaho, and Harlowton, Montana. Specifications for substation machinery and electric locomotives are now in the hands of builders for bids.

The line between Tacoma and Seattle and extending east as far as Cle Elum will be the first section to be completed, and will probably be ready for service by the first of next year. The whole division, about 225 miles, will be completed by January 1, 1919.

The Milwaukee already has a fleet of electric locomotives in daily service and doing very satisfactory work. There is one switch engine in service in the yards at Great Falls, Montana, as well as two switch engines in service on the Rocky Mountain Division, which have just recently been delivered from the General Electric Company.

THE TYPEWRITER

W. P. T.

In the year 1714 in England Henry Mill, engineer to the New River Water Company, obtained a patent for a writing machine, which was the first patent of such a nature procured in any country in the world. Crossing the Atlantic in the years 1843 to 1845 Charles Thurber produced a machine which was capable of actual work, and today all patents are based on the original principal of Charles Thurber, from those crude machines perfection having been brought up, today, to the present "Typewriter," which is the most useful and the most abused machine the world has ever seen.

Man is naturally the laziest animal on the globe, for is it not a fact that brains from time immemorial have been tested to the limit, inventing time and labor saving devices. Not so very long ago the farmer was a horny handed son of toil, but today we see him riding the sulky plow, putting hay in the mow by machinery, using hand lotion at night, driving in to the "agriculturist" banquet in his auto, and getting his nails manicured at the town barber shop.

But to get back to the typewriter, what greater pleasure than to call in the stenographer and take a letter—: Brevity—Bah. Why not launch into the realm of oratory, why not say to this party everything that your mind conceives, so that no loophole can be left for the receiver to think—relieve him of the responsibility. It takes time, it costs money, but oratory is a disease, some people become public speakers, others steno-maniacs. And where we must admit the usefulness of the invention, the abuse has made it the most expensive adjunct to modern scientific methods of business.

Writers' cramp was at one time a common disease, unfortunately lock jaw is still very rare so that when three lines would tell the story, pages are written and "Who Pays?"

It is not uncommon to find expert correspondents now who can specialize on dictation and write and write and write. Sometimes I feel that the old system was possibly the best—at least we must acknowledge that it was the

least expensive and economy is the road to wealth; while in this struggle for riches, many are called but few are chosen.

Was it Napoleon who said 75 per cent of letters written answered themselves when left unopened, but the higher plane of business means that details must be given the greatest consideration regardless of expense. Bradley, the millionaire lumberman of Merrill, Wis., refused for years to allow a typewriter in any of his offices, but finally succumbed, much against his will. J. O. Armour probably writes fewer letters than any successful man of the day and believes absolutely in a desk without papers.

The stenographer is a necessity, the typewriter a great invention, but as one business man said to me only recently, "I can't spell any more, and I can't write—I dictate." We couldn't go back to the stage coach nor could we do without the telephone and telegraph, but we certainly can use judgment.

To Be Worthy of You.

With the cares of the day tucked safely away,

I follow my thoughts—let impulse hold sway.
And those thoughts lead straight to you, my dear,

With a fervent wish that you were here.

At morning, noon, at eventide,

My thoughts of you are a beckoning guide
That leads me through paths which are
straight and true—

With a jealous care to be worthy of you.

—Endena.

News-Gatherers' Get-Together Postponed.

No Lax, May 20, 1917.

To the Milwaukee News Gatherers:

On account of the war clouds hovering over our beloved country the staff of our Magazine have decided not to hold the big day at Kilbourn City, June 10th, and have asked the M. N. G. Club to follow the other clubs of the country and postpone our annual meeting. I have this day notified Mrs. Kendall that on account of the postponement of the luncheon date we would postpone our annual meeting for this year. I propose to each of you for your consideration the following: That each correspondent that paid the full dues for the last year shall be given a membership card for next year without the payment of further dues, and that any correspondent joining hereafter shall pay the joining fee of 50 cents and annual dues of \$1.00 per year. By issuing a card free to present members for next year we will only be applying money paid last year on this year's dues. On account of it being so hard to get an expression of your ideas through mail, no doubt it will be well to postpone the election of officers for the club until we do meet. Kindly give me your opinion on the above proposition and if it meets with your approval I will so notify correspondents through the July issue of the Magazine.

Sincerely yours,

Guy E. Sampson, President M. N. G.

Vacations

An old proverb about wasting at the bung what is saved at the spigott, seems peculiarly applicable to much of the wholesale economizing that American people have decreed for themselves, regardless of whether so much of it is necessary or not. Extravagance is always to be deplored, especially by those who live on stated income, but following the general warning against waste and extravagance, there came a tidal wave of economy of such proportions as to distinctly alarm the business interests of the country, with definite fears of a panic, etc.

In the interest of that particular kind of economy, people are giving up their vacations and pleasure trips, upon which, most of the working people of the present day rely to rebuild their energies, replenish their stock of endurance and keep up their good health. This is not exactly the square deal to themselves, and here is an opportunity for our station agents, traveling agents, trainmen and all who come in contact with the public to help the cause along. It is probable that many who under other conditions, have planned to take an extended journey, will feel that they would not care to this year get so far away from home, but there are innumerable delightful vacation spots "close in" to almost every center of population, and toilers should take advantage of these, if for reasons of their own, they conclude to forego a long trip. On the Milwaukee, in Illinois, Wisconsin, Michigan, Iowa, the Dakotas, Montana, Idaho and Washington, are vacation lands without number, of attractions unsurpassed and accommodations calculated to meet the requirements and the means of everyone.

Every man, woman and child in this United States has a strenuous work ahead, and they must all be in "fit" condition, therefore, the annual vacation is, this year of all others, not only a recreation but a necessity. A week or two in the big out-doors is what everyone needs, and this may be taken within a short interval of time and distance from any of the metropolitan centers of the country. The Milwaukee's resort list is practically unlimited and all of them has attractions and beauties peculiar to themselves. There is placid rural loveliness, there is the charm of inland lakes, there is the inspiration of great rivers and of lofty mountains scattered along our line of railway within reach of all humankind, and humanity nowadays more than ever requires these and all the restorative powers of Nature as "preparedness" for the work in hand and ahead.

The general passenger agent in Chicago or in Seattle will send advertising matter to your friends, concerning the nearby resorts, if you will send him the addresses. This is one way to "do your bit,"—it will help the railroad and the resort men, who had made preparations for the summer's business, and now will face heavy deficits if the wave of economy engulfs the vacation trail.

The Liberty Loan

A Chance to Help the Government

Liberty Loan 3½ per cent.

The best bonds in the world.

Exempt from all taxation (except estate or inheritance taxes) both as to principle and interest.

A loan by the people of the United States to their own Government.

Issued in denominations of \$50, \$100, \$500, \$1,000.

Assuming that every man and every woman who is earning money or receiving an income from any source whatever, is anxious to purchase outright on the installment plan, at least one bond:

The treasurer of the company, Mr. F. G. Ranney, 1235 Railway Exchange, Chicago, will arrange on behalf of any employe requesting him so to do, to purchase the desired bond or bonds, and make deductions from the payrolls for the amount so advanced, delivering the bond when the deductions shall have equalled the purchase price.

Periodical installment payments toward the purchase of the Liberty Bonds will inculcate thrift and the savings habit and provide for future emergencies and well as aid the nation in this time of need.

Banks generally are always ready to buy Government Bonds or loan money on the bonds as collateral.

By twelve monthly payments of \$8.20 each, you can purchase a \$100 bond; or a \$50 bond can be bought by twelve monthly payments of \$4.10 each. In either case the purchaser receives credit for 3½ per cent interest upon the installment payments.

As the United States Government has given more to, and received less from its citizens than any government in the world, no citizen would hesitate to give as much money to the Government as he can possibly spare; therefore why not act quickly and generously in loaning it.

The Government's requirements are:

- 2 per cent of purchase price on application.
- 18 per cent of purchase price on June 28, 1917.
- 20 per cent of purchase price on July 30, 1917.
- 30 per cent of purchase price on August 15, 1917.
- 30 per cent of purchase price on August 30, 1917.

Applications for purchase on semi-monthly or monthly payment plan should be addressed to the treasurer stating your location, occupation and number and denomination of bonds desired.

Parties able to purchase on the Government's terms should apply to any bank—or to the treasurer if there is no bank conveniently accessible.

Officers and agents receiving this circular are requested to give personal attention to the careful posting or distribution thereof, that each employe may be fully advised.

A. J. EARLING,
President

COATINGS FOR HOT WATER AND STEAM RADIATORS

F. C. Riebolt, General Foreman Painters.

That the quality and color of materials used in the coating of iron radiators materially affects the transmission of heat was clearly demonstrated by Mr. John P. Allen, Professor of Mechanical Engineering at Ann Arbor, Mich., some time ago.

In his experiments two cast iron rectangles were used; one was treated and one was left in its state as received from the foundry, thus permitting comparison. The results of these tests were very interesting. The radiators were first tested, both unpainted, and the condensation in the two was practically the same. One radiator was then painted with two coats of copper bronze and it was found that the transmission was reduced 24 per cent. from the original cast iron radiator. Two more coats of copper bronze were placed upon the same radiator and the heat transmission was reduced 25 per cent. Then two coats of terra cotta enamel were applied over the four previous coats of copper bronze and the heat transmission was found to be three per cent. better than the original cast iron unpainted radiator. This was repeated for fourteen coats, the last two coats being aluminum bronze and the transmission showed a reduction of 27 per cent.

Additional tests were conducted with various enamels, japan, lead and zinc paints; the tests showed that the bronzes, no matter what shade or color, registered the greatest percentage of loss in heat transmission; while the enamel, lead and zinc paints almost all showed no loss in heat transmission. Although no test was made with black, the writer is of the opinion that black would be preferable to any bronze if transmission of heat is considered.

One objectionable feature in light colored paints for radiators is that they do not hold color, the heat causes them to fade or tarnish.

Referring back to Prof. Allen's tests. It is not more than reasonable that the results should be as quoted. It is a well known fact that any material which adds fuel to the flame will increase the heat, and the opposite is true of a material which does not add fuel. Asbestos, for instance, will retard heat transmission when placed on outside of boilers and radiators, notwithstanding it protects the conducting of same. The same is true of bronze. All bronze contains a metal which is a retardant to heat transmission, it is not a material which adds fuel to the flame whether in immediate contact or not.

The experiments show that the effect is largely surface effect and not conduction. They also show that the final coat is the determining factor.

S. Johnson, yard foreman at Sioux Falls, better known perhaps as "Pony Keg," has quit and gone to Ogden, Utah.

Jens Neilsen, section foreman at Trent, and daughter Kathinka, visited recently in Minneapolis.

Brakeman W. F. Royce is visiting relatives on the Pacific coast.

The Military Railway Company

Since March 24th, when Vice President Sewall issued the circular advising general and assistant general and division superintendents that the War Department was desirous of organizing a railway regiment with headquarters at Chicago, in time of peace to be subject to 15 days' training a year and in time of war, subject to call like all other citizen forces, conditions have changed so markedly and rapidly that the Military Railway Company is now being recruited for immediate service abroad, building, repairing and operating railroads; and thousands of American railroad men will soon be at the front. That they will give a good account of themselves, goes without saying.

The Milwaukee is to contribute its quota of one hundred and sixty-four enlisted men with four commissioned officers to the company. These officers have been designated, with the exception of the captain. The senior first lieutenant is T. P. Horton of LaCrosse, trick dispatcher on the East S. M. Division, and the "One T. P." of the Magazine staff; F. T. Lee, Portage, Wis., mechanical department, junior first lieutenant, and P. W. Sawtelle, Horicon, Wis., road department, second lieutenant. Mr. Horton is in command of the recruits until the captain is chosen. Their work at the front is: For the captain, the duties of superintendent; for senior first lieutenant, the duties of trainmaster; the junior first lieutenant, the duties of master mechanic, and the second lieutenant, the duties of roadmaster.

For the enlisted men are desired conductors, brakemen, yard foremen, dispatchers, track foremen, electricians, bridge and building foremen, car inspectors, wrecking foremen, storekeepers, traveling engineers, roundhouse foremen, locomotive engineers and firemen; stationary engineers, switchmen, oilers, machinists, operators, yardmasters, pumpmen, linemen, locomotive inspectors, boilermakers, blacksmiths, gas enginemen, stenographers, surveyors, car repairers, clerks, carpenters, masons, pile driver men, plumbers, agents and all present regular employees.

The conditions affecting enlistment are: (a) the enlisted men will be given their discharge at the end of the war.

(b) They will not be subject to draft into other forces while serving in these regiments.

(c) They will be called into active service at once.

(d) It is desired by the War Department to accept only such men as are reasonably free as to personal and family obligations.

(e) They must be between the ages of 18 and 45 and must be citizens of the United States; or must have declared their intention to become so. They must be physically qualified.

(f) Each man when he enlists will be given military rank and will receive the pay to which his rank entitles him.

(g) All subsistence, medical attendance, clothing and equipment are furnished by the United States.

(h) Transportation is furnished by the United States.

(i) When called into service the men are required to undergo physical examination. If rejected at this examination they receive transportation back to their homes.

(j) The men are entitled, after service, to wear a distinctive rosette or campaign badge, which no person not in the reserve can wear except under penalty of the law.

This regiment is to have six companies, and the Milwaukee's is Company D. There is a regimental headquarters, two battalion headquarters and headquarters for each of the six companies. At regimental headquarters five commissioned officers—one colonel, commanding; one lieutenant colonel, one regimental adjutant, captain; one regimental supply officer, captain; one additional regimental staff officer, captain. Twelve non-commissioned officers and one cook—consisting of one regimental sergeant major, two regimental supply sergeants, four master engineers, senior grade; one sergeant bugler, two color sergeants, two sergeants.

At each battalion headquarters are two commissioned officers—one major, commanding; one battalion adjutant, captain. Seven non-commissioned officers—one battalion sergeant major, six master engineers, junior grade.

At each company headquarters four commissioned officers—one captain, commanding; two first lieutenants, one second lieutenant. Thirty-three non-commissioned officers, consisting of one first sergeant, three sergeants, first class; supply sergeant, mess sergeant, table sergeant, eighteen corporals. There are beside in each company, one horseshoer, one saddler, three cooks, two buglers, thirty-one privates, first class, and ninety-three privates.

The headquarters of the Third Reserve Engineers, U. S. Army, at Chicago, have issued Bulletin No. 1, dated May 12th on General Plans for Organization containing instructions to the company commanders, Section 7 of which is: The 164 enlisted men in each company should be made up of employes in the following positions, or men fully qualified to fill them, and the number on each position should, as nearly as practicable, be that shown below: 1 first sergeant, 1 supply sergeant, 1 mess sergeant, 8 conductors, 16 brakemen, 12 locomotive engineers, 12 locomotive firemen, 4 stationary engineers, 4 yard foremen, 8 switchmen, 8 machinists, 4 blacksmiths, 6 boilermakers, 12 operators and agents, 4 dispatchers, 12 track foremen, 14

bridge and building force, 5 electricians, line-men and signal maintainers, 2 gas enginemen, 3 clerks and stenographers, 1 surveyor, 10 car inspectors and repairers, 2 storekeepers and supply yard foremen, 2 pile driver engineers, 1 pipe fitter, 1 locomotive inspector, 1 wreck derrick engineer, 1 water supply man, 4 cooks, 4 handy men.

It is intended to call the men into active service as soon as facilities can be provided to house, feed and equip them.

Any employe desiring to apply for a specific line of work may do so, but this form of application is understood to mean that if there is no opening in that particular line, said employe does not wish to volunteer. If he is willing to accept other work, his application should so state.

If an applicant desires to work in a position which he has not heretofore filled, he must attach to his application a certificate from the head of his department that he is qualified to perform the class of work for which he applies.

As Company D is being recruited the roster will be published in the Magazine, and regular news of it thereafter, so that the Milwaukee family at home may follow the fortunes of our boys at the front.

To the question raised by employes as to positions with the company after the war the following, issued by Vice Presidents Bush and Earling, indicates the utter willingness of the Milwaukee not to hinder or place any obstacles in the way of our men doing their full duty to their country, but to encourage them to do so:

"The disposition of this company in connection with employes enlisting in military service, is to furnish them positions upon their return similar to those occupied at time of enlistment, provided they are physically and mentally qualified. In view of the uncertainty as to time absent, it is impracticable to guarantee seniority rights, but men will be treated as liberally in this regard as conditions will permit."

**Senior First Lieutenant T. P. Horton,
Company D.**

In a tiny room above a railway station of the Milwaukee road, Thomas Payne Horton first saw the light of day. The earliest

sounds that came to his ears were the long, gradual rumble of the freight train or the wild shriek of the limited as it tore through the town. Although the trains passed almost under his window, little Tom became so used to them that he enjoyed the quiet of his railway birthplace.

Tom's father was the station agent and the telegraph operator. His mother, before her marriage, had been a telegraph operator for the railroad also. The click of the telegraph instruments provoked the imagination of young Tom from the start. So as a boy, his mother taught him the Morse code. In his bed, on summer nights, he could hear the busy instruments, the sounds coming up through the open window, and he would try to translate them as he lay awake.

By the time he was old enough to work for the railroad he was a first-class operator. He knew, also, the routine of the station agent, the duties of handling freight, express and baggage. The spirit of the railroad and the railroad man was born in him. His advance was rapid. He went from his small beginning station to larger and larger ones. Then he got into the operating end of the road, and there, too, he went from one job to the job ahead. That was only a few years ago, but today Tom stands only three rungs in the ladder of success from the rank of division superintendent.

Just how soon he will again be climbing upward is problematical, for Horton a few days ago quit his post on the S. M. Division, enlisted in the railway regiment and has the rank of senior lieutenant of the Milwaukee contingent. What the future has in store for him we do not know. That he will render a good account of himself and uphold the traditions of the Milwaukee we do know. The Magazine will miss him, for he has been a booster ever since its first publication. So will the wife and two kiddies miss him and those who know him well. But the FLAG, your FLAG and my FLAG, was calling for brave men to guard it and make the seas free for women and little children once more and Tom Horton was one of those who heard the call. That's why the Milwaukee will know him no more for a time, except in kindly remembrance, and that's why OLD GLORY will have his undying loyalty and unstinted service—come what may.



New Passenger Station at Mosinee, Wis.

The Passenger Department Headquarters of the Twin Cities



Assistant General Passenger Agent W. B. Dixon

In 1868, when Wisconsin gave the Milwaukee & St. Paul Railway its first charter, the title of the new company indicated its ambitions. Milwaukee was quite a western center of railroad projects, and St. Paul was a progressing little city of 10,000 people, dependent on Mississippi River boats for its commerce. The Minnesota prairies were fast filling up with farmers who wanted rail connection with the east, and the purpose of the Milwaukee & St. Paul was ultimately to supply their need. The outerland of the Dakota prairies and westward was then scarcely scratched by the plow, and was largely undiscovered country. But an enterprise in those days of such magnitude as building two or three hundred miles of railroad was a matter of considerable time as well as much money; and for the while, business between Milwaukee and St. Paul was carried to Prairie du Chien by rail and there transferred to up-river boats. When the rails reached LaCrosse, that city largely usurped the traffic prerogatives of the former town. In 1867, the Minnesota Central arrived at St. Paul. There was a little piece of railroad connecting St. Paul and Minneapolis, and a line projected from Hastings to Glenwood, Minn. The Minnesota Central soon became a part of the St. Paul Road, and the line from Hastings to Glenwood was the beginning of the H. & D. Division.

A little station on the river front near the steamboat docks, with an agent and assistant, in charge of the company's business. A few cars of small, yellow cars came and went from the tall twin stacks of the big river

boats at their nearby wharfs looked down in lofty disdain of the puffing midgets which the railroad called its motive power; for Steamboat was still King in spite of the nophetic handwriting on the wall that was being illumined by those same locomotive headlights.

St. Paul was a pleasant place located on a site along the river bank, negotiated from the Sioux Indians by the Treaty of Prairie du Chien, but gradually the city found the space on the river bottoms too contracted for the rapid growth it was experiencing, and it began to scramble up the hillside. Travelers of those years recall the busy center around Third and Jackson streets as they walked up the hill from the railway station, and presently the Milwaukee & St. Paul acquired a "city office" in the midst of the constantly increasing whirl of commerce and trading. If you are old-timer enough to remember those days in Minnesota's capital, you will recall with a certain thrill the tremendous energy and ceaseless action, tonic in its quality, that characterized, as indeed it still does, all the business life of the Twin Cities. St. Paul long since has reached the top of the hills and spread out on the plains—its stately capitol, instead of being in a remote district of the city, as it was in the beginning, is now in the heart of things, the never-ending din of city traffic rings through its corridors and is spent only by the winds that circle above its gilded dome.

It was a great event in St. Paul when the M. & St. P. reached the town—it bore the city's name and was adopted immediately, and its place and prerogatives never have been set aside. Those who went to St. Paul to man the new railroad offices were able and full of vim, enthusiastic boosters for the new northwest and confident of its supremacy. The remarkable development of the Minnesota prairies, and following that, the opening of the broad Dakota wheat fields, with farming on the hitherto unheard of and magnificent scale of the Dakotas, was a constant stimulus to railroad effort, and railroad activities "boomed." The endless line of settlers streaming out into the new country made keen competition in passenger business. Our city offices in St. Paul were places of inspiration, right in the front line of trenches, to speak modernly; and if you happen to have been in the harness back at headquarters in Milwaukee in early days, and heard the general passenger agent announce that he was going to St. Paul, you knew instinctively that the forces were gathering for battle. With pride, it may be recorded, that it wasn't often the "St. Paul" was not victorious.

Such are the traditions of the office now presided over by W. B. Dixon, assistant general passenger agent. "Billie Dixon," as he



St. Paul City Office

is affectionately known to his friends (and his friends, be it said, include everyone who has ever met him), is fully equipped mentally and socially to sustain the reputation and precedence of the office which he holds. He, moreover, is surrounded by a "staff" whose bugles never call retreat. They are hustlers in every sense of the word, and their territory is apportioned to them according to the special qualifications of each man for the particular place he is to fill. "Team-work" is their slogan and the keynote of the success of the entire agency.

The St. Paul office is on the busiest corner of the business district; and after you have entered, you will have no difficulty in persuading yourself that it is the busiest spot on the System. But Mr. Dixon's methods are orderly and systematic in the extreme, so that the great amount of business transacted there leaves no confusion behind; and when you have gained audience with him, you find the atmosphere tranquil, almost leisurely.

Mr. Dixon has been with the company since February, 1889, beginning as a stenographer in the office where he is now chief; occupying successively the positions of ticket clerk, chief clerk, traveling passenger agent, northwestern passenger agent and assistant general passenger agent, the last named office since April 1, 1907. His entire service has been with this company, and at St. Paul.

Associated as chief clerk for many years with Mr. Dixon is one of the standbys of the St. Paul office. E. F. Bowman, now city passenger agent at St. Paul, has been in the company's employ nearly twenty-five years, beginning as telegraph operator on the River Division. He is a man of exceptional ability enjoys a wide acquaintance among railroad and business men in the Twin Cities and has had marked success in handling passenger matters of his territory.

The men who "scout" for the business in Mr. Dixon's territory and "bring home the bacon" are mentioned in the order of their service): J. A. Chandler, T. A. Morken, L. M. Jones and H. J. Troger.

For a recount of Jack Chandler's record one would need much more space than is at present available. Asked one day for the date upon which he entered the passenger department he replied, "When I entered the world." And Jack would not find it difficult to substantiate that statement. Since earliest boyhood he has lived in a railroad (passenger department) environment. Beginning with profound queries at the knee of his father, Judge J. O. Chandler, Jack is still industriously inquiring into the needs of the business and doing a little bit more than his "little mite" in the interest of the company that he has faithfully and successfully represented so many years. In matters relating to rates, tickets, solicitation and organization, it would be hard to find his superior.

Tom Morken is a character. Whether or not he has lived in a passenger department environment all his life doesn't matter. He's "there" now and as a home-bringer of "bacon" has few equals. If you should ask him about his friends he would modestly and reluctantly inform you that it would be impossible to treat the subject properly without a revised or extended numerical system. And Tom would be right, for wherever he is, and he's always on the go, he is among friends. His trump card is his happy disposition. Reporting on any occasion or event of whatsoever nature he always says, "And a good time was had by all."

Leslie M. Jones—pharmacist, top sergeant in the national guard, railroader. As a dispenser of drugs he prospered, though, report has it, some of his patrons did not. As a developer of potential Napoleons, his work is bearing fruit which, in the present crisis, is much in demand. But it was as a railroader that he found his goal. Behind the counter, in the soliciting field, in charge of special movements, in short, wherever competence and resourcefulness are required, Jones always may be depended upon to meet all demands.

The freshman of the class is Hank Troger. His age is unknown to us, but we opine that if he fails to secure admittance to the officers' reserve corps of the army it will not be because he is too old. But, however that may be, the re-enforcement of the traveling staff by his somewhat recent enlistment has added materially to the general strength of the organization of which he is now a full-fledged member, and he already has given a good account of himself.

Behind the ticket counter in St. Paul is the familiar face of F. H. Thorn, long time in the service. He began at Union Station in Chicago in 1870 as a Union assistant agent, remaining there ten years, when he became representative of the C., M. & St. P. at Union Station. In 1884, Mr. Thorn went to St. Paul as assistant ticket agent, and in 1889 became the city ticket agent, which position he has held ever since.

In the Minneapolis city ticket office "Charlie" Lewis presides. He began service with the C., M. & St. P. at Milwaukee in 1876, as clerk in the auditing department. He has been successively traveling auditor, assistant freight agent at Chicago, clerk in general superintendent's office, clerk in general manager's office, district passenger agent at Marion, Ia., traveling passenger agent, St. Paul, assistant city ticket agent and city passenger and ticket agent at Minneapolis.

There are not many records in existence of the past personnel of the passenger and ticket agencies in the Twin Cities. An old-time card of the "Chicago & Milwaukee Railroad Line," dated December 10, 1859, shows I. C. George as general northwestern agent at St. Paul. This old card was found between the walls of an old building that was torn down in St. Paul several years ago. None of the employes of this company, either in St. Paul or Minneapolis, remember Mr. George, and no information of his agency is obtainable. When the "St. Paul" first entered that city, Judge J. A. Chandler was installed as general agent in charge of both passenger and freight business. The first exclusive passenger representative was J. D. Brown, who was northwestern passenger agent at St. Paul in the early eighties. Mr. Brown is now assistant general passenger agent of the Erie Railroad at Cleveland, Ohio. Mr. Brown was succeeded in 1884 or 1885 by W. H. Dixon, who had the title of general northwestern passenger agent. Mr. Dixon died in 1892 and J. T. Conley was appointed to fill his place. Mr. Conley held this position until 1902, when he left to re-enter the freight service of the company. Mr. Conley was succeeded by W. B. Dixon on June 1, 1902. Mr. Dixon is the son of the late W. H. Dixon, and it has come to be tradition that as long as a Dixon holds the fort in the Twin Cities, the welfare of the company is assured.

The senior Dixon was a philosopher in his way, with an ability to aptly express his convictions. A letter from him to a friend who had applied to Mr. Dixon for a place in an office for his son, where he could "grow into

a general passenger agent," paraphrases the poet Carlton, and is a classic:

"If you son is a small, unbound edition of Moses and Solomon combined, if he can compass his spirit with meekness and strangle a natural oath, if he can leave all his wrongs to the future and carry his heart on his cheek, if he can do an hour's work in a minute and live on sixpence a week, if he can courteously talk to an equal and brow-beat an impudent dunce, if he can keep things in apple pie order and do half a dozen things at once, if he can press all the springs of knowledge with quick and reliable touch and be sure to know how much to know and know how not to know too much, if he knows how to spur up his virtue and put a check-rein on his pride, if he can carry a gentleman's manners within a rhinoceros' hide, if he can know and do all and be all with cheerfulness, courage and vim, we may, perhaps, be able to make a passenger agent of him."



City Ticket Office, Minneapolis

In Line for the Prize

Report of permits issued for the privilege of cultivating right of way land weeks ending:

	May 5	May 12
C. & C. B. Div., Ill. (G. R. M.).....	..	34
R. & S. W. Div. (G. R. M.).....	..	..
R. & S. Div. (E. W. M.).....	3	2
Dubuque (J. W. S.).....	10	9
C & C. B. Div., Iowa (C. H. M.).....	69	32
K. C. Div. (J. M. O.).....	2	11
K. C. Terminal (W. L. R.).....	..	..
Z. C. & D. Div. (L. B. B.).....	..	16
Des Moines Div. (R. P. E.).....	8	10
Chicago Terminals (P. L. R.).....	..	..
C. & M. Div. (E. G. A.).....	..	3
La Crosse Div. (J. A. M.).....	19	9
No. Div.....	..	..
Wis. Valley Div. (H. H. O.).....	6	5
Prairie Du Chien Div. (A. C. P.).....	..	21
Superior Div. (W. E. T.).....	..	41
Milw. Terminal (W. B. H.).....	..	1
River Div. (W. J. T.).....	7	14
Chippewa Valley Div. (W. J. T.).....	..	..
Wabash Div.....	..	..
I. & M. Div.....	..	..
I. & D. Div. (B. F. V.).....	1	17
B. H. Div. (B. F. V.).....	..	..
So. Minn. Div. (M. P. T.).....	2	11
H. & D. Div. (F. M. M.).....	6	6
Twin City Terminal (G. A. V.).....	..	..
Totals	133	242
Grand Total.....	..	375

Agent H. R. McPherson has again been checked in at Rodney, but understand not for long, as he has joined the army.

Relief Agent E. F. Zirbel is relieving Agent L. H. Horton at Luton while the latter is on four months' leave of absence to do some farming.

Superintendent L. B. Beardsley, General Foreman C. A. Beebe, Roundhouse Foreman W. J. Sheeley, and Engineer W. H. Gardner, were among those attending the funeral of the late Mr. Manchester at Milwaukee.



Our Honor Roll

The "St. Paul" Regiment. M.C.E.

Once more the rolling of the drums,
The throbbing heart repeats,
For now a mighty army comes
Along the flag-decked streets.
"Shun!" the boys are marching now,
Old Glory waves o'er all;
One land is ours, one flag, one vow,
O! men of the St. Paul.

Company D of the Military Railway Regiment is recruiting fast, and by the time this magazine is distributed, the ranks will probably be filled.

Lieutenant Horton has been in command, pending the appointment of a captain, several applicants for that office having been rejected on account of physical qualifications. The appointment has at length been made and the roster of commissioned officers is complete. The officers are:

Charles L. Whiting.....Major
Alexander Young.....Captain
Thomas Paine Horton..Senior First Lieutenant
F. T. Lee.....Junior First Lieutenant
F. W. Sawtelle.....Second Lieutenant

Those accepted to date (May 31st) are:

Name.	Rank.	Qualifications.
F. L. Rafferty	Mess sergeant	Conductor.
G. McNut	Private	Clerk.
W. E. Whisler	1st sergeant	Storekeeper.
J. E. Burns	Private	Foreman and engineer.
G. R. Barnoske	Private	Agent and trk.
F. R. Briggie	Private	Brk. and condr.
Geo. E. Campbell	Private	Wireless.
C. S. Cornelius	Private	Car man.
D. E. McMillin	Private	Clerk.
Harry M. Reed	Private	Brakeman or conductor.
C. B. Stuart	Private	Fireman.
J. G. Taylor	Private	Brakeman.
R. S. Bentley	Private	Sig. maint.
G. W. Anderson	Private	Brakeman.
H. H. Arnold	Private	Accountant.
E. R. Allen	Sergeant	Clerk.
G. C. Hiltel	Private	Stenographer.
H. V. Warner	Private	Brakeman.
J. H. Barnoske	Private	B. & B.
I. Elston	Private	Lineman.
H. E. Hurd	Private	Engineer.
C. J. Kessler	Private	Electrician.
R. B. Mace	Private	Clerk.
J. C. Main	Private	Carpenter.
Paul Williams	Private	Brakeman.
W. E. Wilbur	Private	Brakeman & Fr.
B. A. Bandellin	Private	Section foreman.
Orville Balsbaugh	Private	Fireman.
A. L. Couture	Private	Engineer.
F. E. Doud	Private	Train dispatcher.
S. W. Kinder	Private	Brakeman.
O. W. McBride	Private	Sig. maintainer.
L. D. Pierce	Private	Engineer.
H. E. Reading	Private	Engineer.
P. R. Salzgeber	Private	Fireman.
W. N. McMahon	Private	Engineer.
Sam'l Yates	Private	Engineer.
Charles Bilhorn	Private	Yard conductor.
R. A. Armstrong	Private	Brakeman.
Fay M. Marsh	Private	Brakeman.
L. G. Marchant	Private	Brakeman.
C. A. Williams	Private	Engineer.
F. L. Cheadle	Private	Engineer.
R. C. Visger	Private	Engineer.

Foster Phillips	Private	Brakeman.
M. W. Stark	Private	Fireman.
Alfred Meuler	Private	Signal maintainer.
A. L. Wells	Private	Brakeman.
H. G. Barnard	Private	Operator.
J. H. Barnoske	Private	B. & B. clerk.
L. M. Guenther	Private	Clerk.
F. D. Munro	Private	Lineman.
G. O. Downing	Private	Maintainer.
James Nolan	Private	Car inspector.
John C. Mullin	Private	Locomotive inspr.
John H. Wilkinson	Private	Maintainer.

Owing to the great rush of employes to enlist during the latter half of May, this list is necessarily incomplete, because of examinations and other preliminaries, before a man is accepted.

Captain Young estimates that it would be possible to raise several companies on the Milwaukee, from among employes who have volunteered for this branch of the service, which, by the way, let it be remembered, belongs in the Engineers Reserve Corps of the regular army.

Major Whiting is a pioneer of construction on the Puget Sound Lines, having been with the road forces from Moberge to Avery. He superintended the construction of the Great Falls Line and its branches, and since the completion of that line, has been superintendent of the Northern Montana Division.

Captain Young is well known in the Mechanical Department of the Milwaukee. He was born in the Cream City in 1874 and entered the employ of the company at Milwaukee Shops in 1889; and has occupied the positions of machinist, foreman, general foreman and master mechanic. This last position he leaves for the time being to be captain of Company D.

Mr. Lee has been for many years engineer on the Madison and Portage Line, and is a veteran of the Spanish war.

Mr. Sawtelle has been roadmaster on the Northern Division and is an old-timer in the service. His home is at Horicon, Wis.

Safety First

A. W. Smallen, General Chairman.

FROM THE BUREAU OF SAFETY

Eyes Are the Most Valuable Things We Have.

A man can generally make a living of some kind when he has lost one eye. When he has lost them both about his only chance is a busy street corner, a "Please Help Me" sign, a bunch of pencils, and a cane to help him find his way home.

Losing a finger or two, or one arm or a leg is bad enough. No one likes to work alongside of anyone who is maimed, but a man can lose a few of these parts of himself and still get along. But without at least one eye, legs, arms and the other things which go to make life pleasant and livable for man are not of much use.

It is wonderful how a good pair of eyes can determine the nature, location and direction of objects that are to be desired or feared. The most highly developed animals, like man, depend largely upon their eyesight in this. Some animals have the additional faculty of keen sense of smell which enables them to detect danger, but man has lost most of his power in this direction. Other animals have a keen sense of hearing, which makes up for their deficient eyesight, but man is shy on his development of hearing. That is why man, when he loses his eyesight is so hopeless. That is also why man, and particularly the man who is a worker with his hands, should be careful of his eyes.

Not only should he guard against such accidents as are likely to happen at any time if he is working with grinding wheels where there is great danger of small chips of steel or bits of abrasion flying into the eye, but he should also remember that there are diseases of the eye which are infectious and which weaken and destroy the sight.

Your fellow workman may have trachoma or some other eye trouble and you not know it. Should you wipe your face after washing with the same towel which he used your eyes are likely to be infected. Every person who turns a door knob in a public place, who grasps the hand rail or a strap in a street car and then wipes his eyes with his hand may transfer to them contagious matter from the sore eyes of another person.

By far the greater portion of the injury to eyes of workmen are caused by flying particles, molten metals or corrosive fluids. Many men at work in manufacturing plants who do not work at grinding wheels should wear glasses which your employer will provide free of cost. If you are working in a plant where there are flying particles, molten metals or corrosive fluids or where there is excessive light or heat, insist upon wearing glasses. Any man who will work under such conditions without wearing glasses is crimi-

nally negligent. If his eyes are injured when the wearing of goggles would have protected them it is his own fault and he is deserving of no sympathy.

On April 7th the Twin City car department held their bi-monthly Safety First meeting at South Minneapolis Shops, the following members being present: Messrs: Sherin, Rieten, Gustafson, Barton, Hjulberg, Wagler, Skoglund, Johnson, Peterson, Hansen, Humphrey, Peterson, Warner, Jensen, Edgerton, Grant and Lundquist.

Mr. Snell presided as chairman of the meeting.

Minutes of meeting held February 27th read and approved, and suggestions under the head of old business were brought up for further discussion.

Committeeman O'Meara's suggestion relative to motor-driven vehicles running through Shop grounds at an excessive speed has been remedied. The committee reports that considerable care is now being shown by various drivers of vehicles entering the Shop premises.

The complaint by committeemen of the jacks used in the heavy and light repair yard has been remedied.

Committeeman Jensen, of St. Paul, reported that jacks sent here for repair had not been returned. Chairman Snell advised the committee that the old jacks would not be returned to St. Paul, but that a requisition for five new jacks had been placed.

Complaint was made by Committeeman Hansen that there had been stones, nuts, etc., thrown from the locomotive side of transfer pit onto the roof of the coach shop with a view of arousing the pigeons which gather on the roof of the coach shop, particularly on the skylights. Skylights have been broken by this practice, and employees in the coach shop are in danger of being hit, either by broken glass or the article thrown.

Several very good suggestions were made before the meeting adjourned.

Before the next meeting is held all of the committee will receive notice.

The River and Iowa and Minnesota Divisions held their Safety First meeting on Monday, April 23rd, in the Nicollet Hotel. The following members were present:

W. J. Thiele, chairman;

A. W. Smallen	R. H. Kough
L. T. Johnson	A. Mitchell
M. T. Skewes	L. O. Olson
C. M. Nichols	B. J. Dineen
A. Young	Carl Voelker
C. Leckelt	John Wagner
H. E. Moore	R. C. Kassabaum
George Moe	J. Ostrom
J. Murray	C. E. Lennon

R. Bloomfield
W. Coogan

C. Carlson
M. McShane

A. M. Lawrence

The meeting was called to order at 12 o'clock noon, and many very valuable suggestions were made before adjournment at 4 p. m.

CLAIM PREVENTION BUREAU

The general committee on prevention of loss and damage claims wishes to report that for the month of March, 1917, the loss and damage account amounted to \$99,876.08. This account for March, 1916, amounts to \$77,453.57, making an increase for this year over last of \$22,532.49. The ratio of loss and damage to freight revenue for March, 1917, is 1.56 per cent., while the ratio for the same month last year was 1.17 per cent. In our last two bulletins we have explained the reason for this increase in loss and damage and our efforts at the present time should be directed toward bringing about a normal condition in this respect as soon as possible.

A great many suggestions have been received during the past month from various sources, only a few of which our space allows mentioning.

Agent Butler, S. D., calls attention to the importance of agents making a record of F. C. D. form 220, which is sent to destination agent in all cases where claim is paid for shortages. This information should be registered on the freight book in order that if the shortage is received later delivery may be stopped until the question of claim having been paid is adjusted.

Agent, Watertown, Ill., suggests that where a short notation is made on destination expense bill and the shortage is later received, delivery should not be made until the original expense bill is surrendered and the shortage notation cancelled.

Agent, Hastings, Minn., calls attention to the careless manner in which wall paper is prepared for shipment. Stations originating this business will please co-operate with shippers toward better protection and thereby avoid expensive claims.

Agent, McIntosh, S. D., was tendered a shipping ticket covering ten bundles of hides, the weight shown as 975 pounds. Before signing this ticket the agent insisted on re-weighing the hides in shipper's presence and it developed that the correct weight was 856 pounds. At the present price of hides this precaution should be taken in every case and the marks carefully examined as well.

Freight house foreman at Minneapolis noticed a rotten board in the bottom of a case containing a large pane of plate glass, which, it developed later, was broken. Claim was presented for \$86.50, but was immediately

withdrawn and cancelled by the shipper when the piece of board that this foreman noticed and saved was shown them, shipper acknowledging that the breakage was due to imperfect material in the crate.

These few suggestions and incidents merely illustrate what each of us can do toward reducing loss and damage and in the aggregate effect an enormous saving by our united efforts.

The car situation is as critical as at any time during the past year and on this account the necessity of loading our merchandise cars to their capacity is urgent, and in order to do this with the least chance of damage and to have the load in shape to be unloaded with the least delay on the road, the personal supervision by agents and freight house foremen at our larger stations is imperative.

If every man connected with the handling of freight will get behind this feature of our business and give it his earnest efforts, it will be surprising what can be accomplished in the way of conserving equipment and getting our merchandise to its destination without delay. Your efforts in this direction will certainly be highly appreciated not alone by the management of this company but by every patron as well.

C. H. Dietrich, A. F. C. A.

Obituary.

A. E. Manchester, for years superintendent of motive power of this company, died at his home in Milwaukee on May 3 after an illness of two months. Mr. Manchester was 70 years old on the 12th of last February and had been an employe of the Milwaukee continuously for nearly fifty-three years. The golden jubilee of his service was observed by a dinner tendered to him by his associates in Milwaukee on December 16th, 1914. The funeral services were held in the Wesley M. E. Church, Milwaukee, on the 5th and were attended by officials and employes from all over the system. Mr. Manchester was one of the leading motive power men of this country, was a tireless worker, a man of sterling qualities, highly respected by the officers of the company and greatly beloved by all with whom he worked. His passing is regarded as a personal loss by thousands of shop workers to whom the familiar figure, face and high character of "the boss" was a source of pride and love. Mr. Manchester is survived by two sons and one daughter, to whom the sympathy of all employes is extended.

Veteran C. F. Carroll, foreman steamfitters, died April 27th and was buried the 30th. Mr. Carroll had been off a long time in the hospital with an operation and was brought home over a month ago with the apparent hope that he was on the road to recovery, but complications set in that made any hopes futile. Mr. Carroll had been with the Milwaukee road over 40 years, and was a faithful and very much respected old-time employe who will be missed by his men and co-workers in every line. A man from the ground up.

Mrs. M. C. Corbett, wife of second trick dispatcher, died at the Mercy Hospital May 18th after a short illness, death resulting from peritonitis. Mrs. Corbett is survived by her husband, two sons and a daughter. The elder son having given his services to the U. S. navy, and is now in active service in the war zone on the battleship Oklahoma, was unable to attend the funeral, which took place on May 21st, at 9 a. m. We all join in extending deep sympathy to the bereaved family.

THE LION HUNT

An Iowa Escapade.

By One of the Hunters.

To the west of a snug little city on the banks of the Mississippi River, between the high hills and the water, is located the round-house and yards of a big railroad. To the south is a creek that has a varied local fame. On the evening of the episode chronicled here the hum-drum of business activity was going on as usual within the round-house, the machinists, boiler-makers and their respective helpers, with all of the various round-house employes were at their accustomed duties, when suddenly the back door burst violently open and one of the machinist helpers staggered inside and fell, apparently prostrated.

Before proceeding with this narrative let me give the reader some idea of the locality immediately adjoining the round-house. To the south, as I have said, is the famous little stream which has figured in Indian tradition as a place of bloody encounters, and just beyond, at the foot of a high bluff is a spring of water unexcelled in clearness and abundance, and prized highly by the railroad employes, for its cold and invigorating refreshment. To get to this spring, however, the rail men have to go over the little creek that ordinarily is harmless enough and easy to cross. It is only when the hills pour down a flood of rain or melting snow that the creek roars and rises in its strength against puny humans and their works. The creek also has some ghostly traditions, the heritage of Indian warfare and battle-grounds. The night in question was dark, and it was said some of the brave "old rails" were wary of crossing the creek on such nights, but the machinist-helper was known to be a man of iron nerve, so the duty of carrying the drinking water devolved upon him. He was not a very large man, but many larger men have less nerve, as will be seen later. When the others saw the condition of their co-worker, and noticed the empty water pail, they knew something serious must have happened. So when he had regained composure sufficiently to tell what caused his perturbed state they all agreed it was certainly a nerve wrecking matter. "Boys," said he, "when I got on the other side of the creek and close up toward the spring, right along the path in the tall, dry weeds crouched a big lion ready to spring. I guess I thought he had sprung, because he roared terrifically and the noise he made almost froze the blood in my veins. Boys, I'm afraid we will have to go without water, because I can't imagine how I got back alive."

Before the machinist-helper finished telling his experience, every man, or nearly every man, had determined to engage in a lion hunt. "Must have gotten away from some circus," said one. "Right," agreed the others; while every man was arming himself with gas pipe and similar weapons for the proposed hunt. "By jinks, I think you fellows

have struck it right," put in one of the men (a chap measuring about seven foot nine in his stocking feet), as he ejected his cud of "horse-shoe" and prepared for battle, "Gollmar's circus was just out at Postville, and I'll bet that lion got away. Come on, boys," said he, "we must get this lion by all means, because it will be dangerous to the public to allow it to run." Everybody agreed with their stately commander, and after a few minutes' parley everybody was armed and ready to capture the lion. Nobody carried a torch because, it is inferred, that the judgment was that free access to both hands and arms would be needed in case of a close combat. The car repairer, a man of unusual nerve, lighted the way with his large lantern, and thus they experienced no difficulty in crossing the plank to the other side of the creek. On the way over every man had something to offer, and they all wanted to talk at once.

While they were thus marching along the glare of the lantern fell upon the lion, and everybody, apparently saw the huge creature at the same moment—certainly they simultaneously heard his terrific roar. The tall, stately leader did not wait to cross the creek via the plank route, but with one long jump, he was on the round house side, and with two or three more of the same kind, was safely within its protecting walls, but in a state of almost complete collapse. One of his companions tried to emulate the jumper, but owing to shortness of leg, went into the creek. It did not, however, take him long to get out and through the round-house door; and if there was ever a hurried march across that plank it was by that band of heroes that had marched so bravely forth on a lion hunt, but who now seemed only intent on helping the man in front of him to make speed.

Landed safely inside the round-house, it took them fully forty-five minutes to get their second wind for another venture. Finally it was suggested that some of them go home and get shot-guns, but this was overruled and they set off on the second venture. This time, a casual observer, unaware of previous experiences, would have thought they were sure enough a brave bunch. Cautiously, and it must be admitted, with enforced nerve, did they tread with keen precision. Suddenly a tumultuous roar, a stamping of dry weeds and there was an even quicker retreat back to safety. Reader, nothing could have stopped that on-rush of fearful, fleeing lion-hunters; and at this juncture, if someone had taken the plank away all but the tall leader would have gotten a round ducking in the creek. This time it was more than an hour before the courageous lion hunters could summon their nerve for the third venture, which ended as the others had, and at this stage of the game, the inventors of the "scare" decided there were no real lion hunters in that part of the country so revealed themselves and the hoax. Since that time stories of adventure and deeds of "daring-do" have not been altogether popular in the vicinity of that round-house.

At Home

Anna M. Scott, Editor

The Summer Wardrobe.

With the passing of spring, Milady devotes herself whole-heartedly to the getting-together of her summer wardrobe.

This year a touch of demureness, and simplicity is apparent in all the day costumes.

Chinese dress with coats to match are to be very popular. They can be made of embroidered batiste, shantung, poplin, etc. Tub frocks are also to be very much in vogue, a pretty one being fashioned of a clever combination of gingham and voile. The bodice may be of cotton voile. The skirt and belt of plaid gingham. Embroidered buttons, black silk tie, gingham collar and cuffs. Skirt is plaited and has two pockets. This makes a very smart tub frock, which, by the way, must be carefully tubbed. Another of the most favored season's suits is the Jersey silk. The skirt may be made in the straight hanging style, made at waist with ruffled heading. The jacket has that smart cape now so much in fashion; sash to adjust fullness at waist, and two shirred pockets.

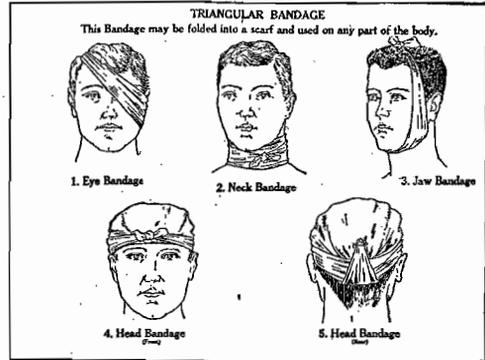
The separate skirt will again be a feature of the summer wardrobe. A pretty model that is enjoying high favor is made of light weight taffeta silk, shirred at waist, and with large pockets.

For the Young Girl—There are straight gathered skirts and baby waists, with or without added trimmings. Simple organdie, crepe or tub silks, lawns or dimities are fine for these garments. For trimming a bit of hand-embroidery, lace, crocheted or tatted edging will be sufficient, not forgetting the smart sash, bow or rosette of bright ribbon. Linen is always a desirable material for morning frocks, and ever serviceable, too, but percale, lawn, gingham and seersucker are not to be despised.

The Best Way to Shop—Most women think that the right way to begin their shopping is to start off bright and early Monday morning to hunt for bargains. But the plan for shopping should begin on Sunday, when you read the morning paper. Study the advertisements; then make out your shopping list and write down where you want to look for the different articles; or you can clip the advertisements. You will be surprised how much easier and simpler this method is.

Bandages and How to Put Them On.

Whether you are a first-aid-er or not, you should know how to make a proper bandage and how to put it on properly, because no household "gets by" without more or less accidents, slight or severe, such as bruises, strains, sprains, fractures, burns, etc., cases where bandages are necessary, and if the housemother is expert in applying a bandage, she is able to assuage suffering, relieve pain and reduce the doctor's bill. And the doctor is more than willing to have her



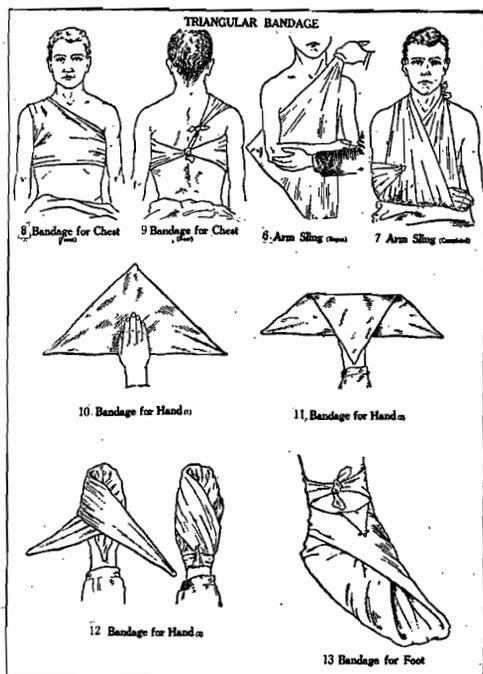
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efficient help, which saves his valuable time and does away with the necessity of so many visits.

A word about bandages before I try to tell you how to use them. You can, of course, go to the drug store and buy neat little rolls of sterilized gauze of several widths, and gauze squares of which to make the triangular bandages, and if you have a well equipped medicine cupboard, it is well to have a supply of these on hand. But suppose you are called upon to administer first aid and no rolls of bandage are at hand. Any clean piece of muslin will supply the need. A pillow case, or a sheet, may be torn into strips the required width or length; or any piece of old, thin muslin, providing it is clean, is practicable; and by passing a hot flat-iron over these, you have them completely sterilized and ready for use. A woman of my acquaintance, who has a family of sturdy, active boys, utilizes all worn muslin underwear in this way. After washing and ironing, she tears the muslin into strips of various widths and lengths, irons the strips carefully and then rolls them according to the directions given in the Red Cross first aid books. In this way she always has a supply of bandages to whip into use when any of her young hopefuls come in with bruises, strains or sprains. She also knows perfectly well how to apply a splint, so that in case Johnnie or Willie or sister Joy falls out of the apple tree and breaks an arm or a leg, she can put the injured member into a splint until the doctor arrives to set the bone.

Three kinds of bandages are used in surgery—the triangular, the roller and the four-tailed bandage.

The triangular is the one most used in first aid work, as it is the most easily made out of emergency material, is not difficult to apply as a temporary dressing and cannot be put on too tightly, thus causing injury by



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stopping the circulation. The best size for the triangular bandage is a piece of muslin about 34 to 38 inches square, folded diagonally and cut across in the fold, making two bandages. They are applied either unfolded or folded. The former meaning that the bandage is used in the form of the triangle, the latter is made by bringing the point of the triangle over to the middle of the opposite side, and then folding lengthwise to any width desired; just as you have many times taken a handkerchief, folded diagonally, turned the point in, and laid over to make a "cravat" or scarf. The folded, triangular bandage is, therefore, called a cravat. In this lesson, we shall consider only the triangular bandage, with its numerous uses and various methods of application.

The accompanying illustrations will show the many uses of the triangular bandage, both as a triangle and a cravat.

Nos. 1, 2 and 3 are sufficiently obvious and require no explanation. No. 4 shows the triangular bandage spread out, the long side laid over the forehead, the ends carried back, crossed, brought to the front and tied. No. 5 is the same bandage, showing the point brought up over the crossing at the back and pinned with a safety pin. Nos. 7 and 8 are important, as many an injury is relieved and pain lessened by a properly adjusted arm sling; and few amateurs know how to properly adjust a sling. Notice in the illustration the long side of the triangle is brought up in front of the chest and over the shoulder of the uninjured side. The elbow of the injured arm is bent to a right angle with the

forearm across the middle of the bandage. Then the other end of the bandage is carried up over the shoulder of the injured side and the two ends are tied at the back of the neck. Notice also that in crossing the ends of the sling bandage on the chest, the long side is held while the point is brought over the elbow and pinned, making a firm support for the injured arm. 8 and 9 show a chest and shoulder bandage. The long side is placed horizontally across the chest, brought over the crossed ends and pinned. back; 10, 11 and 12 illustrate the triangular bandage in use on the hands. Here the triangle is spread out, the hand placed upon it, palm down, with the fingers toward the point, the wrist on the long edge. Bring the point over the back of the hand clear to the wrist, draw the ends up over the back of the hand, cross and tie in front. The point may be brought over the crossed ends and pinned. No. 13 is the triangle applied to the foot. It also is spread out, the foot is placed on it with the toes toward the point. The point is then brought over to the instep in front, the ends are drawn forward and crossed in front, taken back and around the ankle, tying in front. The point is then brought down and pinned where the bandage ends cross. Take all of these illustrations, and with a triangular piece of muslin, practice application until you can do it quickly and correctly.

Remember that a bandage, or as the surgeon terms it, "the dressing," must be "surgically clean," which means that it must be not only washed and boiled, but that it must be subjected to the extraordinary heat of a hot flat-iron. Then if you are putting away pieces of muslin to use in emergencies, fold the ironed side in, and when you prepare your bandage, be very careful not to touch with your hands the part which is to go against the wound. The usual manner of applying a dressing is to take a piece of sterilized muslin, fold it carefully into a pad or compress without touching the hand to the surface of the pad, apply it to the wound and pass the bandage over it to hold it in place.

Other kinds of bandages and other methods of sterilizing will be described next month.

Fighting High Living Cost—When baking potatoes grease them first with a little butter, and when cooked they will be brown and crisp.

Stockings wear longer if you darn the heels and toes when new before being worn. A further way to prevent their wearing at the heels is to line the back of the shoe with a piece of velvet.

If meat gets just slightly tainted before it is cooked, cut off the tainted part and wash the remainder of the joint in strong vinegar and water, sponging it all over. Such a joint should always be roasted. Boiling or stewing accentuates the taint.

Never allow the flour bin to stand on the floor. See that it is raised a few inches from the ground, so that the air may circulate under it. The barrel may rest on two bricks and should be covered close.

War-Time Menu.

Rice a la Turk—Simmer until tender neck of mutton or the rib ends of chops. Cook until meat falls from bones. Pick up and remove bones and gristle, and save every drop of boiling liquor. Season meat with red and black pepper, little onion juice, dash of tobasco. Line deep baking dish with rice, cooked brown, half an inch thick; put on layer of meat and dot with butter, unless there is plenty of fat in the gravy. Add more rice, more meat, until dish is full, then pour over meat liquor and enough rice water to cover everything. Bake in moderate oven half an hour to an hour, according to size of dish.

Muffins—Two cups flour, four teaspoonfuls baking powder, one-half teaspoon salt, two tablespoonfuls sugar, one-half cup milk, two tablespoonfuls butterine or lard and one egg.

Corn Bread or Golden Corn Cake—Three-fourths cup of corn meal, one and one-fourth cups flour, one-fourth cup of sugar, five teaspoonfuls baking powder, one-half teaspoon salt, one cup milk, one egg, one or two tablespoonfuls melted butter. Mix and sift dry ingredients, add milk and egg, well beaten, and the butter. Bake in shallow buttered pan in hot oven for twenty minutes. Cut in squares to serve.

Desserts of Rice—As the basis of a sweet dessert, rice is always useful. If combined with milk and eggs, it makes a very nutritious dish as well as one easily digested. Plain boiled rice, cooked either in water or milk, and served with a little stewed fruit, makes a more wholesome dessert for children than rich pudding or pies, because it is less likely to upset the digestion or to destroy the appetite for simple foods.

Baked Onions in Ramikins—Peel and parboil twelve medium-sized onions, drain and chop. Melt two tablespoonfuls of butter, add two tablespoonfuls flour, one-quarter teaspoonful salt, one and one-fourth cups cream or soup stock, four tablespoonfuls soft bread crumbs, one tablespoonful fine chopped parsley. Boil five minutes, add one egg well beaten and the chopped onion. Cool slightly, add the beaten whites of one egg, more seasoning may be added if needed, bake in buttered ramikin dishes twenty minutes in moderate oven.

The Question Box.

Miss Patriotic: Housewives or Soldiers' Comforts are made according to the following government specifications: Material: 18 inches of grey or khaki denim or linen 5½ inches wide, with 1¼ yard tape or braid for binding. Size: Cut off about 3 inches to make second pocket, then turn up one end to form first pocket about 3 inches deep. Size should then be 12 inches by 5½ inches.

Take a strip of flannel 5½ inches by 3 inches and sew it at each end to strip of denim ½ inch above pocket. Then place strip of material ½ inch from flannel opposite pocket, stitch down side nearest flannel to make a second pocket, bind around edges of two pockets and edge of housewife, finish with a snap fastener at opposite end to first pocket.

In first pocket place yarn and thread for darning, pair of boot laces, lead pencil and blunt-pointed scissors. On flannel place large darning needles, threaded with grey or khaki yarn, and large sewing needles threaded with grey or khaki thread. On the second pocket pin safety pins, large and medium, also bachelor buttons. In the second pocket put court plaster and boracic foot powder. When folded, the housewife should measure about 3½ inches across.

Items from the S. C. & D. Division.

Blanche Mantley.

R. McKinnon, agent at Armour, is taking a leave of absence for sixty days to attend the general meeting of the O. R. T. at Seattle. He expects to make several side trips while out there, and visit at various points.

F. T. Purvis has been appointed regular agent at Akron, following the death of E. J. Searle.

Engineer O. F. Erickson and daughter Beulah went to Rochester, Minn., recently.

Engineer Perl Lackey and wife have been visiting in Battle Creek, Iowa.

Inspector P. M. Garvey gave us our usual call this month. Come again.

Roadmaster S. McCormick, with headquarters at Yankton; was off the division for a few days recently. However, he forgot to tell us where he was going.

Switchman F. L. Howard sustained quite a cut in the head recently, when he attempted to jump from No. 6 as it was approaching the station. He fell into a switch stand and it took several stitches to put him in shape.

Mrs. W. A. Jenkins, wife of Conductor "Buck," is visiting in Cleveland, Ohio.

Brakeman L. W. Kennedy and wife made a visit in Missouri Valley a short time back.

Switchman F. W. Cockburn and wife have been visiting relatives in Correctionville, Ia.

Brakeman William Bollier and wife made a trip to Norfolk, Nebr., and Dallas, S. D. Wonder if they have a claim? That seems to be a popular place for them.

Engineer J. J. Gallagher went to Detroit, Mich., recently, and at this writing no one has told us whether he has returned or not, but, of course, he will.

Fireman W. A. Everton has been visiting in Crofton, Nebr.

Mrs. W. C. Givens, wife of one of our dispatchers, spent a week or so at Norfolk, Nebr.

John McDonald is back after spending the winter in Honolulu.

W. F. Christy, conductor on the west end, is back to work again after laying off for about thirty days.

Conductor E. C. Chadwick has been out to Montana account of sickness of his brother.

Conductor J. T. Alyward and wife have moved to Elk Point; he is bracing on the Sioux Falls-Elk Point local.

John Weber, senior conductor on the S. C. & D. Division, has taken the Platte Line. Patrons on No. 3 and No. 6 on the west end will miss him, but he says that on the Platte Line you can live like a gentleman with a good night's sleep and Sunday at home.

Engineer W. H. Gardner has been on the sick list lately, but is all right again.

Dispatcher W. C. Givens went up to Sioux Falls and back one Sunday recently, to accompany his wife home.

Engineer John Carney has returned from Excelsior Springs.

Mrs. Myron Burkhead and Mrs. James Palmer were in Sioux Falls recently for a visit between trains.

Mrs. R. C. Jackson, wife of Conductor Jackson, spent about ten days in Aberdeen recently.

Brakeman Alex Porter is laying off for a spell. Wonder what for? He got peevish about the "fairy" story, so we will let you all guess what for.

Conductor W. B. Donley has moved to Elk Point to take the run out of there on the way freight.

Conductor J. P. Bicknell and wife have been visiting at Jefferson. My idea of some place to visit until July 1st.

T. J. Callahan of the freight claim department, was in the office looking around recently.

Agent C. F. Dunham at Wagner, was called to Berlin, Wis., account serious sickness of his mother. He was relieved by J. T. Beaumont of Lake Andes.

Mrs. C. A. Beebe, wife of general foreman, has left for Colorado Springs account of sickness of her daughter.

Understand Conductor F. W. Weed has been on a fishing trip, and believe he said they caught some one and a half pound perch. However, we didn't see any so can't testify as to the correctness of this, and from what we gather Conductor Weed didn't get very many either.

Veteran Employees Association

On account of the unusual and serious conditions confronting this country and its railroads, and preferring not, in any way, to embarrass the management of this company through a great number of its employes being absent at the same time, the executive committee of the Veteran Employees' Association, at a regular meeting, May 12th, unanimously passed the following resolution:

WHEREAS, present conditions, incident to the war, the requirements of the Railway Company in respect to the use of equipment, and the service of its employes, especially of those in train operation, are such as to render it inadvisable to hold the annual meeting of the Veteran Employees' Association, at Minneapolis, in August of this year, as proposed, therefore

RESOLVED, by the Executive Committee that such meeting be not held, and that the Secretary give notice of this action, by publication or otherwise, for the information of members.

This action was taken in line with that of other associations and societies of this country, which have deemed it best to give up social gatherings and merry-makings, and by such action, demonstrate their patriotic feeling and their desire to contribute in every way to the welfare of our beloved country.

The executive committee also took up the matter of devoting that portion of the funds of the association which would otherwise have been used for entertainment, to some patriotic purpose, or to relief work; and a suggestion was made that if it should be found feasible, the association should purchase and equip an American ambulance, for service at the front, to be known as the Veteran Employees' Association of the C., M., & St. P. Ry. Ambulance; the ambulance to be driven by a former C., M. & St. P. Ry. employe, who may now be in the Ambulance Corps.

An ambulance may be purchased, equipped and maintained for one year for about \$1,600, and of this amount, at least \$1,000 would have been expended for entertainment at the Minneapolis meeting. The committee voted to refer this matter back to the association members for a vote, and postal cards will be mailed to all members before August 15th, asking them either to attend the annual business meeting, which will be held in Chicago, August 15th, or to record their vote on the return card. The motion to refer this question back to the association was put by F. M. Kelley and seconded by Mr. Williams.

In placing this matter before the association, it is proper to state here that the committee feels that the annual social gathering having been given up in deference to the serious events which we as a nation are now

confronting, possibly the members will feel that the money should be devoted to a patriotic cause and in that manner the veterans who by reason of age are disqualified for active military service will have been able to contribute to the relief of those who are fighting our battles across the sea. This will be doing their "bit" without their feeling the tax. In case the association as a whole votes to permit, say, one thousand, twelve or fifteen hundred dollars to be devoted to relief work, it is thought that the balance can easily be secured, and in that way perhaps some of our "boys" at the front, seeing the name of the Veteran Employees' Association of the C., M. & St. P. Ry on an American ambulance, will be cheered and heartened. The "front" in this war is at least, just now, a long way from home, and the moral help of our association name will be co-existent with the relief and comfort our ambulance will afford.

As members of the association you are asked to give this matter your thought and be prepared to signify your wishes on the postal cards, which will reach you before August 15th.

Respectfully submitted,
CARPENTER KENDALL, Secretary.

Annual Dues.

Notices that annual dues are payable for the current year are being sent out, and if any Veteran who has already paid his dues for 1917 receives the notice, he is asked to pay no further attention to it. The dues have been coming in steadily, and for that reason notices have not hitherto been mailed, and likewise, a number of members may have forwarded their money since the books were posted last, and for that reason the payment does not show, but all of which has been properly credited with the Treasurer.

Errata.

On the list of members published in April, explanation of the asterisk against a name, that it denoted death, was omitted. Also, the compiler of the list quite inadvertently listed the Messrs. Braun, Broderick and Brooks of the Milwaukee Shops forces, among those who had passed on; the fact being, however, that all three of the gentlemen are alive and well. The cross against their names was put there to remind the compiler to get their address, which was afterwards overlooked.

Honorary Membership List, V. E. A.

Following is the list of honorary members of the Veteran Association, which with names published in the two previous numbers of The Magazine, completes the list. Veterans will please look the lists over carefully and if any names have been omitted, notify the secretary, so they may be included, and these will all be published in supplementary lists.

Chas. H. Averill.....Libertyville, Ill.
T. F. Carroll.....Milwaukee, Wis.
J. W. Cotton.....Rockford, Ill.
Thomas Cox.....Minneapolis, Minn.

C. F. Case.....	Minneapolis, Minn.
Wallace G. Collins.....	Seattle, Wash.
William G. Collins.....	Sierra Madre, Cal.
Geo. G. Dann.....	Janesville, Wis.
*R. S. Dousman.....	Philadelphia, Pa.
Emil J. Earling.....	Milwaukee, Wis.
Edw. B. Feathergill.....	Chicago, Ill.
Thomas Kane.....	Milwaukee, Wis.
Robert A. Kane.....	Milwaukee, Wis.
Lon W. Kendall.....	Council Bluffs, Ia.
Thomas Little.....	Portage, Wis.
Henry McCarthy.....	Madison, Wis.
Hiram L. Simpson.....	Milwaukee, Wis.
S. Simpson.....	Portage, Wis.
Frederick D. Underwood.....	New York City
Frank P. Walsh.....	Milwaukee, Wis.
E. A. Sloane.....	LaCrosse, Wis.

Flag Raisings Everywhere.

The reason the Spirit Lake shopmen possess the honor of being first of the West End contingent under Division Master Mechanic T. J. Hamilton, to float the Stars and Stripes above their work rooms is because they got the first hunch, made the first request and when the request was granted were the first to get busy, and they delivered the goods.

The hoisting of the Stars and Stripes above the Spirit Lake shops occurred Friday, April 13th and Old Glory is now every day waving encouragement above the Milwaukee premises, the colors billowing to the mountain breezes and Spirit Lake patriotism.

The occasion was made a feature and Division Master Mechanic T. J. Hamilton, accompanied by Traveling Engineer Thomas McFarlane, assisted by Shop Foreman William Smith, were presented with speeches to do honor to the patriotic day. Mr. Hamilton made a short speech, which was heartily received and every one seemed proud to have been able to contribute to the historic event.

It was a sort of a gala day, but underneath the Fourth of July spirit could be discerned an undercurrent of seriousness that evidenced that all present realized the true significance of the affair and the grave situation now facing the United States of America.

A great deal might be written of all that was said that day but boiled down we think General Foreman P. T. O'Neill aptly voiced the sentiments, not only of the crowd, but the whole Milwaukee system, when he voiced his expressions in the following words: "It's the best flag flying over the best land in the whole wide world."

The patriotism of the Milwaukee workers at Cedar Rapids was shown Wednesday, April 18th, when a new flag was unfurled at the icehouse owned by the company. Addresses were made by County Attorney Lockwood and Rev. Joseph Fort Newton. The flag is a large one, measuring 8x12, and was purchased by local shop employees. Credit for the success of the undertaking is due, in a large measure, to John Gadbois, general foreman, for many years identified with the Milwaukee. Mr. Gadbois conceived the idea of purchasing the flag and he carried out the arrangements for the patriotic gathering at which the flag was unfurled.

April 15th, the employes of Council Bluffs roundhouse and Car Department celebrated a flag raising with music and addresses. The flag was purchased by the employes, the pole being erected by the B. & B. Department on the top of the coal chute, which occupies a high point in the landscape, where its "broad stripes and bright stars" may be seen from almost any point in the city.

The Stars and Stripes float over Marion roundhouse these days. The employes by popular subscription raised enough money to buy a 9x14 foot flag, and on the afternoon of April 22nd the flag was raised to the top of a 70 foot pole. The raising of the flag attracted a large crowd, it being estimated about 1,500 people were on the ground. Superintendent Marshall presided over the meeting, and Rev. A. H. Hanscom gave the invocation. Brief addresses were made by Attorney F. L. Anderson, Rev. Hanscom and several others. The music was furnished by the Marion Band, most of whom are roundhouse employes, and also by the Marion Male Quartet. The flag presents a fine appearance and can be seen for miles around.

At 11 o'clock on April 21st a large flag, purchased by the roundhouse employes here, was floated in the breeze. The flagstaff was erected by B. & B. Foreman A. Fischer, and at a given signal Old Glory was loosened by Assistant B. & B. Foreman Peter Matelskie, Chief Roundhouse Clerk F. L. Shumway, acted as master of ceremonies and introduced Company Attorney P. W. Mahoney, who gave an impromptu patriotic speech to about sixty employes.

Complimentary Farewell to G. E. Cessford

G. E. Cessford, who has been master mechanic in the Middle District, with headquarters at Deer Lodge for the past four and one-half years, has been transferred to Tacoma. On Saturday, March 12th, Mr. Cessford was given a "Hurryup" call to come down to the shops and on his arrival in crane room he was very much surprised to find the shop employes, clerks of the mechanical and store departments, assembled to greet him.

John W. Howe, on behalf of the employes, extended regrets at Mr. Cessford leaving here but wished him good luck in his new field. He spoke of Mr. Cessford's ability as a mechanic and also the fairness he had at all times shown in his dealings with the men. He then presented Mr. Cessford with an easy chair and a briar pipe as a token of esteem from the employes at Deer Lodge.

Mr. Cessford, although deeply touched by the demonstration given him and the remarks of Mr. Howe, thanked the employes, assuring them that the gifts were much appreciated by him and that he would always remember the boys at Deer Lodge wherever he might be, and expressed his regret at having to leave Deer Lodge and his many friends here.

Some Garden.

The correspondent responsible for the many tales of atrocities chronicled in "Doings Around the Railway Exchange," Garfield McEdwards, having heard so much talk about intensive farming, increased food production, etc., has evolved the novel idea of a winter garden planted in the basement of his South Chicago home, the largest flower-pot on record, he calls it.

Although Mac intends to start in a small way with potatoes and onions, who knows but that he may eventually develop a farm in tiers, supplying not only his own table but those of his friends as well. Perhaps, indeed, he may diversify his crops to such an extent that he can furnish Al Saida with his pie crust ingredients, about which he is so very solicitous.

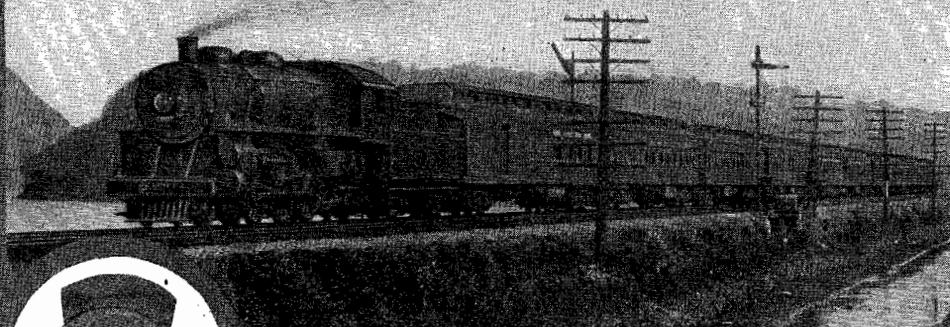
This scheme was whirling away in Mac's fertile imagination at dangerous speed, when the bubble burst for a moment by the suggestion that perhaps sunlight was needed for even such intensive farming. The bubble soon took shape again, however, and the cloud on Mac's intellectual brow was dispelled by this conclusion, gleaned from studious perusal of seed and poultry journals, "By cracky, I'll turn on the electric light and fool them."

With such inventive genius at large, surely there need be no fear of food shortage.

With a Push Car and a Mule.

When our road was all blockaded with the trees and rock and snow
And the men were all discouraged,—they could neither come nor go;
All the highbrows on the mountains were giving good advice
How to shovel out the snowflakes, or dynamite the ice;
Men grew tired from their labors,—every brother softly swore
When he ate the last bum biscuit purchased at the beanery store,
You have seen the slides come slipping and the big wheels swiftly spin;
You have eaten ten cent doughnuts, large without and small within.
Every age has had it's hero, some are white and some are black,
And while others sang their praises, boys, your hats off now to Jack,
J. P. P., our present hero, he the one from Nature's school,
Brought provisions clear from Mabridge with a push-car and a mule.

"The 20th Century Limited"



There's a Hamilton Watch in the Locomotive

Thomas Loftus, the engineer of the 20th Century Limited, carries a Hamilton Watch. There's no need of telling you *why* he carries it.

You can get the same kind of a Hamilton Watch at your jeweler's, and have just as accurate time as Loftus has, for all Hamiltons are alike as far as high standards of timekeeping are concerned.

The Hamilton is carried by more railroad men than any other watch because railroad men know the Hamilton can be depended on, under all possible conditions, to give them accurate time.

Your jeweler will be glad to show you Hamilton Watches. He has them at prices beginning at \$12.00 (\$14.00 in Canada) for a movement alone, and run-

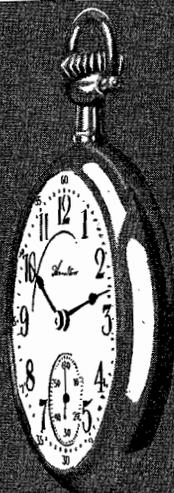
ning up by easy stages to \$150.00 for the Hamilton Masterpiece in an extra heavy 18k gold case. Every watch is guaranteed to give satisfaction.

For Time Inspection Service Hamilton No. 940 (18-size, 21 jewels) and No. 992 (16-size, 21 jewels) are the most popular watches on American railroads. They will meet any railroad's requirements.

Write today for the Hamilton Watch Book—"The Timekeeper"

It pictures and describes the various Hamilton Models, giving all their prices, and contains interesting and valuable watch information.

HAMILTON WATCH COMPANY, Dept. 20, Lancaster, Pennsylvania



Hamilton Watch

"The Watch of Railroad Accuracy"



Loyalty Day Committee, Savanna

Top Row—Chas. Hersey, Herman Borreson, C. S. Christoffer, Otto Enz, E. F. Hoye.
2nd Row—J. H. Chambers, Joe Eberhardt, G. E. Morrison, Edw. Flint, W. M. Thurber, A. J. Vogler.
3rd Row—Richard Hanson, Geo. Ashford, James Nolan, O. C. Hanson, Harry Curpen, O. A. Landrum.

Loyalty Day in Savanna.

April 22d was a proud day for Milwaukee employes at Savanna, when the entire city and thousands of visitors from far and near joined with the "boys" in the company's service in a splendid flag-raising ceremony, in Roundhouse Park. The roundhouse forces, headed by the machinists, planned the affair and to them is due much of the credit for its extraordinary success. Superintendent G. R. Morrison lent his heartiest co-operation and with an able committee, enlisted the co-operation of the townspeople, to the end that it was the "biggest day" the enterprising little city of Savanna has ever seen.

The flag was purchased by subscription among the employes, the pole was erected by the company and all Savanna turned in with a will to help make the occasion memorable. A big parade, with militia companies, the fraternal and patriotic orders and societies of the city, the school children, boy scouts, bands, a Red Cross contingent, decorated floats and a long line of automobiles carrying members of the G. A. R., Women's Relief Corps and many citizens, preceded the ceremonies attending the raising of the flag. There were speeches by Mayor C. N. Jenks, State's Attorney Frank J. Stransky and patriotic songs, the impressive moment of flinging Old Glory to the breeze, which was accomplished by little Miss Dorothy Enz, daughter of Machinist Otto Enz, and a splendid outpouring of patriotic spirit.

C. M. Langley, whose idea it was, to make it a civic as well as an employe's celebration, was officer of the day.

Does Courtesy Pay?—Well, Rather.

G. W. Masonholder, local agent for the C., M. & St. P. Ry., was called to the Gayville elevator Wednesday morning on some business and upon his arrival was handed five twenty-dollar gold pieces and told that this

was a gift from the business men of Gayville and farmers around in appreciation of the obliging and accommodating manner he had served the public here. It is needless to say that Mr. Masonholder was completely surprised and fully appreciates this evidence of the good will on the part of the people. It is also the hope of the people that Mr. Masonholder may long remain in Gayville. —Gayville Observer.

Milwaukee Railway Chief Clerks' Council.

The chief clerks of the various departments in Tacoma have formed an association for mutual benefit in their work, better acquaintance, greater efficiency. The officers and members are: J. L. Ingersoll, president; George Pyette, vice-president; W. L. Snyder, secretary-treasurer; J. G. Norris, J. S. Eccles, A. C. Schrupp, Paul Wilson, H. F. Doten, T. Emanuel, E. W. Winberg.

Article II of the constitution adopted states the object in view.

The annual meetings of the council will be held in January of each year, and regular meetings on the third Thursday of each month.

On account of an accident to Special Commendation pages, too late to rectify, the items of this department will be held for the next issue.

Railway Exchange News

Last week saw the "gathering of the clans" in the Exchange. Among those who responded to roll call at "the front" and who had a few minutes to drop in here and there about the building, were: General Superintendent W. B. Foster and James H. Veitch, assistant to traffic manager, Seattle.

I. W. Proctor, assistant general freight agent, Minneapolis, had time to say "hello" to your correspondent on his Chicago visit. Proctor has a host of friends everywhere.

J. H. Foster, general superintendent, Minneapolis, was in the city for a few days. Visitors are always welcome, but these especially so.

Electricity in the Railroad Man's Home

HOT WEATHER COMFORTS

Keeping Cool in Summer Easy Enough Where Electricity is Available

Keep the house cool in hot weather.

Keep the sun out. Keep the heated air of the street out.

Eliminate all heat-producing things from the home.

By closing shutters and drawing heavy curtains the hot sun and heated air can be kept out and the interior of the home will be cool, even as the forest is cool with its dense shadows and moist earth.

Electricity is a great aid in keeping the home cool in August because it is a source of light which gives out very little heat. It can be used for cooking purposes without overheating the kitchen and it eliminates much of the hard work so necessary even on a hot day.

Electric lights in any home help to keep it cool. Gas and oil lamps produce enormous quantities of heat. They quickly raise the temperatures of any room above the comfort point. As a matter of fact there is a difference of but a very few degrees between suffering on a hot day. When the thermometer registers over 80 degrees every degree added seems like ten.

Cooking by electricity is now common enough in some cities and yet thousands of women do not know that quite extensive meals may be cooked with only a few electric cooking devices, such as the electric chafing dish and the utility grill, in perfect comfort, even on the hottest day. These cooking devices waste no heat, none radiates out into the room; the cooking can be done right on the dining room table. The electric flatiron is also a friend on a hot day. It draws its heat from the lamp socket and the ironing can be done on the back porch.

A vacuum cleaner and a motor driven washing machine help to keep the home cool by eliminating the hard work of housekeeping. The exertion of sweeping and dusting, running the washing machine and wringer, make even an ordinary summer day seem like a bit of the inferno. Electricity will do this work better and easier than human hands.

For one cent an eight-inch electric fan will supply a cool breeze in a home, where

there is electric light, for four hours. The original cost of such a fan is very little and with proper care they will last for many years.

ELECTRICITY WASHES DISHES

New Types of Electric Dish Washing Machines for Use in the Home. Saves Time and Removes Drudgery of Kitchen

Another time honored joke has been relegated to the past and the struggling newspaper paragraphers and professional humorists now mourn the loss of that ancient jest about the man of the house filling the kitchen with dirty dishes while his wife sojourns in the country. Nowadays father merely puts the dirty dishes in the electric dish washer, presses the button and the trick is done.

Perhaps there is no more unwelcome task in the house than washing dirty dishes. Three times a day, every day in the year and a pan full of soiled dishes and the kitchen ware every time, is enough to discourage anyone. In almost every home at least three hours a day are spent at the tiresome task of washing and drying dishes. Is it any wonder that kitchen help is scarce and high priced?

While the electric dish washer is not exactly new those perfected in the past have been nearly all designed for hotel and restaurant service. It is only recently that such machines have been made small enough, for use in an ordinary home. A number of new designs in mechanical dish washers are already on the market. In general the same principle prevails regardless of the design. Racks are provided in a suitable container for the soiled dishes. When the electric button is pressed a small motor whirls a centrifugal pump which forces a steady stream of soapy water over the dishes. In a few minutes this water is turned off and the dishes are thoroughly rinsed with scalding hot water. Then the water is drawn off and the dishes are allowed to dry from their own heat, thus doing away with the wiping of dishes.

The first cost of these machines is not much and they will wash the dishes three times a day for a few pennies' worth of electricity. They will do the work quicker and better than it can be done by hand and without danger of chipping and cracking the finest china.

Cinders from the H. & D. Boliikee.

Brakeman R. M. Nobles has enlisted in the regular army. He is the first trainman in our territory to join the regulars, although some others have taken the examinations.

Passenger Engineer Spooner is on his farm in Wisconsin doing his "bit." We would like to see him making up time behind the plow.

West End Brakeman A. S. Oswood has secured a leave of absence and hied himself off to good old Iowa.

Passenger Conductor Tom Kinney took sick at Aberdeen recently and was off for a couple of trips. Conductor C. D. Bingham brought his train from Aberdeen to Minneapolis.

Otto Hromadko, formerly ticket clerk at Montevideo, is now in the government service as wireless operator and is located "Somewhere in Florida."

Switchman William Bowker took another one of his regular scheduled trips to Fargo recently.

John Anderson, clerk in the freight house at Montevideo is again back on the job after a couple months sickness. Millard Crandall, who has been taking his place, has gone back as night ticket clerk, and Leo Black who has been relieving Crandall, has returned to his home at Fairmount, N. D.

Jarvis, Alvin and David Sinclair, all Milwaukee "boys," were called to Montevideo by the death of their father.

Jack Griswold, Montevideo's famed yardmaster, has gone back to the soil for a few weeks and is working his farm. No eight hour day for Jack. During his absence L. M. Dunbar is running the yard, days and Chuck Adams nights. All the rest of the time it is run by Harry Lauderdale.

Conductor F. M. Hewitt has secured a leave of absence so he will not be called away from his thriving pop-corn and peanut business in Minneapolis. He figures every time he is called to make a run he loses just \$3.88.

Engineer Marion Vall has moved his family to Minneapolis, where he has decided to take a switch engine job.

Olin B. Lee of St. Paul is the new joint baggage and express man on the Sisseton line. This job was just recently created, the conductor and brakemen having taken care of the baggage and express before.

There is an epidemic of scarlet fever in the home of Chief Dispatcher Andres and Joe is quarantined out of the house. Joe says none of the bachelor life for him, but home sweet home as soon as the Board of Health will stand for it.

Passenger Brakeman Reichenbach is back to work after being off for several weeks on account of an injury. Brakeman Tom Clark has been holding down his run during his absence.

Trainmaster Nee and Chief Dispatcher Devlin recently made a trip over the Fargo line to give F. E. D. a chance to see his railroad.

Lineman Walt Ustruck has planted three or four bushels of potatoes, but refuses to tell where they are planted for fear someone will go dig them up.

A subscription has been started at the Monte roundhouse to buy a flag. The next thing necessary is a flag pole to put it on. They have requested the company to furnish this.

Montevideo yard has been getting along for some time with three switch engines at eight hours apiece, working the same hours as the dispatchers, so there is never more than one engine on the job at a time.

Engineer Glenn Tucker was called to Toledo, Ohio, recently by the serious illness of his sister. Our nice little stock pile of coal is being all used up but what if we had not had it!

Stacy Gott, warehouseman at the Montevideo freight house, has left the service and gone to Springville, Iowa, where he will run a dray line. His place has been taken by Ralph Baumhofer, who will now juggle the heavy stuff.

The paving of Main street at Montevideo has begun and is expected to be finished by July 4th. In keeping with the march of progress the parkings around and near the depot have been fenced in and improved.

Wooden Shoe Doings (Superior Div.)

Pump Repairman Ed. Leininger and Signal Maintainer Frank Zion, loyal Americans, figured that the station force at Green Bay should display their patriotism and put up a flag pole. On account of the H.C.L. second gas pipe was found at the shops and three pieces spliced together made a pole 50 feet in length. The decoration for the top being a serious problem, a local tinner rounded out a ball about 12 inches in diameter. The pole was raised with much ceremony; the several office forces assisting and a collection taken up for the purchase of the flag. And now the beautiful lawn between the passenger station and the freight office is decorated with the flag that flutters o'er the Land of the Free and the Home of the Brave.

H. P. Goodwin is working on special reports in Superintendent Tyler's office. Mr. Goodwin has been employed at St. Paul, Minn., and will act as relief train dispatcher on this division.

Peter Larschied, our ex-caller, has returned to his work as car clerk at Aberdeen, after being laid up at Green Bay for a couple of months.

O. A. Keyes has been appointed first trick train dispatcher at Green Bay, in place of R. C. Atkins, deceased.

John L. Lake was transferred to trainmaster's clerk and F. Curran placed as 728 clerk.

A. H. Mercier has accepted the position as clerk and stenographer in Superintendent Tyler's office.

Steam Shovel Foreman Chas. Siegel completed the work of loading coal from the ground at Green Bay shops and is now loading sand at Iron Mountain pit for filling the depression.

Math. Miller has charge of the depression gang at Iron Mountain in place of C. Hedberg.

Agent J. J. Clark returned to work after a 90-day leave of absence, Operator G. O. Ripple being displaced and is now employed at Kiel.

Brakeman John McNamara has returned to work after being off on a lengthy vacation.

Brakeman Leo Burns is at Green Bay laid up with an injured knee.

The Green Bay dispatcher's office now handled the division from Milwaukee to Iron Mountain—the district north of Iron Mountain is handled by Channing.

John Otto has returned to our service as brakeman. John was with us about three years ago as conductor, but someone informed him of all the luxuries in farm life and he resigned. Evidently a railroad man makes a poor farmer.

T. L. Delanty has resumed his position at Hilbert Jct. after making his fortune buying seed potatoes.

At this time we haven't the correct date, but Conductor A. D. Krause has passes for himself and wife, which is evidence that he will violate the bachelor's rules.

A switch engine has been put on at Appleton to do switching at that station and the industries, Conductor John Parker in charge.

Conductor H. M. Bell was seen about Green Bay and from all appearance he will return to work soon.

W. H. Kohl, former cashier at Plymouth, was checked in as cashier at Menominee on May 15.

Since the management has given permission to use company right of way for cultivation, there has been about 75 licenses issued on this division. It is hoped that all concerned will see that the BIG CROP movement is given all the attention possible, and if you know of any available spot that would serve a good purpose, send your application to the superintendent's office.

Committee on National Defense

Vice-President E. D. Sewall has been appointed a member of the Special Committee on National Defense of the American Railway Association for the Central Department. His associates on this committee are: Messrs. R. H. Ashton, E. E. Calvin, C. H. Markham, G. L. Peck, G. T. Slade and Hale Holden.

J. W. Taylor, assistant to the president, is a member of the Purchasing Committee of the National Defense Committee of the American Railway Association.

Appointments.

Effective May 1st, Walter Alexander was appointed superintendent of motive power. Mr. Alexander is an old-timer with the company, having served his apprenticeship in our shops. He was for a time instructor in mechanical engineering at Wisconsin University and came from that post to the position of assistant district master mechanic at West Milwaukee. He was later appointed master mechanic and retired from that position to accept a place on the Wisconsin railroad commission. He is a thorough-going railroad man, and an exceptionally capable mechanical engineer.

On May 10th, A. N. Lucas was appointed assistant superintendent of motive power of the Middle District, with jurisdiction over part of the Southern District in Wisconsin and Illinois, excepting Savanna. Mr. Lucas will retain his office at Milwaukee Shops.

Mr. Mott Sawyer has been appointed superintendent of the I. & D. Division. Mr. Sawyer is transferred from the Columbia-Idaho Division.

Mr. B. F. Van Vliet has been transferred from the I. & D. Division to the Northern, which has been separated from the La Crosse Division.

The office of assistant general superintendent at Seattle has been abolished. Mr. Ezra Clemons is appointed superintendent of the Columbia-Idaho Divisions, with headquarters at Spokane.

Mr. Frank Rusch is appointed superintendent of motive power on Puget Sound Lines, with headquarters at Tacoma.

All of the above effective June 1st.

Many of our boys have enlisted in the militia organizations, the regular army and other branches of the service, but owing to the widely scattered character of these enlistments, it has been found impossible to get the names together in time for publication in this issue. They will, however, appear in "Our Honor Roll" as soon as we can get them listed.

Kansas City Terminals.

Engineer Jess Bartlett, formerly living in Chillicothe, has moved his family to Kansas City, where they will make their future home.

Sam Madison is again batching.

Well, it looks like wedding bells for Port Leach.

Percy Parks, formerly working as secret service man for this company, has resigned his position and entered another department.

Roy Moss, night yard clerk, Coburg, says he believes in preparedness.

The employees at the roundhouse and Car Department each have erected a flag pole and have Old Glory floating in the breeze.

Switchman Charles Cook, who was injured the early part of May, is getting along nicely. He was out at Coburg Tuesday to see the boys.

F. A. McCarthy spent most of his vacation on the farm looking after the potato crop. He was relieved by Operator Fromm.

Sergeant C. V. Hill and W. M. Bateman of the Third regiment, formerly yard clerks at Coburg, are doing patrol duty now.

George W. Harris, night yardmaster, has received a commission in the U. S. army and will leave for Fort Riley soon. We all join in wishing him good luck.

J. W. Lollis, trainmaster, and Roadmaster Herbert, were in Kansas City this week.

The question around Coburg Monday, May 14th, was, "Where is Paymaster Ed Owen?"

John Megan and Ed Schneider of the Car Department are contemplating joining the U. S. Army Aviation Corps.

We understand Grover Jones and Al Williams were among those who attended the wrestling match at Convention Hall Friday night.

Brakeman Vern Willard and wife are visiting in Chillicothe, Mo.

Leonard Davis, brakeman, was married last week. We all wish him much joy.

Jim Leach is figuring on about two weeks' vacation in which he intends taking a trip to Honolulu and the Hawaiian Islands.

TIME RECORD				
MARK TIME IN SECONDS				
DATE	SEC. FAST	SEC. SLOW.	S. SET R. REG.	INSPECTOR SIGN IN INK
1 Mar 6 1917	2	✓	✓	TBAC
2 Mar 20 1917	✓	✓	✓	TBAC
3 Apr 3	✓		✓	TBAC
4 Apr 17			✓	TBAC
5 May 1 1917		3	S	TBAC
6 May 15 1917		✓	✓	TBAC
7				
8				
9				
10				
11				
12				
13				
14				
15				

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On The Steel Trail

Wisconsin Valley Division Notes.

W. M. Wilcox.

Brakeman Joe Epstein off a few days in April account of an injured wrist, relieved by Rima.

Conductor Henry Dernbeck, wife and children, returned to their home at Moberidge, May 2d. Mrs. Dernbeck and children were guests of relatives and friends at Merrill about two months, and "Ray" came up for a week's fishing, but had to postpone the fishing on account of the high water and forgetting to bring his rubber boots.

Conductor Charles Carman and wife took a trip out in the Dakotas the first part of May, looking after their farming interests.

Engineer W. E. Harmon, a former W. V. Division employe, now working out of Minneapolis on the H. & D. Division, made a short call on the correspondent while passing through New Lisbon on his way home from the southern part of the state, April 25th.

District Passenger Agent W. W. Winton and Mr. Caldwell of Chicago were business callers on this division in May. Mr. Winton informs us that the prospects of passenger business on this division look fairly good for the coming season.

Conductor George Steiner of Malden, Wash., who served his apprenticeship on this division, called on friends in New Lisbon, May 5th.

Mrs. A. L. Jennings of Moberidge, wife of a former W. V. Division employe, visited her parents and other relatives and friends at New Lisbon this month. On her return home she attended the grand chapter meeting of the O. E. S. at St. Paul.

Engineer B. Enckhausen and wife visited the former's brother at Sparta the first of the month.

The ever-smiling countenance of Engineer Mike Moore is again seen on Nos. 5 and 6, after a winter spent in Miami, Florida. Glad to see you back again, Mike.

The VanNoys-Interstate News Company have opened their new lunch room in the new depot at New Lisbon under the management of Miss Lillian Feddern of Wabasha, Minn. The equipment is all brand new and dishes are arranged in a very neat and tasty manner and the best of delicacies are served at all hours at the usual Interstate prices. Mrs. Elizabeth Jackson is in charge of the culinary department.

Operator A. O. Sundet, Grand Rapids, has been checked in as agent at Babcock in place of G. L. Grubs, transferred to Tomahawk. Understand H. F. Schultz has resigned on account of poor health.

Train Baggage man A. G. Shrake was a visitor in Milwaukee, May 9th and 10th; relieved by Earl Karner.

Superintendent H. H. Ober called on the New Lisbon force May 8th and looked after W. V. Division interests.

Ritz Parker is temporarily in charge of Tomahawk station during the absence of Agent Grube, who left for Seattle May 8th to attend the grand lodge session of the telegraphers.

Mrs. P. Hollinshead, wife of Conductor Hollinshead, was a visitor in Chicago, May 13th and 14th.

Engineer Charles Miller off few days in May account of his mother's illness at Babcock.

Iowa (Middle and West) Division News.

Ruby Eckman.

Car Foreman J. T. Clark of Perry force was off duty a few days in May on account of an attack of tonsillitis. Dan Cameron, foreman of the steam derrick, had charge of the work during his absence.

Chief Boiler Washer T. M. Dunbar and J. E. Kent, oil house keeper, were in Maxwell, Iowa, May 9th, in attendance at the reunion of the Second, Seventh, Eighth, Twelfth and Fourteenth Iowa Infantry, the regiment which was given the name of the "Hornet's Nest Brigade" at the battle of Shiloh. Mr. Dunbar and Mr. Kent were both members of the Seventh Iowa, and they always make it a point to attend the reunions, which are held yearly in Iowa.

The Perry Tribune, a paper which each week contains a column of news taken from the files of thirty-five years ago, recently made mention in that

column of a statement which was issued by the Milwaukee at the time the Iowa Division was in course of construction west from Marion. The division now known as the Middle Iowa Division was called the extension, and the list of towns which would be located were given. Among them appears the names of Louisiana, which was later shortened to Louisa; Hague, which was changed to Atkins; Halifax, which was changed to Elberon; Laramie, which is now Maxwell; Pascal, which is Slater; Colton and Allegan, which are Woodward and Bouton; Undine, which is Dawson; Sedalia, which is Jamaica; Warack, which is Manning, and Marathon, which was changed to Earling. No doubt many of the readers of the Magazine who worked on the Iowa Division in the early days will remember the time when they received meeting points with these names which have been changed.

The Perry yard office force, including the switchmen in Perry Yard, have recently had a fine new flag pole sixty feet high, erected, so that their fine new 7x11-foot flag can float in the breezes. Otto Hasse's gang of Austrian laborers, who work in Perry Yard, were not to be outdone by their American brothers, so they sent a representative to Omaha to purchase a flag for them, and now have it floating above the foreman's office.

During the last month a number of changes have been made in the personnel of the freight office force. Cashier Wilbur Hewitt has resigned to take a position with a contracting company in Wichita, Kansas. C. Jacobs has resigned to engage in the auto business. Dean Brooks has been made cashier, Ruth Crinnigan is the bill clerk and Leon Huffman is ticket clerk.

Conductor George Fullerton resumed work on the Middle Division, April 24th, after a pleasant trip to Seattle. He and his mother went there to meet his brother, who was returning from Alaska. On May 17th, the Fullerton family had a reunion at Marion and all of the children were together for the first time in about twenty years.

Nick Slater, engine hostler at Perry, spent a few days at the naval training station at Chicago, visiting with his son, Peter, who recently joined the navy. Mr. Slater's son George, also entered the navy and is now aboard a man o' war.

Conductor H. W. Lee of the Middle Division had an experience at Elberon the latter part of May which he thinks will prevent him from ever entering a stranger's door yard. Mr. Lee had discovered a car on his train with a hot box. The timbers above the box being old and splintered, had taken fire and while the train crew had used every method to keep the fire from spreading, they decided to set the car out, and he went to the section man's house near the tracks to tell him to watch the car. The section man was in his garden, but he had left his watch dog in the yard, and the dog proceeded to use his usual method of attack on Mr. Lee. "Hop" lost no time in getting out of the yard, but he didn't start soon enough, for the dog got a taste of the calf of his leg. First Aid methods were used on the wound to prevent any further trouble.

Dispatcher A. J. Krohnke and sons have been trying their hand at batching for awhile, Mrs. Krohnke being in Chicago on a visit. The sons don't speak very highly of their father's cooking.

A. C. Hutton, freight agent at Herndon, who was so badly injured several weeks ago when he was struck by No. 35's engine, is recovering nicely and has been visiting in Chicago.

May 15th, a baby girl was born to Fireman and Mrs. William Rogers, at their home in Council Bluffs.

Engine Inspector J. W. Kirkendall was off duty a couple weeks in May on account of an attack of tonsillitis.

Machinist Fred Antone of the Perry roundhouse force was off duty a few days in May attending to business matters. Mr. Antone was elected Councilman at Perry and Train Dispatcher J. J. Kindig was given the same honor. Both men bid fair to be very successful city dads.

Operator L. E. Houser, who has been working second trick at Perry Yard, has bid in the operator's job in Council Bluffs freight office. A. G. Elder, who held the position extra, has taken Mouser's trick. Second trick Council Bluffs is now on bulletin.

Mrs. M. I. Landson, who has been working as clerk and stenographer in the office of Trainmaster Anderson at Perry, has gone to Marion to take a similar position with Superintendent Marshall.

On May 10th at a hospital in Canton, Ohio, occurred the death of Mrs. Ralph Dine, daughter of Car Inspector William Lee. The remains were brought to Perry for burial. Mr. Dine was for a number of years in the employ of the Milwaukee as car inspector, but moved to Canton recently to take a position with an electrical company.

Engineer Charles Stoner has recently purchased a fine little bungalow on North Fourth street in Perry, and will henceforth live in his own home. Conductor Fred Apple followed his example and purchased a home on North First avenue.

Conductor L. C. Newell has been off duty several times during the last few weeks on account of the illness of his wife.

Dan Crowe, the operator in Perry dispatcher's office, was compelled to be off duty the fore part of May on account of sickness. It was hard work for Dan to stay away from the office, as he is as regular as a clock, but for once he was forced to stay in his room.

Frank Bloomfield, who was formerly an employe in the freight office at Perry, is now on the U. S. S. Massachusetts, stationed at Philadelphia. John Apple, son of Conductor Fred Apple, has joined the army, and is in the coast artillery.

Firemen George Balsbaugh and Bert Robbins were called to Milwaukee to take the examination for engineers. Fireman Edwin Elsassner was on the list and should have gone at the same time, but he recently joined the navy as a machinist, and will take the examination later.

Perry friends of A. E. Manchester and Charles Cook were grieved to hear of the death of those valued employes during the month of May. The latter part of March news was also received of the death of W. I. Barhart, for many years an employe of the claim department.

Handyman Paul Cushman and wife were in Denver and Colorado Springs the fore part of May on a pleasure trip.

Machinist John O'Connor and family visited a couple of weeks in May with relatives in Green Island, Ill.

John Eisle, the veteran machinist of the Perry roundhouse force, has resumed work after a lay off on account of a mashed foot.

An item which escaped our notice last month was the birth of a daughter to Brakeman and Mrs. John McCurdy of Perry. John says she is the finest ever, even if she wasn't mentioned in the Magazine.

May 3rd a daughter was born to Fireman and Mrs. Edward Ryan.

A very interesting and helpful Safety First meeting was held at Perry the fore part of May. Mr. Smullen was in charge.

Mrs. Addie Hemmings, the mother of Baggage-man Clifford Hemmings, of the Perry office force, was in the King's Daughters' Hospital at Perry during May on account of a serious attack of pneumonia.

There are now six large flags floating over the offices of the various departments in Perry yard, the employes in each department purchasing their own flag.

Several Perry people have already signified their intentions of going in for the prize offered by Mr. Earling for best gardens on right of way. A large number of the employes on the division have availed themselves of the opportunity to use the ground and are doing considerable work in the gardens.

Engine Dispatcher J. E. Banyard, wife and daughter Mary have gone to Pocatello, Idaho, to spend the summer with their sons. Mr. Banyard was very seriously ill this last spring and his many friends are glad to learn of the improvement in his condition. Mr. Banyard has always had charge of the flower garden at the roundhouse park and regrets very much his inability to take care of it this season.

Mrs. C. L. Kinner, wife of the extra dispatcher at Perry, has been visiting with her sister in Denver for a few weeks.

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John Kenyon, who has been firing for Engineer Jack Ahern on 3 and 12 on the Western Division for a long time, has given up that pool and has transferred to the Middle Division and is now with Engineer Hardy on 12 and 11.

Engineer Lon Morgan, who was off duty several weeks on account of a surgical operation, has recovered sufficiently to be able to resume work.

Boilermaker William Barth and family visited with relatives and friends in Marion and Savanna for a few days in May.

George Orman and Earl Tucker, who have been working on the repair tracks, are now working as car inspectors during the absence of George and Peter Slater, who took a lay off to join the navy.

Conductor Frank Wagner met with quite a painful accident the fore part of May. He was braking on the way freight and while setting a brake on a flat car loaded with lumber, the load shifted and caught his hand between the lumber and the brake wheel. It was about ten minutes before the other members of the crew could release the hand. While no bones were broken, the hand was quite badly mashed and it will be some time before he has the use of it again. Conductor Wagener's brother Jack met with an accident several years ago in identically the same manner.

Coast Division News Items.

Mabel Sandvig.

B. B. Bartells has resigned his position with the Milwaukee to accept a position with Dow & Co., Seattle. We are sorry to lose you Bernie, but congratulations on your raise in salary. Money talks.

Howard Taylor, formerly bill clerk at the Oriental dock, is now sporting an automobile. We wonder how long it would have taken him to save enough to purchase a machine on a Milwaukee clerk's salary.

F. Buchanan and wife have given up their winter residence at 010052 Rockdale and are now domiciled on Jay street, Tacoma. Mrs. Buchanan does not seem to favor the change a great deal as she always knew Frank's whereabouts when located at Rockdale.

Carl Wilson of Miles City, Mont., is visiting his parents, Conductor H. W. Wilson and wife, Tacoma.

Cal. Cheney of the general office, Chicago, blew in the other day and is now holding down "Form 1" desk in Superintendent Richard's office. If Cal sticks around here we will fatten him up.

Our efficiency expert spent three months at the local freight house, resulting in change of Oriental forces to the Oriental docks. They are now working twelve hours a day instead of ten.

G. E. Cessford has returned to the coast, having been made general foreman at the shops in place of Fred Lowert, who has been appointed assistant district master mechanic of the Eastern District.

E. W. Wenburg, chief clerk to signal maintainer, and wife have gone to Walla Walla for a two weeks' vacation.

Conductor E. L. Swalley has asked for a sixty days' leave of absence and intends to visit friends in Iowa.

Foreman T. A. Arnold of North Bend had his foot hurt a short time ago and was compelled to go under doctor's care. James Smith is relieving him.

James Boland, section foreman at Landsburg, is the proud father of a twelve pound baby girl. Girls are very necessary in this world, don't know how we could get along without them.

Tim Heraty, who has been with the Milwaukee a number of years, has his rock gage again on the job. Mr. Heraty spent last winter touring California. We wonder why California, why not some other state, which has a certain law similar to a certain one in Washington? Please explain, Tim.

Foreman O. A. Geelhart is supporting a big raise on the side of his jaw. He says it is neuralgia, but who knows? Wonder what the other fellow looks like?

Burms Miller, section foreman at Falls City, has resigned and moved to Everett. J. H. Sprague has taken his place. Sprague says he is about all settled, all he needs now is a wife to mend his socks and carry in the wood. Girls, get your applications in right away because Jim is a fine fellow and he sure needs some one to cook for him down there.

Foreman Charles Narron of Garcia still seems to have some interest in North Bend. What is it Charlie?

F. L. Walker, who has been station helper at Cedar Falls for some time past, has been promoted to operator and has been assigned to Garcia station. We wish you well Walker.

Kansas City Division.

"Billie."

Brakeman Wilbur Rollison has returned from Detroit, Mich., where he enjoyed a month's vacation.

Charles Ross, Ed. O'Brien, Henry Vosburg, Lee Davis and Erwin Carpenter returned last week from Milwaukee, where they successfully passed examination for promotion to locomotive engineers.

On April 5th at Mystic, Iowa, occurred the marriage of S. B. Noland, third track operator, Mystic, to Miss Lillian Russell of that place. Our congratulations are extended.

Storekeeper Kinsey Jordan is beginning to get worried as inventory is now coming on, and he says that horse racing looks good to him.

J. J. Connors, assistant superintendent of motive power, Dubuque, Iowa, was a visitor in Ottumwa May 17th.

The position of second telegrapher at Newton, Mo., has been given to J. H. Finley.

The wife of Boilermaker Jack Goodrich has arrived at Ottumwa Junction and a broad smile shows over his face, as Jack says he will now be able to get a square meal. (Not that Jack is a big eater.)

Switchman Edward Vlasek has been laying off for the past three weeks with a very severe case of sciatic rheumatism.

Our men are more than doing their bit, the following from the roundhouse having enlisted in the military railway company: Helmer Isaacson, roundhouse clerk; Francis Collins, machinist helper; William Wilson, machinist; Albert Garrity, boilermaker; Guy Lilly, derrick engineer, and Dorrance Smith, boilermaker helper.

The work of re-icing cars of fruit and perishable fruit has commenced, which requires the employment of additional force of section men.

N. C. Maytum, agent, Polo, Mo., was called to Sewall May 16th by the death of his father.

William Costello, Jr., son of Conductor William Costello, is day call boy at Ottumwa Junction.

Our one hundred pound storekeeper, William Wiley has forsaken railroad work and is going back to the turf.

Guy Lilly, the handsome engineer on Wrecker No. 13, who by the way is as fair as his name, has been on the sick list the past week.

Switchman William Nevitt and Miss Helen Riley, daughter of Engineer Tim Riley, were married Monday, May 14th, at Ottumwa, where they will make their home. Congratulations.

Yard Conductor John Coughlin is anxiously waiting for engine 7046 to get out the shops, as he can't stand the pressure of wearing out so much shoe leather.

Des Moines Division News Items.

Lela Burnham.

All trains on the Des Moines Division carrying passengers are now being operated as exclusive passenger trains. Formerly some of the night trains were mixed trains, but owing to the increased amount of passenger business it was necessary to abandon the hauling of freight.

It gives us pleasure to announce the marriage of Miss Ella Lorence, daughter of Section Foreman W. C. Lorence of Lohrville to C. L. Ruschill. The marriage occurred May 5th, and the happy couple will make their home at Lohrville.

Miss Claire Snow, stenographer in this office, spent Sunday, May 13th, visiting friends in Redfield, Ia.

Firemen Henry Corcoran, Lawrence Reeves, Paul Black and Fred Marvin are in Milwaukee taking examinations for promotion to engineers. They have not returned yet, but here's hoping they return full hedged engineers.

J. A. Wagner, superintendent of the Des Moines Union Railway, left here May 16th for New York City, where he will attend a big railroad meeting.

For ten short days during the latter half of April the clerks in this office were relieved of the presence of Conductor Andy O'Loughlin,

while the help on his farm near Boone were the "persecuted ones."

C. A. Bestor, who for years has been employed in the city ticket office at Des Moines, has been promoted to the position of depot ticket agent at Dubuque at a nice increase in salary. Charles Bachman, better known as "Gene," will succeed Mr. Bestor in the city office here.

Fireman Clyde Ibson says he is ready to join the military railway company any time and go to France—providing they give him a Sunday lay over in Paris.

The fish car "Hawkeye," belonging to the State of Iowa, arrived in Des Moines recently with a consignment of fish from Spirit Lake to stock the lakes and ponds in this vicinity, in order that Des Moines fish day may be made more of a success.

We do not know positively that Mrs. W. E. Cramer, wife of Conductor Cramer, is a "war food volunteer," nevertheless she is in Bramard, Minn., overseeing the planting of the 1917 crop on their farm.

Conductor W. H. Hayden has been indisposed for several days and unable to work.

J. E. Brice, formerly freight auditor for our company, is now located in Des Moines as the accounting officer for the several railroads to handle matters pertaining to mobilization of the army in the State of Iowa.

Mrs. S. A. Eddy, wife of division freight agent of Des Moines, left last week for Colorado for a visit with friends.

Conductor J. S. Flynn has been quite sick with pneumonia, but is improving, and we hope to see him on his run again soon.

Mrs. G. R. Dickman, wife of chief dispatcher, is visiting friends and relatives in Sumner, Ia.

Harley Rowe, revisal clerk in our local freight office, has resigned to accept a position as traffic manager for the Des Moines Elevator Company. We all join in extending best wishes for his future success.

On account of the high cost of living, G. R. D. has gone "bean crazy." He is planting string, navy, soup, pole and every other kind of bean

known on every square inch of soil he can borrow, buy, rent or steal. He is also planning on spending his vacation "making hay while the sun shines" on his papa's farm. Together with the bean and hay crop he will be a busy man, but we overheard a fair young lady say a short time ago, "Dick is very active for a man of his years."

This year the right of way along this division will produce pumpkins, squash, cucumbers and other garden truck, where it produced only grass and weeds during many preceding years. This will undoubtedly be a benefit to many, and will encourage the raising of vegetables to help prevent a shortage the coming year.

Prairie Breezes from the H. & D.

C. E. Craft.

J. J. Matzoll, formerly on third trick at Odessa has resigned and enlisted in Uncle Sam's navy, E. J. Moran taking his position.

G. G. Holmquist, agent at Fairmont, N. D., has taken an enforced leave of absence to take medical treatment at the Shakopee Sanatorium. J. J. Leahey relieving him.

R. F. Walker, agent at Ortonville, is attending the O. R. T. convention at Seattle. Operator W. E. Fraser acting as agent while A. J. Aasen is holding down Fraser's position.

The Bankers' Special, which started out from Mitchell, has been covering the middle and west H. & D. We delivered them to the M. & St. L. at Aberdeen May 20th, for movement to Watertown via that line. The trip was in the interests of the Dakota Bankers' Association.

President Earling passed through Aberdeen on the Olympian the 18th of May.

Trainmaster M. J. Flanagan has returned from a two weeks' visit at Excelsior Springs, Mo. Evidently the trip agreed with him as it is reported he gained eleven pounds. Trainmaster P. H. Nee of Montevideo hasn't been to Excelsior Springs but it is stated on good authority that he has put on about twenty pounds extra weight in the last month. 210 pounds easily puts him in the heavyweight class.

Chief Dispatcher Harry Gibson has received a

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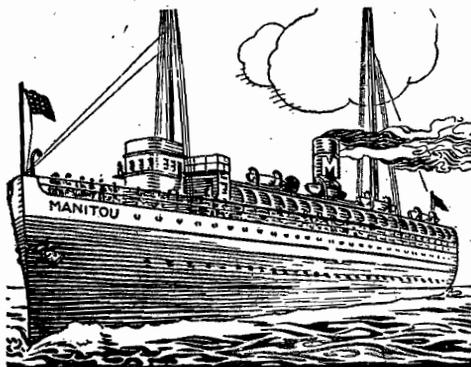
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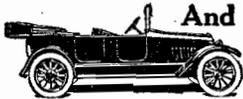
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letter from our old chief, H. M. Gillick, now of Green Bay. "Hank" says the ore trains are sure rambling some now-a-days.

Conductor "Billie" Foster intends to leave about June 1st for a visit in Michigan, "down on the farm."

Superintendent F. M. Melin has returned from Bloomington, Ill., where he had been to attend the last illness and death of his mother. We extend our heartfelt sympathies.

F. A. Allen, now acting as relief agent at Virgil. Former Agent R. L. Gunn having resigned.

Our veteran agent, W. J. Case, has again resumed his duties at Monango.

First trick dispatcher, F. T. Buechler, of Aberdeen, was at Big Stone Lake recently on a little fishing trip. Oh yes, he caught some fish alright, as all the boys around the dispatchers' office and some of the other offices, can readily testify to having received a liberal donation of the finny beauties.

Joe Carpenter, clerk in superintendent's office, was called to Minneapolis, his mother being very ill. We hope for a speedy recovery.

Charles Molander, third trick dispatcher, Aberdeen, on the Middle Division, is taking a vacation, which he is spending mostly at Big Stone Lake. J. F. Evans taking his place. Hope Charlie leaves a few of those fish for the rest of us.

Earl Askew, clerk in the superintendent's office, is reported to have joined the "back to the farm movement," and will leave for his father's farm near Wetonka, S. D., about June 1st. S'pose we'll have to go out and help him harvest the pumpkins this fall.

Several changes have recently been made in the clerical forces at Aberdeen local freight office. L. A. Fuller, formerly cashier, having been appointed chief clerk in place of H. O. Merrick, resigned. W. H. Berg, assistant cashier, takes the cashier's position. Bill Clerk Leo Lutgen, promoted to assistant cashier. Charles Wales has taken the position as bill clerk. W. B. Condran on the freight received desk, and A. H. Bingham revising clerk. Bryan Cralle, formerly on the freight received desk, now checking in the freight house.

Division freight and passenger agent O. F. Waller and traveling inspector A. M. Phelps have been spending the past week covering the territory by speeder.

Harold Murphy, clerk in the general foreman's office, George Zimmerman of the superintendent's office, and C. R. Craft of the traffic department, recently spent an enjoyable Sunday at Big Stone Lake in mastering the art of rowing a boat and incidentally taking a few nature studies in ichthyology.

Lots of Texas cattle coming up to these parts nowadays. Eighteen train loads have moved to date, and more a coming. In the fall they go east to market. That helps some more sayeth the traffic man.

Here's a little tip. Everybody get out and boost for that 15 per cent increase, and do it now. We need the money.

Scraps from the West End.

I. A. B.

'Pon my honor seeing so many familiar names in print in the Lines East columns makes me homesick, don't you know. For really and truly I used to work on the Lines East, years and years ago. Surely some of these kind readers can remember when I used to ornament their division office. No, this is not a puzzle and there "ain't" no answer. I am just soliloquizing (not to fill space. Peggy, you wrong me).

As I was saying, there's Fred Schmidt, statistician in the G. S.'s office. He comes from Marion, too. He wears a veteran's button, but will you believe it, he and friend wife have joined a dancing class. "Pink" Reynolds and his wife belong, too. (Mr. Reynolds knows all about Marion also). Every Tuesday night they trip the light fantastic and early Wednesday morning we take F. E. S. aside and have him show us the latest fox trot, one-step or gavotte. Now if we can just get Mr. Schmidt to wear his own hat home and not appropriate Mr. Dewar's butter, we will all be happy.

F. B. Walker, superintendent of electrical construction, is now residing in Seattle, and Bah Jove, he's from Marion, too. As we don't charge anything for this free advertising of the county

seat of Lynn county we mention that Mr. Earling and Mr. Foster both worked there. I really don't know what the Lines West would have done without Marlon to recruit from. But after we have mentioned that E. McGuire, chief carpenter at that famous city paid us a visit not long ago, we will change the subject and talk about automobiles.

Two new menaces to public safety have appeared upon our horizon. One is the Dodge car, recently acquired by A. H. Barkley, and the other is the Saxon of Law West. It is getting something fierce, a person can't start across the street from any of the entrances of our building without some frisky car driven by a hardened Milwaukee employe nearly shearing off your toes, and if they don't run into you they look back at you with an "I'll get you yet" look. Our only comfort is in looking forward to reaching in the distant future that Haven of Rest where flies and flivvers are unknown.

Law is a most interesting driver. He has been keeping his Saxon in front of the Hippodrome and the other night he jumped into his car, slipped the lever into reverse and prepared to beat it home to Mrs. Law. Now, Saxons are very self-willed cars, and this particular one did not want to back up, but rushed ahead, nearly demolishing the Hip and scaring the occupants of the building nearly to death, bets being even as to whether it was the end of the world or the approach of the German army. We know a lot more things about this car, but we are not going to tell them; that is, we won't unless "Law" insists on our taking a ride in it. Then, if we ever return, we'll tell all we know.

Another exciting motor story which has been handed me reads as follows:

Saturday night (moonlight), a flivver, "Chuck" Finlayson, and Sunday morning, a demolished car and a broken nose on "Chuck." Everyone use their imagination and fill in the details. Maybe some day someone will learn to drive a car with both hands off the steering wheel, but to date I never heard of its being successfully done.

But we are getting altogether too frivolous, and will now discourse on more weighty topics.

J. H. Currie of the vice-president's office is unobtrusively wearing a new ring, which, we understand, is connected with the 14th degree, Scottish rites, recently taken by him. I am sure we all agree that the Masonic order used good judgment in selecting Mr. Currie for these honors.

George M. Rice of the engineering department has made application to the chief of engineers of the United States army at Washington, D. C., for service in France. We count on Mr. Rice to meet the kaiser personally at his first opportunity and adjust the difficulties of the nations without further bloodshed.

Chief Clerk McCarthy of the passenger department is taking a course in memory training. He has it down to a science now so he never forgets a face and names are gradually being added; therefore it won't be safe for the Red Cross workers to visit him twice for a contribution.

F. C. Dow of Missoula was a Seattle visitor last week, as was Herb Foster, chief clerk to Mr. Molchior at Port Angeles.

Roy Hayes, claim department, has a new green suit and it certainly is nifty.

We received a black hand notice to watch a certain cafeteria and see why Charles Winters ate lunch there every day, so we appointed Valentine Spies to do the sleuthing, but would you believe it, Val came back with someone else's hat, which he claims was left in place of his. What do you suppose is the matter? However, we DID find out that May 15th is Mr. Winters's birthday, but again we were fooled for we did not learn how old he was.

Two weddings in the same family were solemnized May 15th, when Miss Marjorie Wilson was married to Edward C. Valle and her father, James D. Wilson, division engineer, was married to Mrs. Anna B. Van Sandt.

President Earling has announced that as much as possible women will be employed on the railway to take the place of men who may be engaged in patriotic duties. Miss Ellen Gardner should be relieved to hear this as she was evidently expecting to go to the front. Anyway she

has been practicing rifle shooting in the privacy of her yard, the target being a large white cat who was making way with her baby chickens. After firing fourteen or fifteen shots with no results disastrous to the cat, she decided there must be something wrong with her aim, so she made a trip to Bellingham to see how it was done. Sometime we may tell you about a cat she did kill (almost).

"Us boys," said G. F. Wilder to me confidentially, the other day, naming three of his special cronies, "are invited out to the university for dinner at the Kappa Alpha Theta Sorority, and if they coax me real hard I think I will do the Charley Chaplin walk for them." Knowing these gentlemen as I do, I am wondering who had the best time, the girls or the "boys."

The O. R. T. are holding a convention in Seattle this week. Operators, operators everywhere and everybody seeming to be having a glorious time.

Does anyone want to buy a glass cabin launch? If so, call at 652 Stuart building. This is a new 6-h. p. launch, Fairbanks-Morse engine, electric lights, full equipment and a real bargain, but the present owner says he needs the money right now more than he does the launch. Therefore, what am I bid?

J. I. Dewar of the general superintendent's office is busy drilling with about fifty others of the Home Guards. We feel better now about the safety of our country if the regular army goes to France.

We do feel sorry for the poor correspondents who have to beg so hard for contributions. Of course, we Seattleites are an extremely interesting lot which helps some, and we don't have to prove this either, we admit it.

With these few words, and thanking you for your kind attention, we beg to be allowed to write

FINIS
(Until next month.)

Items from the I. & M.

Katherine McShane.

Operator L. Grau and family are spending a few weeks at the Pacific coast. Operator Ahern is working the first trick and Henniker is relieving Ahern.

Mr. and Mrs. H. C. Opie of Austin and daughter Helen leave today for a few days' visit with their son Harry at Madison, S. D. Mr. Opie has been on the sick list for the past three or four weeks and expects to come home fully recuperated to go back to his work in the Austin shops.

A pick-up train went over the I. & M. Division this week with Superintendent W. J. Thiele in charge. The different departments were represented as follows: Mr. Rodgers and Mr. Coles the locomotive, Mr. Kurzejka and Mr. Rice the engineering, Mr. Snell the car, Mr. Garvey and Mr. Leib the freight claim, and Mr. Carlson and Mr. McShane the road.

Boilermaker Milton Erickson of Austin has accepted a position as boilermaker foreman at Marmath, North Dakota. "Bill" leaves a great many friends at Austin who look for his success. His family will move out later.

Machinist J. McGuire, has accepted a position as foreman in the shops at Harlowton, Montana. He will move his family out to their new home in the near future. Good luck Mr. McGuire.

Shop Foreman George Hennessy of Austin went to Milwaukee to attend the funeral of Mr. A. E. Manchester.

A. A. Kurzejka, wife and son Marven leave tonight for a few weeks' visit with Mrs. Kurzejka's folks at Cleveland, Ohio.

Machinist Nels Nelson is the proud father of a baby girl, who recently arrived at his home.

Machinist Charles Holsten has a new Oakland. Charles has an awful time dodging the girls now.

Engineer Waters has been called to St. Paul on account of the death of a relative.

Machinist Helper H. Becker has been transferred from Madison, S. D., to Austin.

Machinist Alfred Williams will spend Sunday in Minneapolis.

J. J. Farly of the freight claim department, who has his headquarters at Austin, has been called to Milwaukee on business; he had just returned a few days from like business at Chicago.

Section Foreman J. Kvosnicka expects to spend next week with relatives at Hinckley, Minn.

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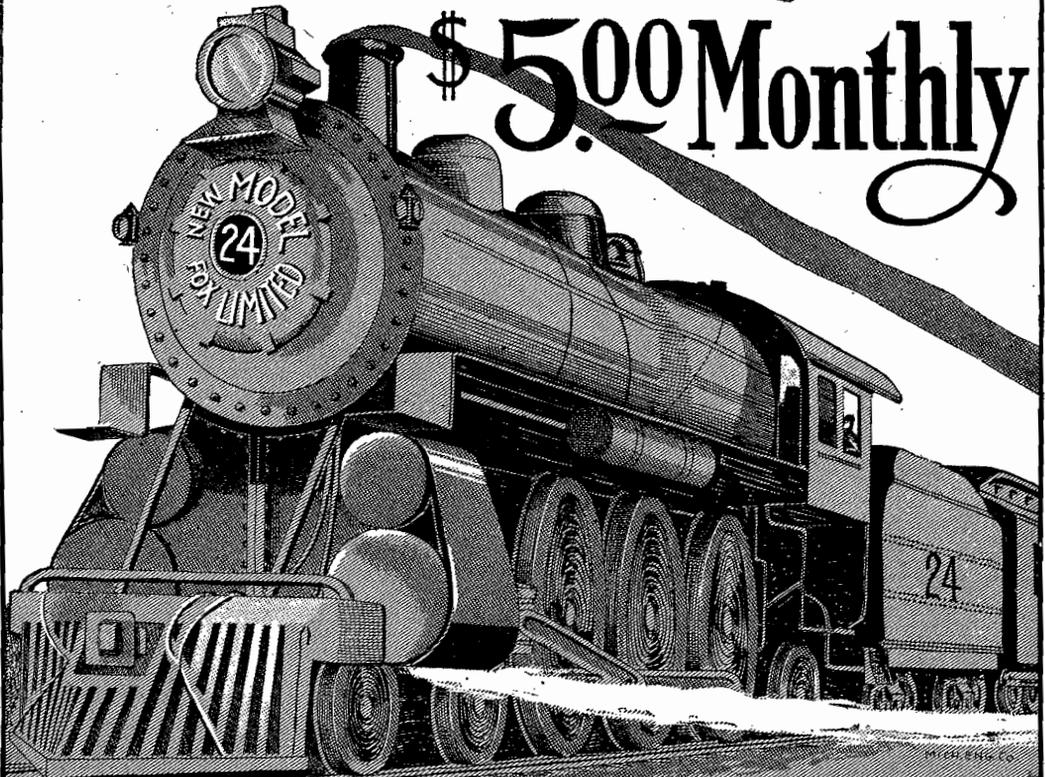
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GRAND RAPIDS, MICH.

Section Foreman B. Jim Deneen has been called to Chicago on business and goes there the early part of next week.

Roundhouse Foreman J. Opie of Aberdeen was in Austin recently visiting his father, Charles Opie, who has been ill.

Machinist Fred Lang and wife have returned from a business trip out west.

(Omitted from last time): On Sunday, January 21, 1917, Henry Dolly, engineer on the I. & M., died at his home in Calmar, Iowa. He began his work with the Milwaukee in 1871 and has been on the run on the Decorah Line since 1884. He is survived by his wife and six children. The sympathy of all is extended to the family in their loss.

Engineer S. Jones was taken ill at Calmar one day last week and had to be taken home. He is much improved at this time and no doubt will soon be out on his run again.

Section Foreman J. Lorkoski of Adams will spend Sunday with his folks at Owatonna.

C. & M. Notes.

B. J. Simen

J. A. Reilly, formerly clerk at old station, Libertyville, left for California, where he figures to work with his brother in some mining proposition.

Conductor John B. Filckenger passed away May 16th at Toledo, Ohio. He suffered a stroke of paralysis several months ago, for a while it appeared that he was getting along fairly well, then his condition again became critical. To know Flick meant that you were his friend, he was one of our finest boys. The sorrowing family has our deepest sympathy.

Agent John F. Miller of Hebron Tower was called to Chicago on May 17th to attend the funeral of a relative. He was relieved by Operator S. E. Bak.

Mrs. P. B. Pinney, wife of our agent at Solon Mills, passed away at her home on May 4th. Her health has been very poor for several years and for some time she was practically an invalid. Mr. Pinney has our heartfelt sympathy.

Mrs. James S. Lee, wife of Engineer Lee of Libertyville, has been quite ill but is now reported to be much improved but is still confined to her bed.

Jake Merriman, one of the oldest section foremen on the Milwaukee system, who has been located at Warrenton since the completion of the original construction of the Chicago Division, died at his home in Warrenton on May 17th. The company has lost a faithful servant and Jake's friends who are scattered from Chicago to the coast will hear this news with sorrow. The bereft family has our sympathy.

Miss Clara Cush, daughter of Roadmaster Emil Cush of Savanna, is visiting for a few weeks at Libertyville with the family of M. W. Spoor.

Agent Frazer of Healy has been appointed traveling Auditor, the agency at Healy is now open, C. J. Fisher of Rondout is in charge temporarily.

Conductor John W. Kingsley was absent from his Madison run for a few days. He was relieved by Ira Wybourg.

Brakeman Fred Lee and family of Delavan spent a few days at Libertyville on account of the sickness of his mother.

Robert J. Simen, formerly with the Milwaukee, and now with the Southern Pacific at San Francisco, Cal., visited for a couple of days with his brother, Ben J. Simen at Libertyville.

Now if any of you passenger men want a vacation, just put in your bid for we have A. J. Corbett, Earl Gladman and D. Judge Burlingame all dressed up in their new uniforms, all they need is a chance.

Mrs. James Jelley, mother of Engine Dispatcher Joe Jelley and Brakeman William Jelley, died at her home at Libertyville on May 6th. The sorrowing family has our sympathy.

Chief Clerk Herschill Bock of Rondout office has resigned to accept a position in the office of the Arcady Milling Co., our friend Matt Tritz stepping into the vacancy as chief clerk.

We are again without an agent at the old station Libertyville. The bulletin has not yet closed, therefore we are unable to say who will be appointed.

Roadmaster David Mau attended the funeral

of Section Foreman Jake Merriman at Waukegan, Ill., on May 19th.

Operator Calvin M. Reed of C. G. office, Chicago, with his wife, spent a day or two with relatives at Libertyville.

Herbert La Roy, formerly in the engineering department of this company, and son of Conductor H. A. La Roy, has received a commission from the government as captain in the army. This is very gratifying to the many friends of Mr. La Roy.

Conductors A. J. Corbett and J. J. Russ are now in charge of the Chicago Division way freights 91 and 92.

Motoring On the Milwaukee.—Up and Down Hill On the R. M. Division.

Mrs. N. B. Still

Well, I guess I am properly squelched for once, Peggy, and now it's my turn to go back to the rear of the room and keep still, and I am glad to do it.

Again Conductor Harry Thompson and wife have departed for sunny California. Harry said along 'bout the middle of April that we might not have any more awful snow blockades but he wasn't going to take a chance on it; and away they went.

Our old friend Joe Wright has returned to work some more from a trip almost around the whole United States. The first message he sent in on his very first trip said the car numbers were in place on his caboose yet, but nothing else was. I guess M. F. Elliott gave him an awful whack when he backed into Joe's crummy.

Our own little motor helper has gone away again. Some of the trains double now and some of them don't and sooner or later they all get to the top of the hump and sail merrily on their way west until something else happens. This has been the busiest little division on the whole system lately. The big hook arrived at the top of the hill and stayed there (except once, when Earl Wilson forgot he had it in his train, and took it as far as Martinsdale). If the snow melts as fast the rest of the month as it has the first part, the trains will have to go under or around the Rocky Mountain, because they can't get over it.

Bad washouts at Maudlow, Finlin, Sixteen Nathan and Bruno and extra gangs working day and night with work trains hauling rock, and the bridge crews on the job with all their men and tools.

It's Conductor Burrel now and also Conductors Jinkens and Burrows. Such a much business keeps all the regular men at work and some of the conductors are so bran new they can't just remember all the things they have to remember.

An eastbound freight with Cook and Jones aboard tried to plow up their part of the right of way around Moyne and the poles and trolley came down so fast they haven't stopped running yet. Six cars were burned and one or two stood on end awaiting the wrecker. Mr. Murphy was first, second and third trick operator and all the rest of the time shoveled water and with the assistance of several "mixed" extra gangs the wreck was cleared up about 1 p. m. and trains got by. Several linemen were sent from Butte on No. 16 and with their help and the regular trouble shooters, the trolley was repaired and everything got going good as usual again.

Engineer Charles Rader on a short lay off few days first of the month.

Miss Francis Peacock, second trick operator, Loweth, took a lay off for a vacation and "went an" took the measles. (My idea of nothing to do for pastime.) Before she "got 'em" however she spent a week in Great Falls visiting with friends and will make a short trip to Helena before returning to work. She was relieved while away for a few days by a Mr. Riggs, a gentleman of the old school, who has just returned to telegraphing after many years away from this work. He came here from Pueblo, Colorado, and is now night operator at Cardinal. His place at Loweth was taken by Operator Strinkens, who counts his money by day and dreams 'o nights of his mines, and what he is going to do with all the gold, his partner is digging out of them.

That nice looking sub-station operator on first at Loweth, taking Mr. McGill's place, went to Butte one day around the middle of April and

returned with a wife, a real Portland rose, whose other name was Miss Ethel Sundberg. Now they are snugly settled in the smaller of the bungalows at Loweth and "at home" to all their friends since April 25th. The strangest part of it is he who haunted the postoffice for a daily letter now sends someone up for the Butte Miner and lets it go at that. The R. M. Division extends best wishes and everything nice like that and hopes they have a long life of happiness. Wonder if the folks away from here know I am talking about "Dollar" Bob Ingersoll.

Number 62 and eastbound freight, Park, conductor, were both saved an accident by Operator H. C. Breckenridge and Agent Bizer of Loweth and Martinsdale, each of them discovering a dragging brake rigging and notifying the train dispatcher, who had the trains stopped and everything was lovely soon. I have been looking every train all over for six years to see something like that and couldn't find a dragging brake rigging, whatever that is, and then to have some one beat me to it.

We are very glad to correct a mistake made in the last month's number regarding the trip Operator Haggerty, on first at Harlowton, took back to Ohio. His mother was very sick but has fully recovered now and we regret that we were misinformed and stated that she had died. Here's hoping she lives many, many years more and won't ever be sick again.

L. B. Kay has been assigned to Agency, Fairfield, on the N. M. Division. George Redding to Forrest Grove. Peacock will soon go to Martinsdale. Agent Bizer to Suffolk.

Lineman Miller and Charlie Fisher, on a motor car, just west of Janney, narrowly escaped serious injury when their car overturned with them at a road crossing. Mr. Miller was taken to the hospital in Butte and found badly hurt, but is expected to come out all right in time. His leg was broken and head badly hurt. As for Charlie Fisher, he used to be an operator, and of course nothing much would bother him. He can still walk on one leg and see out of one eye and talk, so guess he will pull through. This is what some one told me, so don't tie into the division correspondent if you can't walk and talk and see now, Mr. Fisher.

Section Foreman Mossella's son Tom has gone to Harlowton to work for our old friend Alex. Francisco there. Alex. was a Loweth caller middle of the month and remembers when we used to scrap with each other because there wasn't anyone else here at the time to scrap with.

"Maggie" Magett is going to join the "war." He is going with those folks who don't have to be "just so fat, or so thin, or so tall," etc., otherwise he couldn't get there. He is expecting to depart for Chicago about the 20th, and we want to give him some kind of a party before he leaves, for he may not be altogether when he returns, always like to make folks feel cheerful when they start out on a trip to the old country. He says he can talk French with his hands now.

Operator Callaman and wife and little son are at Loweth, until Francis returns, Mr. Callaman working third, H. C. Breckenridge resigned.

Conductor Boyer laying off account illness of his wife, Conductor Hatton on 33 and 34's run, Conductor Allen off, Conductor O'Hanlon in Mr. Thompson's place on the same little trains.

Mr. Ingalls assigned to Agency Hanover on the N. M. Division and A. O. Grandier first trick Falls yard.

The extra gang at Loweth has been divided after some little delay owing to some of the folks being unable to speak Irish and the others only able to "make signs in the Turk language." But it's all over now and everything peaceful again. Nick Proto is foreman of the Turks and Fred Smith of the Greeks, and the snow is all gone and the "merry springtime has arrived," and somebody is making me a real sure enough garden, and all that seems to be lacking is the girl in the jade-green suit that "Peggy" is so worried over. Just what color is jade-green anyway, Peg?

The call to arms got "little Ray" Schlyer at Josephine, too, and he took unto himself a bride, also from the coast. We are unable to learn this lady's "other name," but they are happy as two bugs in a rug in the cute little bungalow at

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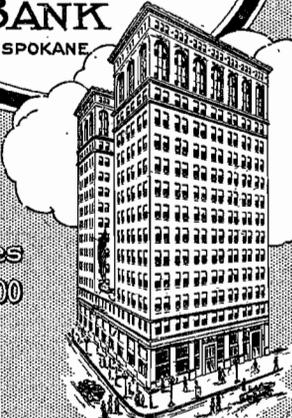
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If you live in or near Saint Paul you ought to be on the big interest payroll of the 44-year-old Merchants National Bank. Pay day comes four times a year—on the first of January, April, July and October.

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SAINT PAUL, MINN.

The Bank of Personal Service

Josephine, and Pat Lowney is raising a spud garden same as the folks at Piedmont, who expect not only to cut the high cost of living but to just "plum shoo it right off the map" as far as their vegetables go.

Second trick operator Johnson at Piedmont is filling his house full of bran new things, but not for a wife. His mother is coming out to keep house for him and he is happy thinking about the "cooking" he will eat and all the good things mother used to make along with it. First trick operator Dorner has moved his wife and little George out on his homestead.

Will the engineer, conductor, brakeman, fireman, car knocker, lineman, operator, train master dispatcher or superintendent who has my nice agate pointed stylus please bring it back to me? It's gone and where, oh where, nobody knows.

Jimmy Campbell is working the job at Lombard, while Mr. Kearby is out to Seattle and Mrs. Thompson from Butte yard is laying off, relieved by Mr. Sec. Mrs. Houston working nights at Nathan and Operator Collins second trick Lennep.

The electric signals went into effect between Ringling and Loweth "right now," at two o'clock p. m., May 18th, and the longer before they go into effect between Loweth and Lennep the longer the lady at Loweth will have a job (here), just found that out, in a letter to come on 34 and have been sad ever since.

But, anyway, I am going to eat that garden if I have to pull up my spuds and cabbages by the roots and take them along with me (wherever I have to go.) Do potatoes have roots. Suggestions will be gratefully received as to how one gets a piano out of a house which has been built around that piece of furniture. Should the piano be sawed in two or the house?

Wonder if I. A. B., who collects the "Scraps" from the west and remembers some time ago of that "fresh person" (yes, Peggy, I am still sitting down) on the Missoula Division remarking that I often handled the truth carelessly? Well, perhaps I didn't pay \$2.35 for my slippers then. (Don't believe her, she did, but she got them years ago, before the hi-cost of dancing went up.) Also when her shoe size was smaller, perhaps. Besides, there aren't any handsome unmarried correspondents and their wives won't let them have their pictures taken of those who are handsome and married.

Received a letter from some "unknown" way back in St. Paul asking if "I could let him know of any real wild place near here where he could live this summer." The very idea. Well, I should think not. There are enough half-wild folks around "these parts" now without bringing in any outsiders. What sort of a place does he think this is? Must have been reading the R. M. Division notes in the Milwaukee Magazine.

A solid train of silk consisting of twenty cars of the raw material, caboose and two motors (this far) passed over the division last week. This is the largest train of silk that ever went through this place and we were all out a-looking. No doors open and no locks unlocked, however.

I wish to add, as one last word, is Peggy expecting to buy herself a jade-green suit for the M. N. G. meeting on their trip around the Dells, and does she want a new pair of white slippers to take along with her? If she does I'll try and tell the plain truth (just for this once) and help her pocketbook out. Otherwise, I'll let you all think they were nicer than they really are.

Did you see Engineer Townsley since he tried hiding from the army and shaved all the hair off his smiling face? Well, words fail me, it's awful, as well and Engineer Barton's. No, I think he looks worse.

Around the Railway Exchange.

MoE.

When tardy spring finally arrived in Chicago it certainly was "all of a sudden," and with a good deal of a bang; two weeks ago the belated visitor landed on us. Foliage on our trees and shrubbery came out over night.

Have you joined the railway corps for service abroad? No? Then, perhaps, you've joined the Red Cross. No? Shame! There can be but two classes in the United States, under Old Glory today—Americans and traitors. Where do you stand? But what's the use of asking? We know. You are true to the land of your birth or adop-

tion. You are 100 per cent American. That's all.

Hats off, gentlemen! The flag, your flag and my flag goes by! All three arms of America's fighting force, the army navy and marine corps, soon will be represented in the war zones. American destroyers are already combating the U-boat menace in European waters, and Old Glory will soon be carried to the far-flung battle line in Belgium and France. That's the gossip "Around the Railway Exchange," in the Marquette building, at Fullerton avenue, in the station—yes, and every other place along the sovereign St. Paul.

President Earling, who made a two weeks' trip to the North Coast country, returned to the city late in the month. The "vacation" evidently did him much good.

Mrs. Selma Taylor, wife of John W. Taylor, assistant to the president, died May 1st, at her residence, 910 Glengyle place. She had been ill for several weeks. Funeral services were held at the residence and burial was at Dubuque Ia., Mrs. Taylor's old home.

George J. Consigny, veteran of the civil war, and for many years insurance inspector, "crossed over" on May 10th at his home in Cedar Rapids. He had been ill a long time. A widow and several sons and daughters survive.

C. A. Goodnow has been away from his office for a long time. He is busy in the North Coast country.

Frank Kirkland has had part of his vacation. He lives in Elgin and moved late in the month. Hear what he says: "War is supposed to have terrors even for a man who has moved five or six times. It isn't possible. I know."

Some one in Mr. Whipple's office is very happy these days. Yes, it was supposed to be a secret. I don't want to mention any names, but Miss Anna Fahrenbach, every one saw that spark the very first day you wore it. Sure it is a beauty. But who is the lucky—well, you know.

Mr. Saida again speaks on the high cost of living. Says he: "If this country wastes \$700,000,000 worth of food a year it is plain that some better cooking will come out of the war and the next generation will be better, far better fed, and in consequence better looking. Thus Mars becomes the servant of Venus. Mr. Saida has promised his famous recipe for pie crusts for the July number. Let's sit till then.

W. B. Dixon of St. Paul was in town a few days ago. It's a rare treat to have W. B. with us. His visits come like an oasis in a desert, it seems. What a pity the world hasn't more fellows like our friend from St. Paul.

Horace W. Griggs, recording inspector and Milwaukee shops correspondent, happens to be a member of the Veterans' association. I tell this merely to let you know that he has seen a few summers—also several winters. But there's a spring in his step and a twinkle in his eye (not sure which one) that gets the ladies, girls, I mean. For seven minutes last week he lingered in a twelfth floor office and the whirr of the typewriters stopped. Yes, sir; and some of the stenogs really wanted to know where he bought his flag, his everything else. They're always glad to see him come, sorry to wave adieu. It's one of the penalties of being popular.

Joseph Caldwell made a flying trip to the bedside of a dying aunt a few days ago. Many of Caldwell's days of real sport, in the age of "When a feller needs a friend," were spent at her home. We love Joe.

Who is not with America is against America. Those who are not with us are against us. Watch out for traitors!

Notes from Marion Roundhouse.

Edward Griffiths.

Machinist John Law had the misfortune to catch the first finger on his right hand in the belt of the lathe, breaking it and injuring the others.

Engineer Edward Packard, who has been on the sick list for the past few months, is again on the job.

Machinist John O'Leary is a new name on the pay roll.

Engineer Frank Keith, Fireman Earl Townley and Machinist Helper Wear Lake have all asked for passes to Lake Okoboji. We all expect to get down the cost of high living the next few weeks, eating fish.

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Boilermaker William Clark is taking a trip to Great Falls, Mont., looking over the country with the expectations of going farming.

Fred Riemer, carpenter helper, is visiting relatives in Paducah, Ky.

Machinist Roland Brouard is visiting friends in Omaha and Des Moines.

Boilermaker Harlan Briggs is again back on the job, filling vacancy caused by Boilermaker McDonnell going to Perry.

Several of our "boys" have joined the army.

The "Jitney Car" has again arrived on the Monticello and Calmar run, which was too much for Engineer Hanner, and he gave up the run to take a pool job out of Perry. Engineer James Anderson has tackled the job.

Boilermaker Helper Ray Harlan made a trip to Chicago.

The summertime has at last arrived.

Business is good.

We don't talk war.

Everybody busy.

Pebbles From the Musselshell.

Grace Hardman.

The Carpenter Creek Mine has closed for the summer.

It is reported that Engineers Goslin and Halversen are in the Miles City hospital with typhoid. Mrs. W. B. Goggins and Lucille were shopping in Miles City the middle of April.

Agent George Hayling of Melstone is still in the hospital at Miles City. We all hope he will soon be able to be around again.

Mrs. Robert High, wife of Switchman High, of Melstone, took in the big dance at Miles City the fore part of April.

Charles Metille, car repairer at the Carpenter Creek Mines, had the misfortune to smash his finger.

E. B. Perry, former agent at Melstone, is taking Agent Hayling's place during his illness.

News is rather scarce this month, as no one handed the correspondent any. Please send or hand in all the news you can, so as to make it interesting for all.

Conductor G. T. Young is taking a few days lay-off and is out on the ranch.

Brakeman C. Maun is out of the hospital, where he has been confined with pneumonia.

Conductor C. H. Slagle is back to work, after a few weeks' illness.

Miss Hazel Jones of Black River Falls, Wis., is visiting with her sister, Mrs. C. H. Slagle, of Miles City.

Conductor J. Casey is at work again, after spending the winter on his ranch.

Conductor Douglas is on 97-98 in place of Conductor Kelly, who is wearing the brass buttons for a few days.

Agent George Hayling is out on his farm resting up after a very hard case of typhoid.

Mrs. John Oster, wife of Engineer Oster, is in the hospital at Miles City.

Mrs. Chester Ellingson, wife of Conductor Ellingson, died at the Miles City hospital the fore part of May. Mr. Ellingson has the sympathy of all the boys.

Walter Noble is back on the job again after an attack of typhoid.

Mrs. Lew Jones was in Miles City a few days the fore part of May.

Mrs. William Almuist, wife of Engineer Almuist, is visiting in Minneapolis and Kalamazoo.

A. W. Parnseau is back in the roundhouse after a winter's vacation.

Mrs. Charles Lang and children of Malden, Wash., visited a couple of weeks with the correspondent.

Ben Goggins, our popular young clerk at the roundhouse, is driving a Ford around. Look out, Ben, you don't run her in the ditch. Mugsy McGraw has the night pusher at Melstone now.

Andy Dreese, our switchman, is laying off, and with his bride are living on their homestead. Andy says he likes the farm fine.

Mrs. Claude Watkins, wife of Conductor Watkins, of Harlow, visited with her sister, Mrs. William Mueller at Miles City and friends at Melstone.

Brakeman George Appleton laid off and spent

a few days on his homestead near Baker the fore part of May.

Spring is here at last after a long hard winter. The grass is green and things look fine in the Musselshell Valley. Every one is putting in all the garden that's possible, some of the boys are turning their lawns into potato patches.

Illinois Division News.

W. C. Head.

J. Magistrally, agent New Lebanon, absent for two weeks, relieved by Fred Wickler.

Telephone Maintainer Hy Flint has recovered from an operation. After a two weeks' absence he is again hitting the high spots over the division.

S. Sullivan, agent Harper, is a Michigan visitor. Floyd Sullivan acting as agent there.

Agent P. Harrigan, Lanark, on a two weeks' vacation, relieved by H. Bohr, who in turn was relieved by Giddings at Lanark, third trick.

C. Sach has been promoted to section foreman at Harper.

George Cunningham, formerly with the signal gang, is now acting as helper to Maintainer W. J. Swan at Lanark.

William Brady, fireman on the Elgin pusher, is back from a two weeks' recuperation, but is just as cranky as ever.

Marcus Simons, conductor 35 and 36, was taken seriously ill at Davis Junction with stomach trouble, relieved by H. E. Wheat.

Frank Channing, milk conductor, away on his vacation, relieved by J. W. Kelley, who was relieved by Charles Southard on 35 and 36.

E. C. Miller first trick Operator Kirkland relieved by B. Kickler for one week; Nicely relieving Wickler.

Agent Shannon away for few days, Fred Wickler filling in the gap there.

Operator Lamoreux relieved Operator Bowman at Red Barn one week.

C. H. Kuntz, first trick operator Elgin, relieved by Fred Wickler for a day while away attending the Traveling Passenger Agents' convention at Springfield.

Operator Kimberling, third Savanna yards, off on a ninety day tour, H. E. Coyle receiving the job on bulletin for that period, Coyle being relieved at Fox River tower by J. Paughn.

Our general baggage smasher at Elgin, R. E. Aldrich, having been promoted to operator Hampshire, was relieved by George Hatchel, a real live baggageman. Ever see one? Come to Elgin and take a peep, he's really alive and attentive at all hours of the day.

The Yankee Robinson Circus played Elgin May 5th, coming over our line from Mendota, Ill. Did we see the show? Well, I guess we did. Thanks to Mr. C. S. C., who never seems to forget the small details.

Conductor Gregg, with work train cleaning up the division, under the supervision of E. O. Buffmire, roadmaster the old division is sure getting a cleaning from all reports just in.

G. H. Lane, second trick operator Davis Junction, assigned to the extra work in dispatcher's office at Savanna during the summer.

Should anyone be wishing to know, Miss Bernice Brennan is the new clerk at Davis Junction.

Conductor Lyons, May 15th, had a special train Chicago to Marion, destined San Francisco, with party of 99 Jewish people who, it is reported, are enroute to Russia via the longest way, account of the submarines.

Granger Smith of Mr. Whipple's office, having been promoted to the general "?", darn it, I can't think of it now, has moved his effects to Chicago, account of his having to be on the phone most of the time while at Elgin. What's the matter, Granger, is the Elgin service so poor?

Conductor John Ryan on the sick list with M. F. Coyle, of the night pusher at Elgin, in his place.

Lineman Claud Burrows looking rather peaked, account being operated on May 17th at Elgin.

Bert Wickler working second trick Davis Junction, in place of G. H. Lane, L. J. Nicely taking his place at Kirkland.

North La Crosse News.

H. J. Bullock.

General Yard Master C. A. Bush entertained his brother-in-law, Mr. Haylock of Stoughton May 5th to 7th.

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Your business appreciated be it ever so small

Master Painter Fred Itelboldt was a business visitor here May 9th.

Section Foreman Joseph Schmelzer gave us a pleasant visit May 8th, while enroute to Cashton. Joe left two "bones" with us to cover membership in the Veterans' Association.

Telegrapher F. W. Kruger was absent April 29th and 30th. Relieved by E. S. Manning.

Roundhouse Foreman H. M. Hauser attended the funeral of the late A. E. Manchester, May 5th.

Bridge Inspector E. Bock transacted business here April 25th.

W. H. Penfield and Superintendent J. W. Stapleton made an inspection trip from here in business car 333 April 26th.

The River Division Items.

H. D. Witte.

Joseph P. McGuire, formerly engineer on the C. V. Division, died at his home in Chippewa Falls, Wis., Saturday, April 28th. Many engineers from the different cities were in attendance at the funeral, which was held May 2nd. The employees of the River, Wabasha and C. V. Divisions extend condolence to the afflicted family.

The annual inspection on Wabasha, River and C. V. Divisions was made May 9th, 10th and 11th, by Superintendent W. J. Thiele, Trainmaster Johnston, A. O. Willoughby, D. F. A.; F. H. Rodger, M. M., and Mr. Alexander, signal inspector.

D. D. Collins, F. C. A., of Aberdeen, is attending to the company's legal business at Wabasha, Minn.

Just let us give you a queue upon how to show your ability in military training and show it to the best possible advantage. Yes, there's no doubt that you all know our dignified and genial roundhouse foreman, John Fleming. Well, to make a long story short, we wish to say that on one fine morning the city of Wabasha's fire department was called to "extinguish" a fire which had started on the west side. But, as soon as John heard about it he called forth his "minute men" and told them to be ready in an "hour"—with "hose and everything." Leave it to them, they had the fire under control in no time and now, if you have not already had the pleasure of having Mr. Fleming's acquaintance, just ask for his card with full information and probably his—photograph—R. H. F. D. (Round House Fire Department).

E. W. Dutcher, formerly agent at Lake City, now retired, made this office a call and:

It sure was a pleasure,
And like days of yore,
To see Mr. Dutcher
Step up to our door.
The same old E. W.
As of years in the past,
A friend worth while having,
From the first to the last.

Mart Monahan, F. C. A., of Minneapolis, made a "strictly business call" Monday, May 14th. Settling claims for the company.

Notes from Milwaukee Terminals.

O'Malley.

The best argument against "Liquor" is an apology for its use. "Our doubts are traitors, and make us lose the good we might win by fearing to attempt."

The young ladies of the local freight office, in charge of E. Ross, have organized a bowling team with the following prize bowlers as members: Misses Edna Rice, Lottie Tylicki, Theodora Mucha, Bessie Smith, Gudrun Larson, Miss Garrity and Miss Adaline Kahn; the boys who won from the team, under the leadership of Ed. May of Chicago, had better look to their laurels, as they may expect a challenge in the near future.

Miss Claire Spanner of Mr. Miller's office is sick at the hospital; we sincerely hope that she will soon be fully recovered.

We have it from good authority that Miss Edna Rice is spending considerable time in earnest consultation with her dressmaker, about white dresses, veils, etc., with orange blossoms as decorations; we all wish you the best of luck, Edna.

We extend our sympathies to Miss Bessie Dowling, who lost her mother recently.

A certain young man in Mr. Hinsey's office seems to be very popular with the ladies on

Grand avenue during the lunch hour, as we recently noticed the great number who had a pleasant smile and word for him and they were all good looking girls, too. You had better be careful, "Cupie," or one of those beauties will have you "roped and hog tied" before you know it, then they will stick a brand on you and there will be one "maverick" less running loose, and you will have sung that old familiar song, "Good bye, boys."

Here's another one, Yardman John Budisch has decided to throw off the cloak of "bachelorhood" and take on that of the "benedict." We hope, John, that you are not taking this step to avoid the war, because, according to some people, "Sherman's definition of war can be applied to both."

And still they come; really spring time is nesting time for all. We are advised that Yardman J. W. (Herman) Regan, is making a very close study of the furniture and carpet displays. Of course we don't know why, but "Herman" is acting rather mysterious.

We are glad to announce the arrival of a nine and a half pound boarder at the home of Foreman Art Reiss. Everybody well and happy.

Spring is here, and with it are great talks of gardens, fishing, etc.

Yardman D. D. Sherwood and Mrs. Sherwood are spending a few days at Star Lake. Dan says just to visit friends, but we have an idea that some of his friends are going to lose their happy homes in the waters of the lake before he returns.

And now come the farmers: George Morgan and Grandpa Hammerer are raising potatoes at West Allis.

Yardman Len Rurgerson, "the right bower to the genial Nels at the Canal," reports crops doing fine at Eagle, Wis. From all reports "old H. C. of L." is going to get some very hard jolts from our boys before this season is over.

(With apologies to Luke McLuke.) Waterloo, Wis., is certainly a live town, if you don't believe it go there and "C. A. Deadman," who runs a veterinary hospital and a good one.

La Crosse Division Doin's.
Guy E. Sampson.

Engine Dispatcher William Wilson of Milwaukee is wearing a smile that won't come off and all because of the arrival of a granddaughter at the home of his daughter, Mrs. George Strodtthoff of Markesan, Wis.

The switch engine has proven a great help at New Lisbon, both in keeping the yard cleaned up, and saving incoming trains from being held longer in service weighing cars, besides saving much delay to La Crosse and Wisconsin Valley Division passenger trains that exchange sleepers and coaches at that place.

Trainmaster B. H. McNaney and Chief Dispatcher A. S. Wilson both took several rides over our division on freight trains this month looking after the improvement of the service. A general effort is being made by both officers and employees to get trains over our division on the new twelve and one-half mile per hour schedule. Our way freights have been running extra as patrol trains, making a test of the number of miles that could be covered in the eight hours. All are anxiously awaiting the time when everything will be straightened out and all running smoothly again on schedule time.

Engineer John Wind has been in La Crosse this month looking after the property left him by the death of his father last month.

Conductor Hay Long and wife visited at Beloit, Wis., this month. After their return to La Crosse Ray went after some of the speckled beauties and as usual got the limit, and all so large, too. Leave it to Ray to go where the largest trout are.

Operator Robert Williams, better known among the boys as "Sleepy," was in La Crosse between trains one day this month.

Art Bernie, operator at Tomah, is again getting to be a regular La Crosse visitor; can't say why, but we see him here quite often.

Conductor P. Hollinshead has moved his family to New Lisbon, where he will take a position on the switch engine.

Conductor Henry Sprague of Portage has moved his family to Watertown, where he will take charge of the work train for the summer.

A meeting was held at Portage, April 25th, to discuss the proper handling of freight. A goodly



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Spokane		Washington

number of officials and employees were there with suggestions on how to improve the service. While a great many of the ideas have been up for consideration before, many new ideas also were discussed and no doubt much good will come from the meeting. All those present were very enthusiastic in voicing a desire to not only help the "Milwaukee" keep up her past record for service, but also to help improve on it, if possible.

Conductor M. A. Cross is at present in charge of the switch engine and crew at New Lisbon.

Conductor Jerry Lynam, who has been on the Watertown-Madison run all winter, has been displaced by Conductor Alvie Russell since the eight hour concession made it a better money job. Jerry is back on the 0874 caboose with his same old luck in catching time freight runs.

Engineer J. J. Murphy, who has been on the Sparta helper engine nights for several years, has taken the way freight, displacing engineer John Schweikert, who is now on the day helper in place of Frank Steele.

Engineer F. Steele is laid up at his home at Sparta with a serious attack of stomach trouble.

Engineer Chas. Pierce and wife visited in Chicago a few days this month.

Engineer Carl Bloom has just returned from an extensive trip through the southeastern states.

Night Yardmaster William Stafford and wife of Portage are enjoying a visit in Missouri, near St. Louis.

Brakeman John Malay, while sitting on the hotel porch Sunday, May 6th, noticed smoke coming from the bridge covering the new subway at Portage. He at once took a pail of water and fairly flew to the place of the fire. Only a few trips were needed to put out the fire, but had it not been noticed for some few minutes great loss would have occurred before the fire could have been put out.

Yardmen Maloney and Clemmons had a narrow escape while riding on the footboard of their switch engine in Portage yard and a defective rail, derailed the engine. While both men were somewhat shaken up no bones were broken and both will be back on the job soon.

Passengers passing Sparta all notice the American flag waving from a fifty foot pole placed on the company's water tank, and yet none knew that the employees of the Milwaukee at Sparta, wishing to show their patriotism, decided to get a purse together and purchase as large a flag as the purse would buy. Within a few hours every employee had given his mite and the amount of \$10.00 was what they found they had for the purpose. The next day employees placed the flag where it can now be seen for miles around.

La Crosse Division employees are in hopes that the twelve and one-half mile freight train movement will bring back some of the business that has been going by way of slower divisions than ours. Very few cases of overtime on the La Crosse Division. Our employees all are of the opinion that the best cure for car shortage is "Ship via the La Crosse Division and get quick service."

Conductor F. H. Varney has been at Prairie du Chien a part of the month taking baths. O. Zoltner running 587 and 598 in Varney's place.

William Blau, fireman on the Watertown-Madison run, has purchased a new Saxon 6. It's a comon sight to see "Bill" stalled on some main thoroughfare of our capital city, moving all the levers that will move, and wondering why the thing doesn't go.

Captain Lee, engineer on the M. & W. branch, was called to Chicago the first week in May for examination to qualify as an officer in the Engineers Reserve Corps.

On the evening of May 4th the crew on the Watertown run, upon arrival of 423, took a hasty "bite" and hastened to the Park alleys with the intention of giving the Portage branch run boys a good beating, and win a fine supper. But at the end of the third game Pedder's "Colts" had given Blau's "Tigers" a trimming to the tune of 2265 to 2119, and the Colts "fed" at the expense of the Tigers.

Mrs. G. D. Carney and daughter of Portage visited Mr. Carney at Tunnel City, where he is acting as relief agent.

The mayor of Raymore, operator Pat Cull, was absent a few days this month on account of visiting his aged mother at Waukesha, Wis.

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

Or will you be forced to stay at home?

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

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

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

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

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Capital, \$6,000,000 Surplus and Profits, \$2,500,000 Deposits, \$50,000,000



Depot Master Solvig and party of Milwaukee took a fishing trip up the W. V. Division. A fine place to go and forget our troubles.

Conductor Roy Young has resumed work after a couple of weeks forced vacation on account of blood poison in his hand.

Albert Frederick, section foreman at Sparta, was peeved because we did not have anything in the May issue about him. Can't help it if he didn't do anything worth mentioning.

Three crews have been put on the way freights on the West Division. Conductor L. Daniels makes a round trip from Lax to Tomah and return daily while Conductors Carleton and Wyman work between Tomah and Portage.

Thanks to the Kansas City Division correspondent for letting us know that our Superintendent J. A. M. visited on their division last month. You see things are running so smoothly on the La Crosse Division that unless some one gives us a tip we never know when one of our officials is absent. However, we are pleased to learn that Mr. Macdonald did take that much needed rest from his office.

A silk special of 21 cars passed over our division May 14th, and it made us think of the days when Josephine used to report all of the silk specials and wonder who got enough of the real article to make a silk dress for the M. N. G. convention.

One cannot help but notice how earnestly employees have taken hold of the railroad officials' offer to use right of way for gardening. All along our division, wherever the land is suitable, it has been plowed and planted.

Engineer Charley Dullea has taken the La Crosse lay over way freight, displacing Murphy.

Upon the arrival of a daughter at the home of R. Linsteadt, Milwaukee, Engineer E. Pedder became one of the proudest granddaddies you ever saw. Only baby on earth, so Ernie says.

Portage employees, or rather all employees living at, or running into Portage, are waiting for the flag pole to put up their national colors. The pole, which is to be 65 feet above ground, will be placed on the new park site just west of the passenger depot. This is an ideal spot for it and will help make the new park look more patriotic. The money to buy the flag was given by employees, while the flag pole is donated by one of the officials of the Milwaukee.

Chicago Terminals Items.

Catherine M. Burtel.

William Lempke, chief inspector at Union street, is proud father of a bran new boy, who made his first appearance a few days ago. Bill says it looks exactly like him, but we told him not to worry as the child would probably out-grow it.

Engine Foreman Thomas Siedel and James Dunlap, Division Street District, have been appointed night yardmasters at that point, viz: Yardmasters Tarnow and Kyte, assigned to other duties. Tommy will make things hum around Gander Bay with little Jimmie's assistance.

Second Trick Operator C. E. Sturgis, Galewood Transfer, has been absent several days on account of serious illness. Operator Earle is pounding the brass in his absence. Hurry back, Charlie.

We understand bill clerks Helen Murphy and Clara Alderson are thinking of enlisting in the Red Cross work soon. Suppose if they do there are several male clerks at Galewood who will join the army and possibly some ball players we know. You have the right spirit, girls.

Froggy Howard is getting his baseball team in shape again and we s'pose there will be some warm games this summer. Time Card Willie Whitmore has accepted the office of official umpire, so there will be nothing to worry about on that score. Bo Radke, I think, is the official pitcher, and he has several recruits in training. Am not able to advise as to the complete lineup, but I hear Charles Shoptow is the backstop.

Switchman J. C. Hoffer, wife and children, are visiting relatives at Detroit, Mich.

Switchman C. C. Yeager and wife were called to Waupaca, Wis., May 16th, on account of the illness of a relative.

Oscar Schilling has been appointed coal shed foreman at the Western avenue coal shed.

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C. M. & ST. P.

Operator N. T. Sharman is rustivating on his farm in Michigan; M. Montez taking his place at Western avenue.

Switchman Byrd Miller went to Omaha to meet his wife, who has been visiting in the west for some time.

Mrs. J. R. Getten, wife of Switchman Getten, is visiting relatives and friends at Battle Creek, Jackson and Detroit, Mich.

Switchman John Curry was called to Cincinnati on May 18th on account of the serious illness of his sister.

The boys at Division street extend their sympathy and good wishes to Hamilton Mckay, who will soon venture forth upon that turbulent sea of matrimony. Good luck, Mack!

It has been rumored that C. Hobart Fesler will spend a week in Denver for his health. From past vacation performance would suggest he remain at home if for that purpose.

G. L. Thomas, “president.” Such was the inscription printed on Mr. Thomas’ monthly ticket. As Lou is a deserving employee we do not believe this honorable title was bestowed in vain.

Summer has come. We are sure of that for Agent Scharenberg retires weekly to his favorite haunt, Fox Lake.

The “Goose Island Quartette” rehearses daily, much to the discomfort and suffering of fellow employes. However, this is endured because of a possible improvement which will, do doubt, put Division street on the map.

Bessie Roderick, Laura Woolnough and Alys Dixon, clerks in General Foreman Lundburg’s office, spent a day at Edgebrook recently “gathering flowers,” so we have been informed.

Switchman Fred Fredericks and wife were called to Kirkland, Ill., May 16th, owing to the death of Mr. Frederick’s mother.

Mrs. John Knudson and daughters, Gladys and Irene, of Madison, Wis., spent a few days with Switchman Knudson.

Switchman J. H. Rogers has been granted a leave of absence and as usual is spending his spare time at Fox Lake, Ill.

Clerk Julius Ciecienski, clerk in Superintendent Rupp’s office, who has been off for a few days on account of illness, has returned to work feeling better than ever.

Tacoma Items.

F. J. J. Kratschamer.

Thanks for those very kind words, I. A. B., of Scraps from the West End.

Yes, we have planted a garden, and we are also very proud of it. While we are not figuring very strongly on winning the grand prize offered by President Earling in last month’s issue, we nevertheless feel that we would have a pretty good chance at a prize for planting “the most in the smallest space.”

If Fred Beutel doesn’t bring us a Gato pretty soon it will be our sad and solemn duty to write him up in the Magazine. Fair warning.

Earl Broadwell has a new watch, and his pocket is almost worn out.

Thus far we have not had the pleasure of meeting the editor of the Magazine, although we have had some “very close calls.” Last fall while we were back east on a visit, Mrs. Kendall was out here, and early this spring Mrs. K. got as far as Seattle and called us over the phone.

Harold Brautigam’s machine took first prize in the baseball parade on opening day. A miniature likeness of Derrick X 21 was tied on the hood of the machine and from the crane of the derrick was swinging a pair of mounted wheels. The sides of the machine were decorated with the Milwaukee signs and colors. Those in the machine besides Mr. Brautigam were Misses McCarthy and Gorman, and Messrs. Mason, Johnson and yours truly. No wonder we took first prize, eh, wot?

George Pyette, chief clerk, attended a special convention of the Knights of Pythias last month in Spokane.

Our old friend, J. E. Brady, just dropped in while we were writing these notes, and took his customary place in the chief clerk’s chair.

Perley Horr has been acting as wrecking foreman at Tacoma shops for the past two months.

What do you mean, Mabel, by “try that self-starter again?” We don’t know what you are driving at, but if said parties who do the talking

wouldn't be so afraid of their names, the party at store department might know who to call for. What makes a fellow say "Hello, Bob, how are you?" and then rush off before you have time to tell him?

Harold Rector has taken charge of the office boy's duties, and Andrew Van Haltren is helping out on inventory.

F. A. Kemp, roundhouse foreman at Malden, has been transferred to machine shop foreman at Tacoma shops.

Charley Sandberg of Mr. Zilley's office is now chief clerk to the general foreman.

Lowell Sargeant is now Mr. Zilley's assistant.

Mrs. T. J. Hamilton recently underwent an operation in a local hospital, and at the latest report was getting along very nicely.

Why if it that a fellow gets "so nervous" just before his wedding day? Shortly after J. V. M. left us we discovered some of the "grave" ones he had made. One was where he had checked an invoice for white lead against charcoal. Didn't think that it would make a person color blind.

A certain shop man recently asked Alexander whether he would have to go to war. "No," replied Alexander, "you don't have to go. Uncle Sam wants brave men, not slackers, like you."

Elsie Keppler is off on her vacation. We didn't get particulars.

Several of the boys think that we should have one day off each week to tend to our gardens. Not a half bad idea.

T. J. Hamilton and Harvey Snyder are the 105 degree fans of the mechanical department.

Engineer Buttorf is back on the run again.

A. C. Beinert has returned from Milwaukee, where he has been undergoing treatment for his eyes.

Richard Dick Dunwoodie missed his calling, he should have been a school teacher.

Walter Johnson dropped in on us one day from the north. Walter is getting along fine with his kinder garden.

Dad Marvin came to work one morning "all spruced up," and he solemnly declared that he was home the night before.

Here is a good, true story: Joe Smith was pounding a nail in with a flat iron. His wife caught him in the act and said: "What do you mean pounding a nail with a flat iron? Use your head."

Since the last issue of the Magazine we have celebrated the announcement the wedding and the chivaree of our old chum J. V. Miller. Yes, Viv was married to Miss Ruby McRae on Wednesday, May 2nd. That night the happy couple made a hasty trip to Seattle on a late train. We will not attempt to tell the reader what all happened up to this time, but we merely wish to tell Viv not to be so sure next time that we will not get him. Mr. and Mrs. Miller will spend a month visiting in Duluth and Two Harbors, after which they will be at home at the Van Noyes Hotel.

Norman E. Shultis of Deer Lodge has accepted a position in the store department, vice J. V. Miller. One of the boys recently asked us whether Norman had decided yet whether he would stay or not. "I don't know, why?" "Well, he hasn't taken off his cap since he has been here."

O. C. ("Doc") Finley has resigned as machine shop foreman to accept a position as manager of a canning concern at Auburn.

Miss Enola LaMar has resigned her position in the general foreman's office.

A squirrel recently chased Earl Broadwell as he was going home through a park.

M. A. Lane of the shop order desk is now selling Maxwell cars. Fred Beutel is his successor.

Fred Lowert and Frank Buchanan drove in on May 1st, just to let us know that they were not snowed under.

It was our intention to give Earl Broadwell a nice write-up this month to square ourself for the few "digs" he recently got. Yes, we were going to tell the boys how he won the gold medal he is wearing, by writing 60 words per minute for 10 minutes on a typewriter, with less than five errors. But since Earl wore that green suit and extra green hat to work one morning, we have changed our mind.

"Ten new gondola cars per day," is F. D. Campbell's slogan, and say, maybe you think things are not humming around the car department these days.

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"A Little Moonshine from the S. M. West."

J. W. Malone.

As we are writing this we learn that our noble correspondent of the "S. M. East" has taken up the sword in the defense of his country and joined the company composed of the Milwaukee road's very efficient men.

The congratulations of the entire division are extended T. P. Horton, and may he return to us in the best of health, wearing the shoulder straps that the great U. S. Grant discarded when he took the president's oath of office, and while he is over there we want him to remember the "Emerald Flag" is still nailed to the mast on the S. M. West.

Conductor F. L. Winesburg has been laying off the past few days due to an attack of the rheumatism.

A. B. Hughes, clerk at the Madison roundhouse, is taking treatments at the Heron Lake, Minn., hospital for rheumatism. May he soon be in the best of health.

We have a new man at Lakefield, night, as operator; B. C. Walridge from Alpha.

Cashier Roy Jones, Madison, has taken charge of Hayward station.

George Stevenson, formerly of Sioux Falls, is installed as the new cashier at Madison, and has moved his family to Madison.

We have a new man as bill clerk at Madison, Joseph Zuroskey, formerly helper at Wentworth. We believe that he will make a noble helper for Agent Bucklin.

Russell Franklin, formerly bill clerk at Madison, laying off visiting relatives at Austin, Minn.

A. P. Anderson, agent Wentworth has been appointed agent at Artesian, S. D. Vice-Agent West to Egan agency.

R. F. Gunderson, one of the old S. M. boys, was an Egan visitor the past week.

Agent G. B. Turner, Fulda, is attending to official business at Seattle the present month, relieved by Relief Agent Alderson.

On May 6th Owen D. Theophilus, one of our efficient agents now located at Egan, sprung a very happy surprise on his many friends when he was married to Miss Cathryne Williams at

Howard, S. D. The congratulations of the entire division are extended Mr. and Mrs. Theophilus, and may their wedded life be ever strewn with the "roses of health," and their companionship be one of everlasting happiness.

Brakeman Paul Cooper, Madison, is now with the N. P. at Great Falls.

Brakeman A. T. Westby is visiting relatives on the coast this week.

Fireman Clifford Hill, Madison, is now with the N. P. at Great Falls. The boys report a rushing business.

That the fish are biting in Lake Madison is but stating it mildly. You don't even need a hook to get them. All we do is to put a pail in the lake and bail them out. For further particulars ask John Lang and Harry Ople. They hold the record with thirteen perch weighing twenty-seven pounds.

Dubuque Division Notes.

S. A. Gobat.

John Tully, one of our prominent young machinists, and Miss Mary O'Rourke, were married at the Holy Trinity church on May 1st, 1917. The Magazine and Jack's friends join in wishing him and his wife many years of happy wedded life.

Car Foreman C. S. Swaby of Sioux City, was a visitor at Dubuque shops during the past month.

Herbert Breitbart, clerk in the store department, spent Sunday, May 6th, with home folks in Balltown, Iowa.

Machinist Apprentice Leo Jungbluth spent a few days visiting friends in Prairie du Chien.

General Foreman F. P. Miller was a caller at Dubuque shops during the past month.

The machinist apprentices of Dubuque shops gave a dance at the Eagle's ball room on April 18th. There were over eighty-five couples present and all seemed to enjoy themselves very much. This is the first of a series of dances that are to be given by the machinists' apprentices during the summer.

James J. Thielen, stenographer in the master mechanic's office, spent Sunday, May 6th, in Lawlor, Iowa.

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Use Circus Liniment

For Rheumatism, Lame Back, Sprains
Cuts, Burns, Bruises, Etc.

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Chicago, Illinois

Raymond Wilberding, carpenter at Dubuque shops, spent a few days visiting friends in Winona, Minn. This Alma, Wis., stuff, Ray, is all right with some but it won't go past us.

Machinist Apprentice Raymond Schiltz and Erwin Dettman visited with friends in Davenport. F. E. King of Minneapolis was a business caller here during the past month.

Tinshop Foreman Louis Dempsey and wife enjoyed a few days' visit with relatives in Galena, Ill.

Our roundhouse clerk Gerald Huelkels, better known as "Speedy," enjoyed a few days' visit with friends in Cedar Falls.

Oscar Ohde, pipeman at Dubuque shops, spent a week visiting in Chicago and Milwaukee. If you had only told us before you left, Oscar, we could have put you hep as to where the 5 and 10 cent stores are located, as we understand you had quite a time finding one to get your sack of peanuts.

And the little old Ford rambled right along. The latest report we have is that Carpenter Henry Kiebler has invested in one. It is all right Henry, as long as you don't try to break any speed records of try to follow the example of Charley Jungwirth with his Studebaker.

Our day yardmaster E. C. Kiesel enjoyed a few days' visit with friends in the Windy City.

Chief Dispatcher E. J. Crawford is again on the job after being on the sick list for the past two weeks.

Car Oiler Frank McCoy and wife were called to Bernard, Ia., on account of a death of a relative of Mr. McCoy.

Machinist Edward Spahn and wife enjoyed a week's visit with relatives in Chicago, Ill.

Fireman Sydney Pierce is in Minneapolis visiting friends.

D. R. Davis, formerly a machinist at Ottumwa Junction roundhouse, has been appointed roundhouse foreman at Dubuque shops, vice Martin A. Rooney, deceased. The wide circle of friends of Mr. Davis congratulate him on his promotion, and feel certain of his success in his new undertaking.

Carpenter John Weber was called to Webster, Wis., account the death of his brother.

Machinist Helper Clarence Briggs is enjoying a visit with relatives in Cedar Rapids.

Carpenter Albert Fens and wife of Bellevue, Ia., were visitors at Dubuque during the past month.

Our yard clerk Clarence Jellison is again back to work after being laid up the past week with quinsy sore throat.

Fireman George Brandle enjoyed a visit with friends and relatives in Sheldon, Iowa.

If reports are all true, and you know most of those that we hear are, our stenographer Sylvester Permantier of the master mechanic's office is figuring on copping head prize in the bowling tournament, but it happens that we figure different, Ves. "You know Buck."

N. H. LaFountain, assistant superintendent of the B. & B. department was a business caller at Dubuque shops during the past month.

Carpenter Samuel Casey and son William visited with friends in West Union, Iowa.

Our car report clerk Alphonse Huelshoff and wife enjoyed a visit with friends in Dixon, Ill.

R. & S. W. Notes.

H. J. Beamish.

Three engine crews have been put on the Janesville line passenger runs.

Ten train crews in the ring now—business was never better at this time of the year.

Conductor D. McCarty has been appointed general yardmaster with jurisdiction over the yards at Racine, Racine Junction and Corliss. It is a popular appointment with the men and fills a long-felt want.

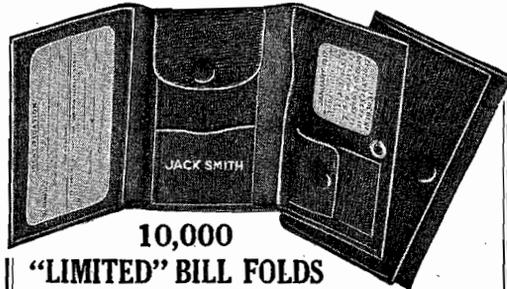
McIntyre and Brice relieved McCarty and began on way freights the first of the month.

Engineer Indra has taken the night patrol run out of Racine.

H. H. Merideth has been assigned the Union Grove agency. Mr. Forward taking the operator's position.

Two marriages took place in the R. & S. W. family this month. Miss Rowena Carrier, daughter of Conductor Carrier, was married to H. L. Conroy, May 5th, and Miss Florence Houy, daughter of Conductor Houy, married Earl Long,

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The Author of "THE SCIENCE OF RAILWAYS" served for fifty years in various departments as a railway officer and employe. However, in writing "THE SCIENCE OF RAILWAYS," and in its many subsequent editions and revisions (to meet the ever changing conditions of the service) he and those interested in the publication of the work, have had throughout, the active advice and aid of practical experts, familiar with every branch of railway operation. The books are, therefore, authoritative, and as valuable to railway men as standard text books are to Lawyers, Doctors, Civil Engineers and other representative men.

"The Science of Railways" explains with great particularity, (profusely illustrated by charts and other necessary devices) the duties, responsibilities and embarrassing problems of engineers, trainmen and shopmen. Written by scientists and practical men who have themselves solved the problems and mastered every intricate detail connected with the work.

The books describe in detail the Locomotive and Motive Power Department; the Application of Electricity to Railways; the Construction and Working of the Westinghouse and New York Air Brakes; their practical working being illustrated throughout with colored charts; the Working, Handling and Practical Operation of Cars; the Movement of Trains and the problems connected with their successful operation.

The foregoing and other subjects relating to the duties and problems of those connected with the engine and train service are described in great detail with such illustrations and charts as are necessary to afford the reader a clear understanding of the perplexing problems that arise daily in connection with his work. For further particulars, address

CROPLEY PHILLIPS CO.,
Publishers
CHICAGO, ILLINOIS

May 2nd. We extend heartiest congratulations to the young people.

The party who put over the wire-testing gag on Operator Anderson recently has won a name for himself. They say the Swede swore for twenty minutes—and never used the same word twice.

Several changes on run Nos. 98 and 97 have taken place. Charles Harrington taking charge as engineer in place of Larry Hamilton, who took a passenger run on the Janesville line; George Stauffer taking charge as conductor in place of Dan Desmond, who held this position temporarily since Mr. Farnum's death. Dan is now laying off for a few days. E. C. Kinney, fireman on this run, sprained his leg; August Schuelke relieving him. William Brice, who has been braking on this run, is now relieving J. T. Regan, conductor, on Nos. 95 and 96. Ammerpole and Samons are braking during Desmond's and Brice's absence.

Agent H. W. Miller of Shannon mourns the loss of his father, who expired at the Miller home in Shirland, Ill., Saturday, May 12th.

Hughie Kleckner, bill clerk, Freeport, has resigned and taken a position with the Stevens Motor Co., Hobart Lebkicher taking his place.

The following Freeport employees, H. A. Wallahan, chief clerk; Jennie Lieber, cashier; Albert Dittman, car clerk, received a five dollar raise; they are going to buy a whole sack of flour with it if the price of flour doesn't raise before payday.

Operator Harkness of Freeport, is some pedestrian, walking from Durand to Freeport recently and visiting all the agents enroute. Wonder if M. H. K. had any trouble calling him that night.

Oscar Walz, operator, formerly of this division, is now working second trick for the C. & N. W. at Freeport, Ill.

Esther Ellis, stenographer, Freeport, made a short visit with friends over Sunday in Chicago. Esther reports a fine time.

Fireman Carl Debman is getting ready for the big exam. He says that the machinery isn't so worse, but that air is awful stuff, it's so hard to see through even if it's invisible.

Conductor Nick Hermes is taking Conductor Matson's place on 35 and 36. Matson is laying off getting ready for the draft.

The boys in the 0702 now have peaceful slumbers at Nahant. Brakeman John Hallisey now has a Maxim silencer which carries with it a written guarantee to stop the snore.

Engineer George Blackford and his two sons offered their services to Uncle Sam the other day. George was past the age limit, but his two sons were accepted, and are now learning the tactics of war under the Stars and Stripes.

The boys on the road are all glad to see George Howland getting along so well. Hope he will soon be his old self again.

Engineer Larry Hamilton has taken the run formerly held by Engineer Gregory and has moved his family to Janesville, where he intends to make his home.

Business is good these days on the Janesville branch; there are five regular freight crews in service, and they are all making good time. Get busy you ex-cons. out of Milwaukee, go to Aurora; line up for some of the big money jobs on the branch.

The boys are anxiously waiting to see some gravel trains go on. Some have a fond recollection of the big cheques they drew in that service in years gone by.

It is reported that our chief car inspector at Beloit stands in line to get his name in the meritorious list for recently discovering a broken arch-bar on a street car.

Engineer John Bojorkolm is making good as traveling engineer. He is teaching the boys on the C. & M. how to get over the road even though their engine is now always 100 per cent.

Engineer Charley Harrington has taken 97 and 98 out of Freeport. Charley says it's a good job, nothing to do only work, and sleep—mostly work.

Conductor Frank Horton has taken the Nahant run recently held by George Stauffer. George has taken 97 and 98, and will be where he can meet many of his old time friends he knew when back on the farm.

Milwaukee Shops Items.

H. W. Griggs.

United States Chief Inspector Robinson was a caller at the office April 24th.

John Devine, formerly foreman of the pattern shop, was a familiar caller April 24th and May 2d.

F. T. Williamson, electric head light inspector, has been having a busy round of it the past winter, and is just about now getting things straightened out.

W. Linstead, foreman of the tank shop, has perfected and put in use an asbestos lagging grinder that is a big labor and time saver, and cheaply made, it runs by compressed air motor. A photo of the machine will show up in the near future.

Harry TeBrake is still laid up with rheumatism, where he has been for the last three months, we had hoped to see you with us long before this Henry.

Night Foreman Culbertson of the Beloit engine house called at the office April 28th.

Walter Alexander, superintendent of motive power, was a familiar figure early on May 1st. You probably don't need any of our congratulations Walter, but you are going to get them just the same. We congratulate you on your new and deserved promotion.

Officials D. L. Bush and P. C. Hart called at the shops on the first.

A clean up campaign has struck the S. M. P. offices. The brush and soap gang are on the job.

Engineer John Dunn of the Lax Division was a caller at the office May 2nd and looking hale and hearty.

Applications in the Veterans' Association are coming in faster than we can get the blanks, another batch, however, is coming.

Veteran Conductor O. S. Vaughn, one of the oldest passenger men on the system, who has been in the house during most of the severe winter, is beginning to get out again with the advent of a little warm weather. Mr. Vaughn knows every inch of the P. du Chien Division from way back, and while it may not be necessary for him to conduct any more, we do hope he will be up on his feet soon.

John G. Howell, another veteran, recently agent at Viola, Wis., has for the present accepted a good position in the Milwaukee terminal freight house under W. G. Miller. Mr. Howell's brother-in-law, the late William Stone, was formerly car accountant for the Milwaukee road. This is more strictly terminal news, but they live out in our neighborhood, are old acquaintances, and mighty good neighbors.

Engineer Robert Grace of the Madison Portage passenger run, was a caller at the offices May 3rd. Robert has resumed his run after a rest up during the cold winter, and a good engine is going to be furnished him. Being pretty near the oldest engineer on the system, he deserves the best.

The I. C. C. car No. 20 was anchored at the shops early in the month.

Veteran machine shop foreman, Ed. Moran, is not getting along as well as we would like to hear. Neither is A. L. Hutchinson of the pattern shop.

We see in the papers this morning (9th) that George Gibbs, our old friend and employer in the late 80's, is going to Russia to straighten out the Russian railway system. George has a job on his hands, but he can do it if anyone can.

Walter Alexander and C. H. Bilty were in Chicago the 8th. This, however, is an event that occurs every little while in the regular routine.

May is trying awful hard to keep up to the season notwithstanding the steady east wind for the last month, at least in this region.

Some of the office boys are taking a noon hike to the green fields and woods for an airing, and others at ball playing, a good stunt. Friend Krueger has shortened up his moustache (moustach, short method), and is getting ready for the spring drive. We already walk five miles a day to the eats.

Charles Wilde, veteran moulder at the foundry, is very busy these days getting men to join the Veterans' Club. Up to date he received about 30 applications. Keep the god work up Charles, get them all.

John C. Savage, moulder at the foundry, is again back on the job after a serious sickness of six weeks.



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CHICAGO
RAILWAY TIME SERVICE

Arthur Hampel and Nate Grant, shipping clerks at the foundry, are very busy these days shipping castings to all points on this road.

John Trost, moulder at the foundry, bought a flivver. Enough said.

Mr. Humes, foreman of the wheel foundry, still has the far-away look in his eyes. We believe the cold weather does not agree with Mr. Humes; the sunny slopes for him he tells us.

Switch engine 1276 took to the soft ground at the office curve May 10th, fouling the side of a passenger coach standing on the other track, it required Jim Reidy with his derrick to replace the engine on the track, after quite a long wait for the derrick to finish picking up No. 5's engine, which was scattered around Second street, just east of the union depot, and it was not long before this that the wrecker was through picking up the engine and some cars at the cut-off where the Superior Division passenger side swiped the transfer. The three engines off at the clinker pit making six for the day brings up the old saying that "It never rains but it pours."

Report has it that they are going to bring women to do many of the men's work in the offices "on account of the war," even to a lady janitor, up stairs and down, ladder window cleaning and all. Well, John Horan, Krueger, Prentiss and I have got to look out, that's all.

The boys were removing Abraham Lucas' hat the other day to see if the band was getting too small, as Lucas now is assistant superintendent motive power.

C. F. Winn, M. M., has resigned after being with the company some 17 years.

J. J. Hennessey went to Washington May 12th on safety appliance matters, returning the 15th.

Say we chip in and get another flag, a clean, fresh flag, since the guy wires were removed from the flag pole, the old flag has not required so much patching, but is pretty well riddled, same as if it had been at the front.

On inquiry, the Magazine informs us that the star before the names in the V. E. A. list in the March and April Magazine, indicates that they are deceased members, and that the explanation of same was inadvertently omitted on the page. Just why the printer should happen to get three from the Milwaukee shops whose initial is "B" is not explained, and that Messrs. Braun, Broderick and Brooks should be selected for slaughter, for according to some recent and distinct phone calls, these gentlemen are a very much live corpses indeed.

Victor A. Filut, bill clerk in the M. C. B. Department, is wearing a smile, "10 pound boy," May 7th. Don't get in the habit of walking the floor with him, Vic—nights, I mean.

District Master Mechanic Alex Young was up at the north terminal of the Valley Division around the 16th.

Draftsman Harry Hurst, of the M. E. office, is supervising the blue print business for the present, which includes to positive print process, two of the print boys have gone over to the boy scouts.

The big steam hammer in the locomotive blacksmith shop is getting a new foundation block.

The red sun we are getting lately is not on account of any Menomonee Valley smoke, but from the forest fires up around Ashland.

The colonial clock in the District M. M. office runs on a new daylight saving principle, 12 o'clock all the time.

Miss Edna Bremser is the new stenographer in the M. C. B. office.

The Valuation Department has another steno., making two. Never mind Mr. Walder and Lyons, you are not the only little pebbles on the beach, we are going to have a bunch over here pretty soon, if we can get them.

M. J. Plumb of the Signal Department, has gone to the Northern Pacific R.R. H. G. Wood, from the Puget Sound line, has taken Mr. Plumb's place.

E. J. Mansur, has gone to Montreal, called there by the illness of his sister.

It seems that the locomotive machine shop bowling team had a bout with the Y. M. C. A. the other evening, and worsted the Y. M.'s, so the machinists say, have not heard from the Y. M.'s before going to press.

Our veteran friend, Mr. Jackson, up in the attic of the store room, has moved his work to

the more breezy south window. Mr. Jackson was one of the track men when these shops were in the making in 1879-80.

F. E. Nobes of the Stationery Department has been off for some time, former assistant, John Waldman, is handling the business in the meantime.

Report has it that the wedding of John Rewolinski, clerk in the M. C. B. office, to Miss Sophie Brzybyla, has been set for June 20th. No detailed information is given, but it is going to be some affair.

Notes from the Trans-Missouri Division.

Edw. J. McAvoy.

Fireman W. F. Wands has taken a two weeks' lay off and is visiting with friends in Chicago.

Jake Miller of the Car Department at Moberidge spent a few days in Minneapolis on business.

An extra gang of about fifty men will start working on the Cheyenne River line shortly, fixing up the roadbed and getting the tracks in shape for spring.

Frank Bedner, agent at Firesteel, who has been doing extra work in the superintendent's office at Moberidge, returned to his duties.

Oscar Baker, who has been acting as night roundhouse clerk at Moberidge, has been promoted to day engineer of the electric light plant.

Engineer W. E. Haggart has a thirty day leave of absence, and is taking a trip to Spokane.

Engineer Dick Stanford of Marmarth, spent a few days visiting friends in Moberidge during the past week.

A special pick-up-scrap train was over the Trans-Missouri Division during the past week, picking up all loose and unused materials.

The following men of the T. M. Division have answered the call of the nation and have made application for training at Fort Snelling: Dispatcher Roy Doud, Engineer A. A. Revord, Conductor J. Tunnell and W. W. McGowan, of superintendent's office.

Call Boy Howard Clark returned from a short visit to Wisconsin.

Engineer and Mrs. Frank Merrifield left for the east on a short visit.

Mrs. B. F. Jackson, of Sparta, Wis., is visiting her brother, Car Clerk J. M. Waters, of Moberidge agent's office.

Mrs. J. J. Moulding, wife of Road Accountant Moulding, returned to Chicago, after an extended visit with her son, Chief Clerk Charles Moulding and her daughter Mrs. Henry Korthaus.

Conductor Thomas Milligan has a leave of absence and is taking a trip to Salt Lake City. He will also stop in Texas and California before returning to Moberidge.

Louis Larson, brakeman on the Cheyenne River line, had his right foot crushed. He was brought to Moberidge hospital for treatment and at this writing is reported to be getting along splendidly.

Bridge Inspector F. J. Welch, of Seattle, arrived in Moberidge and is starting on his annual bridge inspection, accompanied by Chief Carpenter E. E. Clothier.

Storekeeper D. B. Rivers, of Miles City, was a business visitor in Moberidge for a few days during the past week.

Fireman Frank Desper has returned from Wisconsin, where he spent a few weeks visiting with his folks.

Earl Eastman has been appointed as special officer in Moberidge yards, to succeed Dan House, who has been appointed as chief of police for town of Moberidge.

Steve Bailer, machinist at the Moberidge roundhouse, is celebrating the arrival of an assistant machinist at his home. An 11 pound boy was born to Mrs. Bailer on May 5th; both mother and son are getting along fine.

Assistant Trainmaster Dow, of Marmarth, was a business visitor in Moberidge the past week.

C. A. W. Musson, assistant engineer at Butte, spent a few days in Moberidge on general business.

Iowa (East) Division Notes.

J. T. Raymond.

Leroy Barber, son of Engineer William R. Barber, has enlisted in the Engineering Corps of the Wisconsin National Guard.

Former United States Senator Mason

Pioneer in Pure Food and Drug Legislation, Father of Rural Free Delivery System

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to obtain renewed strength, power and endurance after the hardest fought political campaign of his life in which he was elected Congressman from the State of Illinois. The results he obtained from taking Nuxated Iron were so surprising that

SENATOR MASON NOW SAYS

Nuxated Iron should be made known to every nervous, run down, anaemic man, woman and child.

Opinion of Doctor Howard James, late of the Manhattan State Hospital of New York and formerly Assistant Physician, Brooklyn State Hospital, who has prescribed and thoroughly tested Nuxated Iron in his own private practice.

WHAT SENATOR MASON SAYS:

"I have often said I would never recommend medicine of any kind. I believe that the doctor's place. However, after the hardest political campaign of my life, without a chance for a vacation, I had been starting to court every morning with that horrible tired feeling one cannot describe. I was advised to try Nuxated Iron. As a pioneer in the pure food and drug legislation, I was at first loath to try an advertised remedy, but after advising with one of my medical friends, I gave it a test. The results have been so beneficial in my own case I made up my mind to let my friends know about it, and you are at liberty to publish this statement if you so desire. I am now sixty-five years of age, and I feel that a remedy which will build up the strength and increase the power of endurance of a man of my age should be known to every nervous, run-down anaemic man, woman and child."

Senator Mason's statement in regard to Nuxated Iron was shown to several physicians who were requested to give their opinions thereon.

Dr. Howard James, late of the Manhattan State Hospital of New York, and formerly assistant physician, Brooklyn State Hospital, said:

"Senator Mason is to be commended on handing out this statement on Nuxated Iron for public print. There are thousands of men and women who need a strength and blood-builder, but do not know what to take. There is nothing like organic iron—Nuxated Iron—to give increased strength, snap, vigor, and staying power. It enriches the blood, brings roses to the cheeks of women and is an unfailing source of renewed vitality, endurance and power for men who burn up too rapidly their nervous energy in the strenuous strain of the great business competition of the day!"

Dr. H. Sauer, a Boston physician, who has studied abroad in great European medical institutions, said: "Senator Mason is right! As I have said a hundred times over, organic iron is the greatest of all strength builders.

"Not long ago a man came to me who was nearly half a century old and asked me to give him a preliminary examination for life insurance. I was astonished to find him with the blood pressure of a boy of twenty and as full of vigor, vim and vitality as a young man; in fact, a young man he really was, notwithstanding his age. The secret, he said, was taking organic iron—Nuxated Iron had filled him with renewed life. At thirty he was in bad health; at forty-six he was care-worn and nearly all in. Now at fifty, after taking Nuxated Iron, a miracle of vitality and his face beaming with the buoyancy of youth.

"Iron is absolutely necessary to enable your blood to change food into living tissue. Without it, no matter how much or what you eat, your food merely passes through you without doing you any good. You don't get the strength out of it, and as a consequence you become weak, pale, and sickly looking, just like a plant trying to grow in a soil deficient in iron. If you are not strong or well, owe it to yourself to make the following test: See how long you can work or how far you can walk without becoming tired. Next, take two five-grain tablets of ordinary nuxated iron three times a day after meals for two weeks. Then test your

strength again, and see how much you have gained. I have seen dozens of nervous, run-down people who were ailing all the while double their strength and endurance and entirely rid themselves of all symptoms of dyspepsia, liver and other troubles in from ten to fourteen days' time simply by taking iron in the proper form. And this, after they had in some cases been doctoring for months without obtaining any benefit. But don't take the old forms of reduced iron, iron acetate or tincture of iron simply to save a few cents. The iron demanded by Mother Nature for the red coloring matter in the blood of her children is, alas! not that kind of iron. You must take iron in a form that can be easily absorbed and assimilated to do you any good, otherwise it may prove worse than useless.

"Many an athlete and prizefighter has won the day simply because he knew the secret of great strength and endurance and filled his blood with iron before he went into the fray; while many another has gone down in glorious defeat simply for the lack of iron."

NOTE—Nuxated Iron which is prescribed and recommended above by physicians in such a great variety of cases, is not a patent medicine nor secret remedy, but one which is well known to druggists and whose iron constituents are widely prescribed by eminent physicians both in Europe and America. Unlike the older inorganic iron products it is easily assimilated, does not injure the teeth, make them black, nor upset the stomach; on the contrary, it is a most potent remedy in nearly all forms of indigestion as well as for nervous, run-down conditions. The manufacturers have such great confidence in nuxated iron that they offer to forfeit \$100.00 to any charitable institution if they cannot take any man or woman under 60 who lacks iron, and increase their strength 100 per cent or over in four weeks' time, provided they have no serious organic trouble. They also offer to refund your money if it does not at least double your strength and endurance in ten days' time. It is dispensed by all good druggists.



Former United States Senator Wm. E. Mason, recently elected Member of the U. S. Congress from Illinois

Senator Mason's championship of Pure Food and Drugs legislation, his fight for the rural free delivery system, and his strong advocacy of all bills favoring labor and the rights of the masses, as against trusts and combines, made him a national figure at Washington and endeared him to the hearts of the working man and the great masses of people throughout the United States. Senator Mason has the distinction of being one of the really big men of the nation. His strong endorsement of Nuxated Iron must convince any intelligent thinking reader that it must be a preparation of very great merit and one which the Senator feels is bound to be of great value to the masses of people everywhere, otherwise he could not afford to lend his name to it, especially after his strong advocacy of pure food and drugs legislation.

Since Nuxated Iron has obtained such an enormous sale—over three million people using it annually—other iron preparations are often recommended as a substitute for it. The reader should remember that there is a vast difference between ordinary metallic iron and the organic iron contained in Nuxated Iron, therefore always insist on having Nuxated Iron as recommended by Dr. Howard James, and other physicians.

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WE PRINT THIS MAGAZINE



Conductor Henry Fox is at a mineral spring near Detroit, Mich. We hope that he will improve rapidly and be able to resume work soon.

Operator A. M. Bollinger of Browns was away several days. Operator Ogg relieving.

Operator Charles T. Welch of Savanna went to Chicago May 15th to attend the funeral of his brother, Conductor Edward Welch.

Conductor Joe Pulley has resumed work after being off duty awhile account of having rheumatism.

Engineer George Shaffer has resumed work on the road and is handling the work train driving piles at Plum River bridge.

Operator S. E. Corell of Savanna attended the O. R. T. convention at Seattle, which convened May 8th.

Conductor and Mrs. Ed. Templeton spent three weeks during the month of May visiting Mr. Templeton's mother in California.

W. M. Harvey of Chicago general office was in Marion recently on business.

Lawrence Dove of the Marion dispatcher's office was off several days owing to the death of his father, Frank Dove, who was a well-known traveling salesman residing at Marion. Lawrence has the sympathy of many friends on this division in his bereavement.

Operator Coyle of Savanna yard office has resumed work after several weeks' absence. Most of this time was spent in training to be a soldier at Jefferson Barracks, St. Louis, Mo.

Agent G. E. Madsen of Teeds Grove was called away on account of illness of his mother. He was relieved by Extra Agent Belles.

Mr. and Mrs. C. A. Cline left Marion May 9th on a trip to Tacoma, Seattle, Portland, San Francisco, Los Angeles, and other points. In the latter city they will visit relatives and be joined by their daughter, Miss Marie, who has been gone a year or more, who will return home with them.

Engineer William Young has recovered from a severe operation on his nose, performed by a Cedar Rapids specialist. Billy will be happier than ever hereafter.

Clyde Kinney of Superintendent Marshall's office has accepted a position in General Superintendent Cooper's office, Chicago. Clyde has been in Marion for four years and has many friends here who regret his departure. He was a good Magazine "fan" and was always willing to lend "ye scribe" a hand. Success to you Clyde.

W. E. Wood and L. D. Hadwen were in Marion recently enroute from Atkins and Cedar Rapids to Chicago.

Agent Henry Seeger was absent a couple of days on account of Mrs. Seeger's mother. Mr. Parr acted as relief agent.

Charles Sandburg of Corliss, Wis., lineman C. & M. Division, is now employed in estimating the value of the company's telegraph and telephone lines on Iowa Division. He is associated with a representative of the U. S. government and Western Union Telegraph Co. in this work.

Mrs. Mabel I. Lansdon succeeds Clyde Kinney as stenographer in Superintendent Marshall's office. Mrs. Lansdon has been employed in trainmaster's office at Perry.

Wife of Operator Roy Kindig is getting along nicely after undergoing an operation at hospital at Iowa City.

Frank Mudgett, an extra call boy and brother of Switchman O. Mudgett, died April 29th. The boys in yard sent up some nice flowers to show their sympathy.

Mrs. John Brown, mother of Switchman John Brown and Conductor Lee Brown, passed away May 8th. We extend our sympathy.

Operator E. Mullaey has returned to yard office at Marion again. Ed says there is no place like home.

Our soldier boys at Clinton are getting along nicely so far. We are taking good care of Oscar's girl for him, as that was his last wish to Bert Campbell to look after her.

Miss Myrtle Campbell did not take the trip to Galena last Sunday, account auto trouble, we understand.

Operator J. B. McGuire has been appointed second trick at Browns. C. C. Marchant, third trick, Marion yard four months.

Some things are hard to explain. A black eye is one of them. "Woodie," our faithful baggage buster at Marion, had one of the windows of his soul all boarded up for several days. He ex-

plains it thus: "You know I was cracking a walnut down home and a piece of the shell flew and hit me right in the eye," etc. Old stuff, Woodie; old stuff. We don't fall for it.

Section laborers on this division are now receiving two dollars per day. These men should now feel that they have been promoted from wages to salary, as this is the highest compensation offered to this class of employes since the mind of man runneth not to the contrary.

Nick Merten, for several years section laborer at Preston, has been promoted to section foreman of the Preston section, relieving Merrill Bartlett, transferred.

George Fache, section foreman of Paralta West section, has been transferred to Marion East section, relieving P. De Francisco, who has had charge of this section temporarily.

Merrill Bartlett, section foreman at Preston, has been transferred to Paralta West section.

The "Lady at Loweth" says that she attended a dance wearing a pair of nice new white slippers. She further states that said slippers were stepped on by each and every person present, and that the room was much too small. We couldn't help but wonder what size slippers the "Lady at Loweth" wears.

Roy Howland, formerly clerk in the superintendent's office at Marion, and now with the M. & St. P., in Minneapolis, was around Sunday, April 22nd, mitting his old friends.

The two Alices, Alice McGuire of the chief carpenter's office, and Alice Brokmarkie of the general foreman's office, spent Saturday, April 21st, in Chicago.

Conductor W. D. Shank on runs 12 and 19, while Conductor Templeton is absent.

Baggageman A. L. Knodle has returned to work.

Baggageman J. M. Murphy was off duty three weeks account sickness.

R. E. Brownlee has taken a sixty days' leave of absence to prove up on his Montana land.

J. A. Neff has been off a couple of weeks account of being sick. He is improving rapidly and expects to resume work soon.

Mrs. J. H. Dignan of Omaha visited her mother, Mrs. Kimball, in Marion, for several days. Mrs. Dignan has been suffering considerably from an affliction of the fingers caused by their being frozen last winter. The prospects are that recovery will be slow and painful. Conductor Dignan has disposed of his Marion residence property.

Harry Murphy and Bert Campbell came to the front again this month with news items. Whenever anything real good appears in our items you may suspect one or the other of these good fellows.

Trainmaster B. F. Hoehn offered his services early in April as a volunteer in the Milwaukee contingent of the railway regiment that was being recruited for military railway service. Mr. Hoehn received notice from Mr. Sewall that his services were accepted by the company and he was selected to serve in the rank of captain. He was called to Chicago and underwent physical examination at the hands of an army surgeon, passing a first-class examination with the exception of being four pounds under weight and a slight defect of vision. Mr. Hoehn was hopeful that he would be accepted in spite of this and had begun certain training when, much to his disappointment, word came from the government that owing to defects previously mentioned his services could not be accepted.

News of the Black Hills Division.

J. R. Quass.

Fireman Edward Rutan is the latest of the boys to bring to our city a bride. Ed says no more batching for him.

Conductor Walter Mayo has returned to work on 503 and 504 west, after spending several months at his home in Mitchell.

Conductor Frank Maynard has returned to work after several weeks, account serious illness of his brother in Wisconsin.

James Finnigan, who has been our car foreman since 1910, resigned and gone to work at the carpenter trade. We all join in wishing Mr. Finnigan success.

Frank Kadrouk comes here from Mitchell as

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car foreman to fill vacancy left by Mr. Finnigan. Leo Sullivan, who was employed in Car Department, has gone to Sioux Falls to enlist in U. S. navy. Some of the other boys expect to enlist soon for both army and navy.

G. O. Stevens, who was our pioneer agent at Murdo and who is now located at Sanborn, Iowa, was a visitor here between trains May 14. We were glad to see George's smile again.

Council Bluffs, Iowa, Notes

Helga Schmidt-Hackstock.

J. J. Connors and F. P. Miller attended meetings at South Omaha.

Mr. Smith, D. M. M., is here today for the purpose of meeting Headlight Inspector Williamson, as is also F. P. Miller.

Morten Peter Christensen deserves more than special mention. He scalded his limb very badly about three weeks ago from knee to ankle and his by-word seems to have been, "Whole time is better than half time," for Pete has continued right on the job, having the limb dressed daily in the office. This shows the spirit that is in most of the "Vets."

Engine Handler John Peterson has profited by the eight-hour law and it came as a surprise to John. He showed his appreciation by giving the correspondent a fine box of candy.

"Morris Wolfe, roundhouse neiper, has joined the Iowa Guards." Wolfe had experience before, having at one time been in the Russian army. He ought to make a good soldier.

Every time our cashier, Adolph Diwoy, comes down to pay off the men he seems to have a different cap. This time he has a black and white one that fairly blinds you to look at it. It takes a pile of nerve to wear one of them. Then you can hardly blame him for getting off a bit; he has gone and bought a Ford. One day I was going to see an M. D. and Adolph condescended to give me a lift. When I got there the M. D. was surprised to find I had a very bad case of palpitation of the heart. No wonder after fitting all the curbs and light poles along the pike. This was Adolph's first exhibition. They say he is burning five gallons of gas per day now.

Carpenter Otto Kruger layed off one day not long ago and when he came back he advised us of the arrival of twins and luckily he was not disappointed in the sex. He got an assortment.

Andrew Thompson is also the papa of a fine baby girl, more good luck.

Mr. and Mrs. Joe Antonius have just returned from a visit with relatives in Milwaukee, Wis.

We are pleased to have Engineer A. W. Morgan back on the run after his illness; this puts him on No. 9 and No. 10 and shifts Ben Stapleton to No. 19 and No. 6.

Andrew Christensen and wife have become settled in their new home.

I fail to find anyone who is willing to contribute items to this column, nothing ever seems to happen to some people.

Blacksmith Wm. Schultz and family have moved. This makes it much closer to come to work.

William Klgore has accepted the position as yard foreman at Council Bluffs. He succeeds T. Cosgrove, resigned.

John Butler who has been off duty for several months account of bad knee has accepted the position of night yardmaster.

Engineering Department—Butte.

"Spike."

A. W. Criss and his party are now located in Great Falls in connection with the erecting of a right of way fence on the Choteau line. They expect to stay there for about two months.

M. F. Walker, who has been rodding in this territory for the past two years, has returned to his home in Maine on account of ill health.

George Miller has gone to work with the Electrification Department in Washington.

"Duke" Gillette, who lives in Deer Lodge, has been doing the apparent impossibility. After he has finished his work in some station east of Butte he wires that he will return to Butte on No. 17. To the great surprise of the other boys in Butte he will come in on No. 16. The mystery is still unexplained.

Joe Peterson, the crack rodman of this division, whose ability at setting a bench has been the talk of the whole Engineering Department, has gone to Miles City and is now working with Stetson.

"Helnie" Wasloske denies that he was referred to a livery stable. In fact, he claims that he is even so small that the army would turn him down.

It is rumored that R. G. Dillaway, who is the possessor of twenty-five chips at Green's, has offered to take all the boys up and show them a good time.

We wonder how it is that L. I. Bartram makes such a hit with the ladies. Four and five letters a day is more than a normal man should receive.

Of course we know that there are lots of Irish maids in this city, but we think that R. Jasper is taking an undue advantage when he palms off as Mr. O'Jasper.

"Velox" Rouillard, who, it is claimed, hates the very sight of a woman, and whose one regret was that he never became a monk, was seen at the Pantages theatre with a lady companion about a week ago.

Summer Days.

The summer days are come again,

The birds are on the wing;

God's praises in their loving strains,

Unconsciously they sing.

We know who giveth all the joy

That doth our cup o'er-brim;

For summer joy in field and wood

We lift our song to Him.

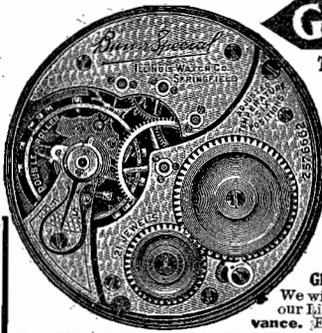
—Samuel Longfellow.

In fighting life's battle,

They only prevail

Who daily march onward

And never say fail.



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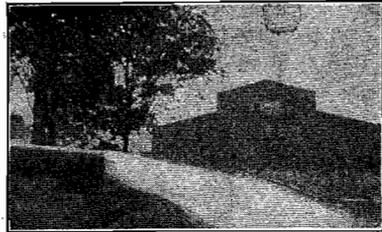
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