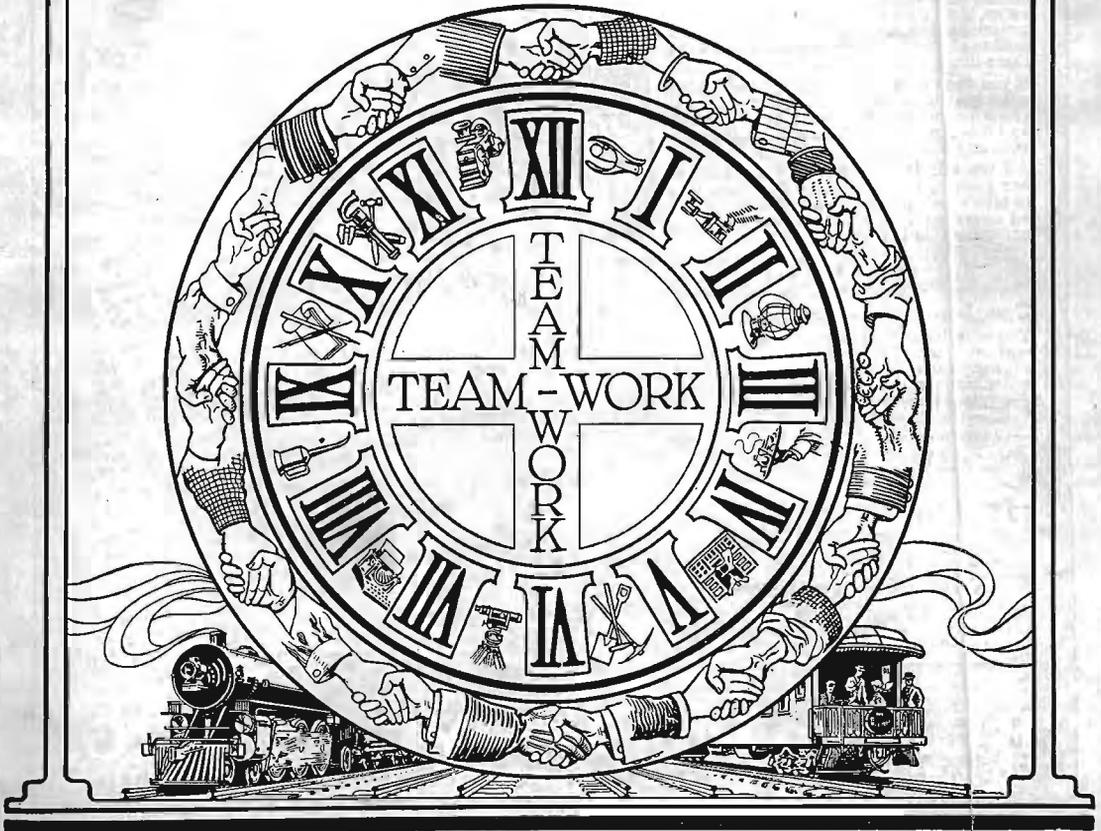


THE MILWAUKEE RAILWAY SYSTEM EMPLOYEES' MAGAZINE

June

1918



VOLUME 6

No. 3

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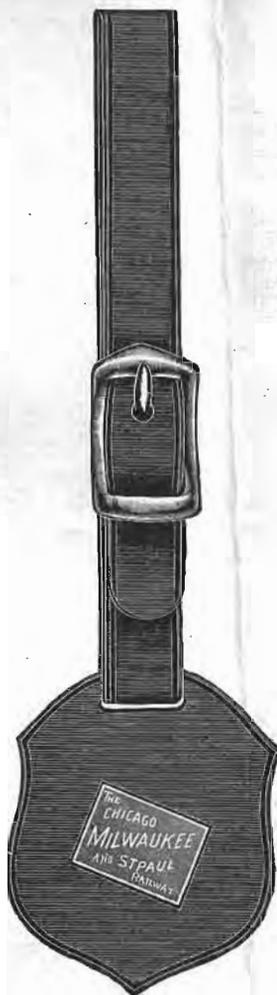
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VOLUME VI

JUNE, 1918

NUMBER 3

THE HOME LINE

Gradually we, as a people, are assuming the aspect of and becoming accustomed to the atmosphere of a nation at war. Army olive drab and navy blue glint through the color schemes of streets in town and hamlet; rose red and blood red, snow white and soul white, sky blue and true blue Old Glory floats over public building and private home; on street corners in the busy marts of trade, you see little marquees when patriotic workers are ready to receive Liberty Bonds, War Savings or Red Cross subscriptions; and in a thousand other ways, every day and every hour of the day, there is something to keep before us the stern realities of a nation backing a battle line. Yesterday your boy went away, and as he marched past I stood by your side and helped you as best I might to bid him a cheery "Good-bye and Good Luck." Tomorrow you will do the same for me, and the next we hear from those boys will be from "Somewhere in France"—letters full of the pride of being there, and "Don't you worry, Dad—don't you worry, Mother, I wouldn't have missed this for anything. I'd like to see you all at home, but I'm going to 'stick' until the Boche is beaten," etc., etc. Fine letters full of the dauntless spirit of '76, which is the heritage of the American boy. And then we turn to the work before us,

wondering if we are doing all we can, doing all we should do to back that battle line of American boys and their brave allies—the bravest that ever served a gun.

Yes, we have bought Liberty Bonds, bought splendidly, and many of us have sacrificed greatly to buy more after we thought we had taken all we possibly could; we are now subscribing to the Red Cross, and we are going down to the very depths of our pockets after every penny we left there, because the Red Cross hovers near to our boys in the battle; it brings them food and drink when they are footsore and weary; it binds up their wounds and nurses them back to life. It is "the greatest mother in the world," and it will "mother" our boys, every one of them, when they most need a mother's care. And tomorrow when an appeal comes to subscribe ten cents a day to care for a little French or Belgian child orphaned by the war, into our pockets again—and so on. There is no end to the appeals and there will be no end to them as long as this terrible conflict rages. More and more shall we give up, of our little luxuries and our comforts, because someone "over there" and someone "over here" needs it more than we do. Those things we have thought out, and we are ready for the sacrifice, like the true blue, one

hundred per cent Americans we are.

And now let us not forget the Home Lines—solid phalanxes of stout-hearted men and women toiling in shops and factories and in all the departments of railroads—shops, on the tracks, at the throttle, on trains, at the stations, the telegraph keys and in office work—earnest of purpose and grimly determined that success shall be ours. All honor to them, for without their diligent and unwavering efforts, the front lines are helpless. Every railroad man and woman is "hitting the ball" with Victory as the goal, and if there be a slacker anywhere, he keeps himself very quiet if he wishes to hold his job, for his fellow workers would not tolerate him in the ranks. Individually and collectively, we are all doing our bit and our best, and following are some expressions from employes in various branches of the service, as to their individual efforts in the line of their regular work, toward helping to win the war.

Believing that such open expressions will be helpful to the entire organization, the Magazine will be glad to publish further communications of this character from employes who are loyally toiling with heart and soul intent on contributing their best work toward holding the home lines firm, than which nothing is more necessary if we would win the war.

Win the War and Win It Quickly

J. A. Macdonald, Supt. P. du C. and M. Pt. Div.

This war is not a battle between armies and navies alone; it is a war that must be fought and won by all the peoples of the Allies. War represents a gigantic contest in effort. In university life, a few men train for athletic contests, and the majority are spectators. In this great war there must be no spectators, and all the present spectators, however patriotic and loyal, must become workers.

What are you and I doing to help win the war? We must save to buy Liberty Bonds and War Savings Stamps. Savings are required for these investments. In 1914 it was estimated that the nation's savings were five billion

dollars. Now, it has more than doubled; but this is not enough. The economic wealth of the country depends largely on what the people save, which is the difference between our gross income and the cost of living and upkeep, and it is the duty of each and everyone to save to his or her utmost to help win the war. By using or consuming fewer commodities, more productive energy and capital are released for war work.

Every American must do his part in the military program of our country. It is the duty of labor to work harder, and it is the duty of capital to work for lower returns. All excess profits are being heavily taxed, and are largely helping to pay for the expense of the war. We must conserve labor. By this I mean we must ever remember the motto, "Safety First," that injuries and accidents may be prevented. Every day a man is idle or laid up on account of injury, it decreases the productive-ness and wealth of the nation by that much, and every loss of life by accident that might have been prevented is a direct economic loss to the country. Greater efficiency in operation must keep pace with increase in work output. Duplication of work must be eliminated, and accuracy is required to avoid waste of material and labor to rectify mistakes. It must be remembered that we must produce, not only for the people at home, but for the boys at the front who are fighting our battles for us.

There is another duty that we ought to assume, and help lessen the burden of our Allies, and that is the saving of food. We have cereals and food enough to go around, but wheat and flour are required for export, and we must use substitutes. Everyone should have a garden, however small it may be, and raise vegetables for the table. Thousands of acres along the right of way of railroads are now under cultivation which will materially increase the productivity of the country.

Then there is the conservation of materials. There is a shortage of metal in the country and railroad men perform a patriotic act when picking up every piece of metal, and by not using a new spike or bolt if the old one will perform its proper function.

The entire nation is being reconstructed to win the war. **Save Labor, Food and Material** should be the watchword of the railroad man, and we will be helping to beat German autocracy, quicken the winning of the war and make the world a safe place to live in for this and future generations.

What Have We Done to Help Win the War?

(By a Lax. Div. Engineer.)

I. C. Murphy.

When this great war is over, and peace once more restored, and democracy has triumphed over brutality and militarism, the question will arise, "What did you do to help win the war?" In debating this question, have we done anything so far, we as private individuals, and we as engineers of the La Crosse Division of the Chicago, Milwaukee & St. Paul Railway?

Yes, for when the railway regiment was formed, a number of the best men from the La Crosse Division volunteered their services and joined the regiment. They are now making good in France and have improved the railroad facilities to such an extent that it has done much to help win the war.

The La Crosse Division has furnished a great number of men for the army and navy, and those who have passed the age for army service have sent their sons, who I am sure will do their utmost to help win the war.

When the first Liberty Loan was called the employes on the La Crosse Division subscribed liberally through the banks. For the second Liberty Loan the employes subscribed largely, making applications through the railway company, and paying it in installments. The third Liberty Loan was a boomer, and the officers of the La Crosse Division deserve much praise and credit for its success. Every employe, from the minimum wage earner to the maximum, subscribed liberally in amounts ranging from \$50.00 to \$4,000.00, and when it seemed evident that other railways were in the lead, we doubled the amount of our subscriptions, and the officers and employes of the La Crosse Division are willing to sacrifice all they have and, if necessary, march to the front to help win the war.

Every officer and employe is a member of the Red Cross Society and have donated liberally to its support. Any lecture or entertainment for the benefit of the Red Cross is well patronized by La Crosse Division employes.

Large amounts have been donated by the La Crosse Division employes to the K. C. and Y. M. C. A. to help win the war.

War material, munitions and troop trains are moved via La Crosse Division and handled with efficiency and dispatch. When anything comes up that will help win the war, I am sure the La Crosse Division will do its part, and more.

What Am I Doing To Help Win the War?

On those not actually engaged in the defense of our country the responsibility of keeping supplies moving and furnishing the supplies is placed. As more and more of the workers are being called to the colors the burden necessarily becomes greater and our individual efforts will be increased to meet this demand.

On those engaged in the transportation business our extra effort is required as the success of our country's participation in the great struggle largely depends on adequate transportation, both rail and water. In view of the extent of this obligation, must admit that I doubt if I have done my full share.

Do not consider financial support given through the various channels and involving comparatively small sacrifice as fulfilling the obligation. Our part should be to give our very best service in each day's work, never losing sight of the fact that our boys are looking to us for the necessary supplies and **we must not fail them.**

A. E. McPHERSON,
Conductor La Crosse Division.

Sidestep No Duties.

Racine, Wis., May 18, 1918.

In answer to the query: What one is doing to win the war?

One thing comes to my mind and hands just now, aside from buying Liberty Bonds, thrift stamps, subscribing to the various relief measures, and respecting signed food pledges, is to make a practice to pick up whatever material, if even of very small value, always found on the tracks and placing it where it will go into service.

This relieves the rolling mills to just that extent, giving them just that much more time and stock for supplying war material.

It is certain that side stepping any duty however slight or to fail to give our best service to our common employer at this time is dangerously near what is called giving aid and comfort to the common enemy.

Respectfully yours,

J. H. BEEHAM.

Liberty Bell Shall Ring Again.

Milwaukee, Wis., May 18, 1918.

In answer to the question of what I am doing in my daily work to help win the war, I wish to state that I have done everything in my power, as I consider it my patriotic duty to my country to do so. It is impossible for me to give my services on the shell-torn hills of sunny France. I would consider myself an ingrate if I stood idly by and did nothing in these critical times to help my government, the very best on the face of the earth, a government of the people, for the people and by the people. I have tried to instill in the minds of my fellow-workers the absolute necessity of winning this war. It is the most momentous question that has ever confronted this nation. It is most colossal. I have encouraged the Red Cross work to

the utmost. This surely is one of the essential requirements of our government in alleviating the misery and pain of our noble soldiers that are "over there" fighting our battles for us, so that democracy may be preserved that we may enjoy the blessings of liberty, for ourselves and posterity. It is a most noble work, because there are so many things that must be looked after, people of the war-stricken countries to feed, clothe and be provided for, and other things which must have careful consideration, or it will cause untold misery and sorrow to the poverty-stricken people, especially of the small nations that have been ground down under the iron heel of the most brutal autocracy that the world has ever known. It is almost impossible to form a conception of the magnitude of the undertaking, and unless each and every one of us bend our energies to the great task that lies before us, there is a great danger that we may lose the war. Unless we fully realize the gravity of the situation and are awake to the fact that we have a powerful antagonist to contend with there is a grave danger. We all know that war is a terrible thing, but when it comes to the interest of humanity, sound judgment and integrity, let us stand up as brave citizens and faithfully defend our banner. Give to it the luster of victory, and when the sublime victory is achieved, it will load even the conquered with all rights that freedom can bestow. I have tried to convince some of the pacifists that there are things worse than war, and that would be to submit to an ingnomious peace, like the people of Russia submitted to, to be bound down under the iron chains of bondage. I have always tried to impress on the people the motto: "United we stand; divided we fall." This applies to small things as well as big things. If we are divided some of us are aiding our enemy. If we are united victory will be ours.

It has been my desire to sound the praises of the good old U. S. A. We have only one country, one President and one flag, and that is the Stars and Stripes, the most beautiful flag that flies under the starry dome of Heaven. It has waved over this grand republic for nearly a century and a half, and it will continue to wave over the "Land of the Free and the Home of the Brave" until the end of time, and there is no human power on God's green earth that will ever pull it down.

Isn't it a most sublime and consoling thought to know that after we have passed beyond the horizon, beyond the twilight purple hills, into that vast realm, where the innumerable dwell, to know that our children and their children's children will look up to that flag with reverence and say, "Well done thou good and faithful servant; our progenitors have not died in vain."

The old Liberty Bell in Philadelphia, that pealed for the glad tidings that America was free. Joy and exultation knew no bounds. The people were wrapped up in the ecstasy of joy and let me say that the old Liberty Bell is going to ring again, and al-

though it is somewhat dilapidated, it will peal forth in tones louder and sweeter than it ever did before when it announces the hour of freedom. We will not celebrate alone but will be joined by nearly all the nations of the world in one grand pageant of joy. President Wilson will undoubtedly issue a proclamation calling us to celebrate with all pomp and glory. Let us have a strong, lasting peace that will stand the test of time. Let the red fire illuminate the sky so brightly that the people of the other planets, if they be inhabited, will think the sun, moon and stars have broken loose from their orbits.

Yours respectfully,

W. C. MITTEN,

Capt. Mkrs. Div., W. Milwaukee Shops.

What Are You Doing To Help Win the War?

This question was asked us by our superintendent, Mr. Edson, a few days ago. It is an important question and one we should ask ourselves. Are we doing our full duty to help win this most terrible of all wars in the world's history, now being waged between the powers of civilization and liberty, against those of darkness and oppression?

If we are not we should meditate upon the terrible consequences of the failure of our country to win, and what it will mean to us. It will mean, first of all, the loss of our liberty. We will no longer be free and independent citizens of a free country. Our country will belong to the Germans. All title to lands will vest in the Kaiser. We will no longer own the homes we now hold, have deeds for, and call our own. All title to property will be void and, of course, all buildings we have erected and other improvements we have made will pass from us with the title. Our lives, and the lives of our loved ones, as well as the preservation of the purity of our women, and the sanctity of our homes, which we now hold most sacred, will be at the mercy of the Kaiser, who has shown no mercy thus far in the war, even to little children.

Are not these awful consequences of our failure to win the war, sufficient to make us do our utmost to help our country to win? Yes, they are.

Now, then, what are the things we are doing and expect to do as individuals to win the war? In my own case, I have a brother and a son in service at the front. Both enlisted before the first draft. I have purchased Liberty Bonds, have membership in the Red Cross, am a member of six fraternal organizations each maintaining a patriotic fund for which I am assessed my pro rata share.

My little son, 9 years old, is filling thrift stamp cards as fast as he can secure the money from "daddy."

A few days ago his grade at school decided to purchase a Liberty Bond. He came to me for his share of the purchase price. I told him papa had so many calls for funds for war work that I feared he would have to confine his work to thrift stamp purchases.

He replied: "Why, daddy, you don't want me to be branded as a slacker, do you?" He received the money he asked for without further objection.

The above are a few of the little things we can do, and no doubt every loyal American, and every employe of the C., M. & St. P. Ry. Co. is doing. There are greater things we can do and are doing as employes, you might say as soldiers, of the great railway system we form a part of to help win the war.

We are really a great army, officered by our division and general officers, who are acting under the direction of the government through the director general of railways, transporting troops and war materials, working out the complicated details of this great war work so as to attain the highest standard of efficiency.

President Wilson well said: "The railways of the United States are the great arteries through which flow the life blood of the nation." Without them the nation would be dead. Anything which would retard the flow of the nation's blood (the commerce of the nation) would paralyze and cripple it just as it would any living being.

How highly important it is then that this standard of efficiency be maintained. That the life of the nation be not impaired. We can accomplish this by co-operation, and unity of effort, as employes of this great organization, as soldiers in the service of our country, by loyally, faithfully and carefully observing and obeying the instructions of our officers, who are carrying out the orders of our government.

In unity and in collective effort alone can be accomplished the great things we are called upon to do to win this war.

Kipling says:

"It ain't the individuals,
Nor the army as a whole,
But the everlasting team work
Of every blooming soul."

M. C. C.

Keep the Home Tracks Safe.

Jefferson, Iowa.

What are we of the track department doing and what can we do in a spirit of patriotism to help win the war for democracy?

We, whose duties require that we maintain the tracks of the railroads of our country, are assisting in a manner toward winning the war for democracy, and in making the world a better place in which to live, and which to enjoy the freedom which is known only under the Stars and Stripes, and to be freed from despotism and militarism as it is now being practiced by some of the leading countries of the eastern hemisphere which have had designs upon the free people of other nations; and we, being one of these, are now called upon to defend the principles under which we live.

We of the track department can do our bit to help in this defense by doing to the utmost the work which falls to our lot in keeping

track conditions such that the movements of troops, foodstuffs and equipment for our army can be effected without delay or danger, in so far as it is in our power to make a railroad safe for the extraordinary traffic which must and is being handled daily over the different lines, and we expect to be efficient to the extent that we win the war, and if we do and act our part properly we will do anything which will in any way aid in the assembling of this army, and in the necessary equipment at our seaboard, to go over the sea and "Over the Top" to defend the principles for which our sons, brothers and friends must, if necessary, give up their lives in order that a free people under the Stars and Stripes may not perish from the earth, and that all men may learn of us what a free people can and will accomplish.

We of the track department can, by practicing rigid economy in the use of materials which go to maintain a railroad, save to our railroad the use of cars for movement of army equipment, which would be used in handling materials not necessarily needed at this time, if each of us would only think that delay might mean the loss of the cause for which our young men are giving their all.

Again we can aid in this war by being prompt to unload and release cars which come to us loaded with materials, and in so doing, aid the movement of war materials which will be needed in winning the war for right and not for might, and any of us who contribute to the delay of the proper movement of war materials by delaying cars loaded with materials for our department are contributing in a measure to the cause of might against that of right, and while we look about us and call this one and that one unpatriotic, let us look to ourselves and see if we do not show a little of the yellow of neglect.

We can also do our bit by going outside of our regular duties at times to help out here and there in other departments where we are needed, and none of us should feel that we have accomplished all when we have only given of our time for which we receive wages, but all of us should be ready to turn a hand to keep things moving properly and not cause needless delays, even if we make some sacrifices in order to help out at times when labor cannot be secured, and thus accomplish the things necessary to keep our traffic moving properly. In this connection I want to mention a case which happened to come under my personal observation and which illustrates the point I have been trying to make: This was a case where our coal heavers had quit on one of our coaling docks and it became necessary to call upon track forces to take the places of men previously employed on dock, in order to keep a supply of coal on hand for our passenger and freight engines, which must be coaled daily, and after having worked for a few days these laborers became dissatisfied with conditions and notified us that after a certain time they would do no further work in the way of handling coal on dock for engine use. We

had not been able at the time of receiving notice of their intention to refuse to handle any more coal to secure the necessary help for work on coal dock to relieve these men, so wrote the two section foremen to talk the matter of patriotism to the men and make them see, if possible, that in delaying train movements by refusing to coal engines they would be aiding might against right, and none of us could do this and feel that we had done all we could, or our bit. This is the reply I received from the two foremen: "We may not be able to hold the men on coal dock to fill buckets, but we will be there to do it day or night until you can find some one who will relieve us." This I call track department patriotism and the kind which will be needed behind our boys "Over There" to win for right against might. I quote this instance, which came under my personal observation, to show just what can be done by our department to help do our bit in a spirit of loyalty to our country, our railroad and our flag, and as all are combined under the one at this time, we serve the three in one and win for right.

We have been cautioned and taught to conserve our foodstuffs so that we might save for our boys, and to feed our allies, and we can apply this practice to the matter of the conservation of track materials in order that we may save to our country by so doing, as by saving we lessen the operating expenses of our railroad, and by so doing allow the use of money so saved to properly equip our army for the duties which are before it, so that in the saving of materials not actually needed, we are doing our bit. And not only can we save by economy of usable materials, but we can save and do our bit by looking after and salvaging the materials which usually go to the scrap pile, or are lost by our having, as I said before, the yellow streak of neglect in our make-up.

We of the track department are a part of the government of this, our country, and a government is efficient to the extent of the efficiency of the people who make up the government, so let none of us be placed in the inefficient class, or among those who fail to do their whole-hearted best to be up and doing for our country and our railroad, so that both will be first in efficiency, for if the people fail the country must fail, and likewise if the track department of a railroad fails, so must the railroad fail, therefore all of you can readily see and understand that it is up to each individual connected with the track department to do his best for efficiency and, in so doing, stand behind our country united for right.

Our department of a railroad is not all of a railroad, and it is necessary that all departments of a railroad be joined together in the work which a railroad does, and must do in order to make a working and efficient railroad, and all departments must work together in harmony. Therefore let us of the track department work hand in hand with all other departments, that our railroad may be of the best service to our country at this

time, when efficiency is one of the necessary equipments and a most valuable one.

J. M. NUNN,
Roadmaster.

What Am I Doing To Help Win the War?

In my daily occupation, that of car foreman, I am working ten to twelve hours per day to see to it that car equipment is being repaired promptly and to see that loaded cars in bad order are promptly moved, especially such commodities as are needed by our government to carry to a successful end the great struggle in which we are now engaged.

In the little time I have at my home I have translated my lawn into a well-kept garden spot on which I am endeavoring to raise enough garden stuff of all kinds to run me through the year. By so doing I will leave the fifteen bushels of potatoes that I used to buy each year for the use of those that cannot raise any. I will also be able to provide all kinds of vegetables for canning purposes that are needed in my family.

I find that there is no more work to speak of in keeping a well-kept garden than there is to keeping a well-kept lawn and I believe that every available spot of waste ground in the yards around our home yards should be utilized to raise foodstuffs which with bullets are the essential things to win the war.

I regret very much that our city council has seen fit to knock out the "war pig," as I feel that table scraps that in many cases go to waste could find a "war pig" and in that way increase the meat supplies for our boys in the trenches and our allies across the sea.

I have since the beginning of the war started to raise chickens and my success has been fairly good. I have subscribed to Liberty Bonds, Red Cross and Y. M. C. A. work to the best of my financial ability, and I find that the men under my charge have done likewise and that all are running the hoe instead of the lawn mower and that some are raising a "war pig" on the sly.

Yours truly,

M. P. SCHMIDT,
General Car Foreman.

Maintaining a High Standard of Efficiency.

Ladd, Ill., May 14, 1918.

I have been asked to tell the Employees' Magazine what I am doing in the line of my daily work to help win the war.

By operating the power that I am called upon to run as lightly as conditions will permit and using every other means possible to save coal and other supplies and by being particular about reporting work on engines on arrival at terminal and also by keeping watch of sidings as I go over the road day after day and reporting any cars that seem to be unusually delayed to the proper official, I feel that I am doing what I can to help maintain a high standard of efficiency both in motive power and cars.

While these efforts may appear small to

each employe, if practiced by all, they will amount to considerable in the aggregate and will materially help our country in this great struggle against Prussian autocracy.

H. K. BEECHAM,
Engineer.

From the Rochelle & Southern Division.

Be On the Job Early and Late.

Montevideo, Minn.

In this time of national peril, when in defense of our rights and liberties a railroad man's first duty is patriotism. Upon our performance of the work committed to us depends the lives of thousands of men and women. The more efficient and prompt we are in doing our part the more quickly the war will end.

We must work, and save, and economize to lend all we can to our government. There is no evidence of peace and no real American wants peace until the war aims have been achieved and the world made safe for democracy. Our next step toward winning the war is punctuality. Be on the job in plenty of time to study the bulletin board, because at this time you will find many things of importance that need your attention. We must not overlook a single thing that would help to win the war.

We are all drafted for service of some kind. We must not dodge the responsibility. In short, we must all work for the war as we are part of the nation teamwork.

We are also drafted for service in economizing, and we must save in every possible way.

We must safeguard the shipments of food-stuffs as we never did before, see that all cars are properly sealed, and closely watch for cars in a leaky condition. The trains must be thoroughly looked over at every opportunity to avoid delays and derailments. Trainmen on trains passing through stations that are not required to stop should station themselves in a conspicuous place to receive a signal to stop from any one that might see something wrong with the train, such as fallen brakebeams, hot boxes, hot wheels, etc.

At this time of year and especially in war times there are a great many perishable cars moving in trains that need close attention by trainmen in the way of ice, etc.

If we do not unite and work together we assist the enemy to kill our own men, because we have delayed the needed equipment or supplies. We cannot escape our responsibility to those who are offering their lives, their all, for our protection. We must pull together to rush the supplies that are needed for our own soldiers and for the allies.

The war must be won, for it is our fight. We must be united, with every man and every dollar doing full patriotic duty in support of our country. We must invest in bonds and war saving stamps and give freely to the Red Cross while the soldiers are fighting our battles. We must also unite to protect the companies' property at all times against pro-Germans and others.

We are bound together with one thought, one aim—win the war then talk peace later.

The soldiers are not talking about peace and they are going up against the guns, they are in the thick of war, they are up against the real thing. So we at home must not cut the ground from under the feet of the men at the front.

Let us all think for a moment that we are in the trenches, a gun on our shoulder, a German army only a few hundred feet away. We would not talk peace. No, we would fight as we never did before, and that is what we must all do to win the war. I hold that it is the duty of every railroad man to give every ounce of energy in helping in any way that he can, that this crusade shall be a triumph for the world, and abolish war for all times. Every interest of America is vitally concerned and we must all unite to protect it. There are a good many would-be Kaisers in the United States. It is our patriotic duty to trim every Kaiser that is in our country up to the size of a 100 per cent American whenever we have the opportunity to do so.

It is a sacred duty of every citizen to be loyal to our government and to one another in order that we may uphold the government's credit and protect the soldiers that are dying on the battle fields of Europe. Let us all unite and say: "I am 100 per cent American. I am in full accord with my country in this crisis. I love democracy, and will manfully stand by it.

"I am opposed to autocracy and militarism. I will use every honorable means to help win the war. I will do my duty as I never did before. I will help to keep up the good work in this country until such a time as our American soldiers can float the American flag in the city of Berlin. I will not talk too freely to strangers. I will work for one aim, **Win the War.** I will not talk peace until the government has declared peace. I will be 100 per cent American, no matter what others may do or fail to do."

Let us see to it that the railroad man is always in the front rank of his duty, realizing that we are drafted for service and in one cause—WIN THE WAR.

WM. SCHMITZ.

Conductor, H. & D. Div.

Far From the Battle Line, But a Soldier.

What am I doing to win the war? As a section foreman I am making a daily inspection of all track under my charge, looking after joint fastenings, gauge of track line, surface condition of rails, right of way fences—in fact, everything which in any way might cause an accident, thereby hampering the transportation system of this railroad. I fully realize that to keep the government work of war preparation up to the highest state of efficiency the railroads, the great arteries of commerce, should be kept in the very best possible condition all the time, so it's up to us trackmen to see there are no

delays to government work caused by the breaking down of the transportation systems of this country. In other ways we who are far from the battle line can do our bit by generously supporting all war relief work, such as purchasing government bonds, by giving all possible aid to the Red Cross, whose organization and work is the marvel of the world. We should keep in communication with our boys in France and assure them every dollar, every ounce of energy we possess will be with them to the end; that we will make every possible sacrifice to aid them in their great fight to make the world safe for democracy.

We should never lose sight of the fact our boys have left all to make this fight against autocracy; that they are from their native soil, ready to make the supreme sacrifice, if fate so decrees, that a free world shall be left as a heritage to future generations. Homesickness and loneliness will probably be the worst problem our boys will have to contend with. Frequent assurances from home will aid immeasurably in keeping up the morale of our army, which is so essential for our success. I have never had any misgivings as to the end of this conflict. Ultimately right will prevail over might, and the sun of democracy will never set eclipsed by autocracy led by Wilhelm the Second Chief of the Huns.

TIM RYAN,

Section Foreman, River Div.

Wabasha, Minn., May 17, 1918.

Car department employes at Wabasha are endeavoring to do their bit towards winning the war by close inspection and prompt repairing of cars, at the same time keeping the repair tracks and material in neat and tidy condition. We handle considerable amount of work at this point and all car department employes being faithful and loyal to the support of their duties.

Yours truly,

J. C. HOUTS,
Car Foreman.

"Knock Out Drops."

We have all heard the above words quoted many times and they therefore need no comments or interpretation.

I have been asked the question: "What are you doing in your daily work to help win the war?" and it seems to me as though, at first thought, I was doing nothing; but on second thought it seems to me I am somewhat like the widow who gave "her mite," very little, but all I can give. And then came the thought of "the knock out drops."

The little that I am doing is not much, but if each one will do his or her "mite" it will have the effects of a big dose of "knock out drops" to the Kaiser and Kaiserism.

And what is true of myself is true of the majority of the smaller agents, or agents at the smaller stations, who do not have the opportunity to meet so many of the employes

of the company, to learn what is really being done at other places.

When we get a shipment which is damaged let us get quick action on it, if perishable. If it is flour and is partly wet separate the wet from the dry lest the latter absorb the moisture.

When we are loading butter some times the drayman will want to leave the refrigerator door open between loads, requiring an increased consumption of ice and an unnecessary heating of the butter, thus causing the butter to spoil much more rapidly. Watch this.

Now the season of fresh fruits is here and will need extra caution. Handle them quickly and carefully to avoid damage from rough handling and loss from delay in final delivery.

Let us all pull together so that not a bit of foodstuff will be lost through our negligence. The more we at home save the more we have for the boys at the front and the quicker will end this conflict. And the quicker it is ended the more of our boys will be saved and returned from the front.

If we are asked to help the different campaigns for raising money for the war let us do our "bit" willingly and efficiently.

These are a few of the things we who are at the smaller stations can do and again I say let us do them willingly and efficiently.

N. W. PUTNAM,
Agent.

Are We Doing All We Can?

Pra du Chien, Wis., May 14, 1918.

The war! No matter what our vocation or how busily we are engaged in our respective business, the paramount idea or question in the front seat of our mind is, "Are we doing all we can to win the war for democracy and freedom as against militaryism and barbarity?"

I know I am enthused with that idea and am constantly trying, and with success, to induce my men to do all they can to keep the track in shape and in first-class condition. Day and night in stormy weather you will find my track men patrolling their portion of the road to see that traffic is not interfered with on account of washouts or other causes. For the past couple of weeks I am engaged in laying about 3½ miles of side tracks (somewhere in the West, not military to say just where, lest perhaps an enemy Black Eagle should drop a bomb) out on the prairie for the purpose of storing 125,000 tons of coal, and I understand our company is installing a like number of tracks at three or four other different points on the system for a like purpose, this also a war measure to guard against a shortage of coal in the future or hard winter.

Last week we had a great wind and rain storm and one of our branch lines was inundated to a depth of three feet, but fortunately this storm extended over but a small portion of the entire line and the water ran off with two days' time, but the trains on this branch line being tied up for two days

caused quite a flurry amongst the section foremen of the sections of track that were under water. They hauled steel rails out on their hand cars and dropped them on this track in order to anchor it and keep it from floating. Of course we could have pushed a string of freight cars out to hold it down but were afraid to do so, as we could not be sure but part of the track may have been washed out under the ties so that it would not be safe, and after the water receded we found this to be a fact. Many feet were washed out from six inches to one foot deep under the track and we had several big holes in other parts of this line, one hole 110 feet long, three to five feet deep, one pile gone out of a long pile bridge. This happened Thursday night, May 9. Friday, the 10th, made a transfer of the passengers, mail, etc. At this large washout Saturday trains could not move over the line account of water too deep on the track. Sunday we could not get over it account of too much water on track, but Monday, May 13, we got a train each way over the line; so that the Kaiser did not get the best of us at that.

W. HICKEY,
Roadmaster.

Early To Bed, Early To Rise—To Win the War.

Bridgeport, Wis., May 15, 1918.

You have asked agents to each write a letter for the *Employes' Magazine*. At this station we have made a special effort to release cars without delay, and I think the records will show that we have succeeded in saving tonnage, although handicapped because a great share of our carload freight has to be hauled out to points several miles distant.

In the matter of avoiding loss and damage. I have always done all I could to protect all property. I cannot remember of ever breaking or damaging any freight by careless handling. Loss and damage is a grievous matter, but the agents are not responsible for it, and are practically helpless to prevent it. Most of the damaged freight that is turned over to us has received its hurt before we see it.

All employes who have any spare time should be interested in war gardening. We have a war garden, although compelled to have it in the river bottom and take chances on floods.

In order to encourage the war garden and the saving of time for this work, I will copy here some matter that I prepared for our local paper, *The Bloomington Record*, for last week:

"Some of our young men, especially in towns where there are good lights, cultivate the bad habit of remaining up very late at night and to even up lie in bed long after the sun is high in the Heavens. Farmers, as a rule, do not waste the morning hours and they usually retire to rest early. The morning hours are the best time for work in the garden, and if we do our full duty in the

war gardens this season, we must not waste any time.

"We would like to advance this idea, hence the following lines:

"There's nothing so fine as the morning hours
For work, for study or play;
For life is never so full and strong
Any other part of the day.

The man who lies in bed till noon,
And loses the morning light,
Has lost the best of the day for work,
And has squandered a part of his might.

Then go to rest when the stars come out,
And arise when the east is red,
The work of the world can never be done
By men while lying in bed.

Rest comes as a balm to the laboring man,
Who has wrought through the daylight hours,
Sleep comes to him in nature's plan
As it comes to birds and flowers.

Men make no gain by changing the time,
Or turning night into day;
Far better for them, if it could be done,
To follow the old, old way.

The way of our fathers, years ago,
For they had no electric lights,
So 'early to bed and early to rise'
Was the rule of their days and nights."
HARRY LATHROP.

Join the Rank of Humanity.

I am doing, and doing, and doing again and in every way I can, to help render the knock-out blow to Kaiserism. While not young enough and able to get in the ranks and march as a soldier for humanity, I am willing to give my all and every moment to do it. Join the Rank of Humanity.

It has been well said: "The game of life resembles the famous childhood game, 'Follow the Leader.'" Which is our duty.

Am so glad of the daylight saving plan and wish (had it been feasible) there might have been another hour added. But I am doing all I can to utilize every moment of it, either in the office or tilling the soil. My better half helping me, I am doing the office work, raising 15 acres of wheat, 3 acres sugar cane (sorgum), 3 acres tobacco and garden enough for support of five soldiers and my own family. Have invested every cent I could in bonds and three Red Cross memberships, and when our boys come home with Old Glory proudly waving, we will be thrilled with the thought that we have done "our bit."

J. J. HURLBUT,
Agent 2747, Barnum, Wis.

Making Our Duties a Joy.

Oshkosh, Wis., May 18, 1918.

For months we have been receiving copies of our valuable and instructive *Railway Magazine*, filled with helpful and inspiring

thoughts from the pens of our co-laborers in the large army of railway employes fighting under the banner of the good old St. Paul road, urging us to don the armor and to give our co-operation, loyalty, efficiency and united strength in this time of our country's need.

By our co-operation we may put forth a united and cemented effort to battle against the forces that would retard and obstruct service, necessary to carry on the great work demanded and required by our government.

What are we doing at Oshkosh?

Like followers of that good old Apostle Saint Paul, our boys, not only here but all along the Northern Division, might well take for their motto his words, "Be not slothful in business, be fervent in spirit," as they show by their daily work, their willingness to do any task that comes before them, to do a little **more** than the required amount not forgetting even in their leisure hours the interests of the company and the country which they serve.

We are keeping up an everlasting bombardment against the shippers.

Our volleys are:

Release Cars.

Do It Now.

Order Only Such Cars as You Can Fill to Capacity.

Handle Government Business With Dispatch.

To our own men we say:

Safety First.

Conserve Fuel.

Turn Out the Lights.

Dont' Waste Supplies.

Be clean, sober, industrious, bearing in mind always that our country's call is "DO YOUR BIT."

We are giving heed to that call and depriving ourselves of usual luxuries and even seeming necessities, so that we are enabled to purchase Liberty Bonds and Thrift Stamps and contribute to the Red Cross fund.

This to be sure, entails many hardships oftentimes, but the true spirit of **patriotism** and **loyalty** to our **country** fires our hearts with a warmth which makes the sacrifices light and the performance of our duty a joy, if by this means we can be a spoke in the great wheel of Justice that will eventually and forever crush and drive from off the face of God's free earth that monster demon, the spirit of Prussianism which stalks about "Like a roaring Lion seeking whom it may devour."

JAMES T. ARMSTRONG,
Agent, Oshkosh, Wis.

Consider Ourselves Part Owners.

Aberdeen, S. D., May 16, 1918.

In order to maintain the efficiency of the motive power, while in this crisis of war with our enemies, it behooves each and every one of us to act as a cog in this gigantic machinery, which we are at this time a part of.

We must consider ourselves part owner in the railroads operated by Uncle Sam, and we must consider it our duty to see that the locomotives are kept up in good shape so that they will be able to haul the tonnage trains without failure or mishap.

In order to do this we must see that the work assigned to us is properly taken care of and also take into consideration the fact that one man cannot find all defects and when the occasion arises that we may see an opportunity to repair a locomotive where a report has not been made, we must not fail to do our share.

We must all work in harmony and stand shoulder to shoulder, as Our Boys in the trenches are doing at the present time, which will enable us to conquer the enemy and those of us that are left behind fight with greater energy so that we may hope for their speedy return.

I wish to say that it is not only the locomotives that need attention, but all the machinery that has a tendency to keep the power in shape.

We should be as economical at our work as we are at our homes, for at these times during the scarcity of material we must make repairs to all old tools and parts of machinery where possible, thereby allowing our Government more new material, to help make the world safe for Democracy.

Yours truly,

C. F. J.

Now Is the Time to Show Patriotism.

Harpers Ferry, Iowa, May 13, 1918.

If there ever was a time to show patriotism, now is the time for all railroad employes to co-operate and help win the war, and the station agent has the opportunity of helping out, especially in food conservation, not only helping our Government, but in reducing loss and damage.

The big item is loss of grain in transit, and by careful observance millions of bushels can be saved. Personally, I watch every train passing the station and if a leak is noticed I promptly notify the dispatcher, giving the car number if possible and have the car set out for repairs. The standard rules require agents and operators to observe passing trains and note whether they are in order, and if grain leaks are reported a great deal of good can be accomplished.

At present a great lot of flour and feed are moving by local freight. I find a good many sacks torn, but have a needle and light twine on hand and repair the damage before delivery, thus preventing further loss and possibly saving a claim. I use the telephone promptly on arrival of all perishable freight and effect prompt delivery, and in cold weather have all freight of this class unloaded into waiting room, and never have any loss or waste.

A good many freight houses are infested with rats and mice, but I am lucky in that respect as my fox terrier "Jim" makes life pretty miserable for them at the station and grain elevator. Previous to "Jim's" time I

always made it a rule that when flour, feed, cereals, etc., were to be left in freight house over night I piled this class of freight on top of boxes, barrels or a four-wheel truck to keep it off the floor. While this caused considerable labor at times, I feel that it was the means of conserving considerable food and a saving of money.

A day light saving system is a great help to the day employes and every one should have a garden. I am working nearly half an acre, which is taking considerable time to take care of it, but I feel that it will help knock out the Kaiser.

Respectfully.

J. J. RELLIHAN.

GOVERNMENT HAS GOOD JOBS FOR STATISTICIANS AND ACCOUNTANTS.

The United State Civil Service Commission announces that the Bureau of Ordnance of the War Department is in urgent need of statistical experts at \$1,800 to \$4,500 a year; statisticians at \$1,800 a year, and clerks qualified in statistics, clerks qualified in accounting, and clerks qualified in business administration at \$1,000 to \$1,800 a year. These examinations are open to both men and women, except the examination for statistical experts, which is open only to men.

Competitors will not be required to report at any place for examination, but will be rated upon their education, training and experience, as shown by their applications and corroborative evidence.

The Commission urges qualified persons to offer their services to the Government at this time of great need. Important war work is likely to be delayed by this shortage of trained help. Further information and application blanks may be obtained by communicating with the United States Civil Service Commission, Washington, D. C., or with the representative of the Commission at the post office in any important city.

Some of Roadmaster P. Burns' Don'ts.

Don't ask all the trainmen you see where the roadmaster is.

Don't work in the yards when you have places on your track that are not fit to run a wheel barrow over.

Don't leave a bad spot or spread in the track and say, "I will do it tomorrow."

Don't tell everyone what a good man you are and then never do anything.

Don't start your men to work and then

go away and leave them and expect them to work.

Don't in stormy weather stay in the depot or house and let the track take care of itself. Get out, or send a man over it, and know that it is o. k.

Don't send a man over your section when it needs your personal attention.

Don't forget to watch passing trains for defects.

Don't leave material scattered all over your section. Put it in a neat pile, for it pays to save it.

Don't forget to get your reports in on time.

Don't let your timebooks go until the last of the month. Take care of them daily.

Don't leave a piece of work unfinished over night.

Don't, in going around a curve with a hand or motor car, say there is no smoke or train. Be sure there is none coming.

Don't forget that the lives of the public are dependent upon you.

Don't think that you know it all, for we can learn something from a schoolboy every day.

Don't put your track jack on the inside of the rail in raising track. Put it on the outside.

Don't, in raising track, expect it to stay up unless you put something under it.

Don't pass a gate that is open without closing it.

Don't leave your tools scattered over the line or around the yard and expect to find them next day. You may have to use them at night in case of a derailment, washout, or some other emergency case.

Don't raise track and not line and gauge it, for it will never look right.

Don't in stormy weather stay at home and take a chance on your section being o. k., for it may be the last chance you will ever take.

Don't say, "I can't," for there is no such word on the railroad.

Don't, in raising track, sight over the outside of a curve; you can see better on the outside.

Don't abuse the rights that have been granted you by the company in the order you belong to. Remember that there are others who have worked as hard as you have in bringing about the things you now enjoy.

Don't quarrel and fight with patrons of the company. It doesn't look well and besides it doesn't pay.

Don't be a knocker in these times, but be a booster and with all your might.

Don't fail to take dinner with you out on the section.

Don't you know when you have eight men and take thirty minutes going to and from dinner it is very costly to the company.

Don't forget that the man who is roadmaster has gone through the mill. He has had his ups and down as well as you have, and is not such a bad fellow after all.

"A 100 Per Cent Employe"

J. C. P.

Never in the history of the Pra du Chien Division have there been such manifestations of activities as were displayed during the Third Liberty Loan campaign just closed.

The work of securing subscriptions proceeded on receipt of instructions and was under the immediate charge of Superintendent J. A. Macdonald, who was assisted by Trainmaster R. E. Sizer and other subordinates, concluding with a large number of subscriptions or applications having been negotiated. Not one employe escaped being interviewed or approached.

It was while Trainmaster Sizer was carrying on his work upon which I am basing this contribution to the Magazine. The genial and ever alert trainmaster made many personal calls upon the employes during the campaign. He has the faculty of becoming very persuasive when he goes after anything and he does not talk long before he has the confidence of his audience. During one of his Liberty Loan talks to the men he attracted the attention of Conductor Richard Brew, who immediately came forward, producing at the same time a "Registered Bond of the United States, 3 per cent, 20 years, loan of 1898; authorized under Act of June 13th, 1898; Bond No. 12880; denomination, \$100.00; maturing August, 1918."

Mr. Brew purchased the bond during the Spanish-American war period and kept possession of it ever since, feeling that to dispose of it would shake his confidence in the Government of the United States.

Mr. Brew handed the bond to Mr. Sizer and signed up for the Third Liberty Loan, asking that the old bond be applied as part payment on the new issue, in this way demonstrating to all those present that he was desirous of continuing his confidence in his country's government and willing to trust his money to Uncle Sam.

This action on the part of Mr. Brew is indicative of patriotic spirit. It demonstrates loyalty, confidence and good will. Such things have a tendency to awaken the enthusiasm in those who have as yet not come to realize the seriousness of our country's future or the jeopardizing situation in which it is placed at the present time. Our country faces a grave peril. Any suggestion at this time in line with the above will line us up shoulder to shoulder quicker than any other medium. We must defend our country's further existence and continued prosperity and insure prolonged liberty.

The incidents related in preceding paragraphs having come to my notice prompted me to comment upon same in this issue of our Magazine with the hope that others might know the kind of men we have employed, and to acquaint the readers with Mr. Brew I will follow with a brief railroad history, which is due him under the circumstances.

He entered the employ of the C., M. & St. P. Ry. March 1st, 1890, as baggageman and

weighmaster at Pra du Chien under Agent James Lawler, present General Superintendent P. C. Eldredge was then the superintendent of this division.

In 1891 Mr. Brew was transferred to North McGregor as freight transfer clerk, later assumed charge of the baggage room; from this position he entered upon the duties of freight brakeman under Conductor Thomas Kane until July 6th, when he was promoted to freight conductor.

In addition to being affiliated with many railway and other organizations. Mr. Brew has held membership in the Baggage-men's Mutual Benefit Association of the C., M. & St. P. Ry. since October, 1898, and continued it until its dissolution a year ago.

In passing will state that I am told by officers of the division and others that Mr. Brew enjoys the confidence of his superiors and is considered by them to be a very trusty, reliable and honest employe.

The bond referred to above is being forwarded to Mr. Loomis, our treasurer, for proper transfer and entry to the credit of the owner.

Ten Rules in Preventing Infection (Blood-Poisoning).

Compiled by Dr. William N. Lipscomb, Field Representative, American Red Cross.
(Reprinted from "Safety Engineering" Magazine.)

1. Never fail to give attention to a wound, no matter how small.
2. Never drag clothing over a wound, but cut same and pull it away carefully.
3. Never put fingers or dirty materials in a wound for any purpose.
4. Do not "wash out" a wound with water. It carries germs and is dangerous.
5. Keep handkerchiefs and similar dirty dressings away from wounds. If nothing surgically clean is at hand, leave it exposed to the open air: such is the safe way.
6. When a physician is not immediately available, apply tincture of iodine in the wound and for an inch around margin of same, except in case of exposed intestines, eye injuries and ordinary bruises.
7. Apply carefully a sterile, surgically clean first aid dressing to the wound. Do not contaminate with dirty hands or clothes. Do not bandage too tightly.
8. Whenever dressings become soiled, loose, wet, or otherwise uncomfortable, carefully apply a fresh dressing.
9. If swelling or pain develop in or about the wound, see a physician immediately. To delay is dangerous.
10. Remember that more than 72 per cent of all cases of local and general "blood poisoning" develop from small injuries, especially in the hand. Use common sense—luck cannot be relied upon.

The best way to treat any injury is to prevent it.

GOVERNMENT NEEDS RATE AND TARIFF CLERKS.

The United States Civil Service Commission announces that there is urgent need for passenger-rate clerks, freight-rate clerks and tariff clerks, both men and women, in the office of the Interstate Commerce Commission at Washington, D. C., in offices of the Quartermaster Corps throughout the country, and in other Government offices.

The usual entrance salaries range from \$1,200 to \$1,500 a year. Promotion is reasonably rapid for those whose services prove satisfactory.

Competitors will not be required to report at any place for examination, but will be rated upon their education and experience, these two elements having weights of 10% and 90%, respectively.

Further information and application blanks may be obtained from the United State Civil Service Commission, Washington, D. C., or from the representative of the commission at the postoffice in any important city.

Our Band

"Proposed" is a word of the past now, for that new organization composed of our musical fellow employes, namely, The C., M. & St. P. Ry. Employes' Concert and Military Band. On Saturday evening, the 18th of last month, the first meeting and rehearsal was held and the "turn-out" of talent and enthusiasm without the slightest doubt, settled the anxious question and purpose of the meeting, "to be or not to be." Our band certainly is "to be," and is no longer a "proposed" idea. Neither will it be a noisy explosion of sounding brass, but a well-balanced, good toned organization, for considering that the group of musician employes assembled at that first rehearsal, had never played together before—even though all were good musicians—it was astonishing and very encouraging, the excellent way they played as a band.

And so the C., M. & St. P. Ry. Employes' Band was created and with wonderful opportunities ahead. Judging from that first meeting and rehearsal, one is inspired to predict that our band will rank with the best of such organizations in the country and be one of which all C., M. & St. P. officials and employes will be proud.

It is universally understood that all large bodies are composed of smaller units and naturally therefore the success of the large organization depends on the units or members of which it is composed. Here we have the key and secret of the success of our band. A

more loyal and enthusiastic group of men were never assembled, and they are all fine musicians with plenty of concert and military band experience. It was reported in the writeup in last month's issue of our Employes' Magazine, that about thirty musician employes had already responded. That was quite true at that time, but by the time the Magazine was printed and distributed twice that number were on the list and at this writing there are some seventy-four on the membership list.

About 50 per cent of the present membership are employes living outside of Chicago—and some of these a great distance. But that doesn't seem to make much difference—they're all good men and besides talent they have the "pep" and enthusiasm that go to make a successful "live" organization—for instance, brother musician employe, E. G. Dejomar, sat in one of the solo cornet chairs at the first meeting and rehearsal in Chicago, already referred to, and he hails from Montgomery, Minnesota. Such interest as that is mighty valuable and Mr. Dejomar's presence was certainly appreciated. Of course it is impossible for such men to attend the weekly rehearsals regularly but they will always have a hearty welcome and a place in the band whenever possible for them to get in. Perhaps the spirit of all the non-Chicago members is best expressed in a few poetic lines by O. J. Bachman of Wells, Minnesota, who is a good band booster as well as musician:

"It may not thus forever be,
That I shall distant stand,
The time will come when I shall see
A meeting of the Band."

Then there are employes in Miles City, Montana, and Mason City, Iowa, experienced as bandsmen, with instruments very essential to our purpose, who are willing to be transferred to Chicago offices and yards, thereby becoming Chicago members and making a greater success of our organization. From Milwaukee Shops Harold Hanrahan brings about thirty musician employes, forming an excellent foundation for a large concert or military band.

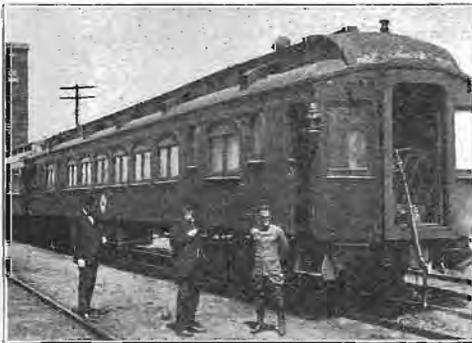
While the co-operation and enthusiasm of our non-Chicago members are being discussed and appreciated, the merits of our Chicago members must not be overlooked. This list embraces a large group of men, including those from Galewood, Mont Clare, Bensenville, etc., who are most loyal and talented members. Space will not permit the personal honorable mention due all of these men, but perhaps it will be possible to publish a picture of the band or at least some of its members in the next issue of the Magazine. However, it might be well to mention one or two who are typical of the Chicago members. Perhaps one of the most loyal and enthusiastic members is William H. Whitmore, located at Galewood, who is not only a booster for our organization, but a musician of twenty-five years' experience. Mr. Whitmore was the means of bringing in five fel-

low employes, all good members. Then there is P. L. Palmer, a busy man, serving the company as yardmaster at Galewood, yet he attends rehearsals and is an enthusiastic supporter, besides being an experienced bandman of no little ability. The spirit of determination among the members to make a big success of the project was demonstrated by Frank J. Weichbrod, employed at the Fullerton avenue office building. In getting his bass drum ready for rehearsal an unfortunate accident happened, rendering the drum useless, but he was not to be defeated thus and hustled out and borrowed another instrument and went on to rehearsal.

That's the "stuff" our organization is made of and in removing the word "proposed," "success" has been substituted in every way and it is now just a matter of time for proper rehearsals to get the instrumentation and organization adjusted and "acquainted" before the announcement is made of the first public appearance of the C., M. & St. P. Ry. Employes' Band.

There is always "room for one more," of course, and a few more employes playing the clarinet, alto or tenor horn, saxophone, baritone, trombone, bass or tuba could be used to good advantage, especially if you live in or conveniently near Chicago.

Through the approval and courtesy of Mr. Sewall and permission from the building management at this writing we are rehearsing every Saturday evening in the Railway Exchange Building, Chicago. However, any employe playing a band instrument and desiring to join (and every C., M. & St. P. employe that is eligible should join) is requested to send in his name, department address and state the instrument played, to either James L. Rippey, acting director and manager, or to Bryant E. Hadley, acting secretary, of the Employes' Band, C., M. & St. P. Ry., room 719 Lyon & Healy Building, Chicago.



Red Cross Car No. 2 at Green Bay. Dr. Lipscomb in Uniform; Supt. Tyler and D. M. M. Hart Near By.

Dorothy Earl, daughter of Mrs. Esther Earl, telephone operator at Galewood, was married recently to one of Uncle Sam's men, Herbert Arndt, stationed at Camp Grant. Mr. and Mrs. Arndt have our best wishes.

Sam and Bill.

Sted.

Says Bill to Sam: "The night is gloom, the moon is in the shade, the damps are swinging low and moist, like Germans in brigade; let's beat a little hike out there and cut their barbed wire down, we might start something worth our while and dent that German crown."

Says Sam to Bill: "Of course, we'll go and wake them up a bit. I'd love to smash that devil's crown! my, how those low clouds drip! I know the Germans' hopes run low, this storm will make them wilt, so grab your gun and beat it now, I'd like a little tilt."

So Sam and Bill, they stole away, and hiked for No Man's Land. The air was moist and heavy, but their spirits light and grand; they sneaked and crawled with caution, halting every foot or two, to see if there was any place where they could turn a screw and tighten up the allies' line and crack the German strain.

"Hist, there!" says Sam. "Let's up at them; six Huns are in that train."

Brave Bill, he yanks his gun to form, while Sam he holds his fire until Old Bill has shot his wad, then Sammie vents his ire and plunks away, now here, now there, while Bill loads up with speed, the Germans beat a sad retreat and curse the Yankee deed.

"Now let's beat back," says Bill to Sam. "We've done a bit today, but maybe when tomorrow comes we'll have this debt to pay; so let's hike back and get our rest, so if tomorrow comes, and any Germans want to play, we'll tackle them with guns."

So Sam and Bill beat back to camp and sought their army beds, and good Lord in His glory breathed a blessing on their heads.

Sted Says:

Say, Nora, was that what Del was trying to do? I thought he was mad at me and was trying to bite my ear off. Now that I understand the matter everything looks lovely, but Del is so tongue-tied I could not get a word of explanation out of him.

I'll come back some day, Mabel, and even if Savanna has gone dry, as Editor Raymond intimates, there is still the Mississippi and the chances of a boat ride. It all sounds good to me.

I was pleased when reading Lillie Ann's announcement that she would not write make-believe locals. Those are our sentiments, too. We always endeavor to write the truth, the near truth or anything but the truth and generally succeed. We are pleased that Lillie Ann is following our footsteps and does not write of anything but what has actually happened, actually could have happened or should have actually happened. I just happened to think of this.

Yes, Scraps, we are coming over to Seattle some day, and as you say it is to get a new dress. We do not intend to wear the dress, but we do know the address of the dress so will not feel so embarrassed this trip.

Bess is spinning away again. And away up in G.

To Editor K. R. Emerson:

When you grow tired of feeling tired, I'll bat you off a tip. Just swipe a car that's rubber tired and steal a little trip; you waltz along a lively pal, say one that's young and fair, and if she seems to feel retired, just fill her up on air; and if a tired tire springs a leak or wobbles in the mud, just squeeze your new tired feeling while your tire is in the bud.

The Right Spirit.

We are in receipt of the following card from Ray Shook, former stenographer in the superintendent's office at Spokane:

"Arrived safely and have been completely (you have no idea how completely) outfitted. Had my shot in the arm, vaccination etc., and am feeling fine. It sure is the life, but rather different than one has been accustomed to. Surely ought to get fat on the grub they put up. Almost like mother used to make. Everything you want except sugar. Even pie. Tell Herb; you might tell all those in the office. Regard this note as directed to all of you.

RAY SHOOK.

Detention Camp No. 1, U. S. Navy Yard,
Puget Sound, Wash.

Safety First

A. W. Smullen, General Chairman



H. W. Belnap, Chief, Division of Safety, R. R. Administration.

Mr. H. W. Belnap, chief of the Division of Safety of the Railroad Administration, has addressed the following splendid appeal to all railroad employes to "get the spirit of the new era" and co-operate to the utmost in mutual helpfulness, just consideration for the safety and rights of others, with an earnest desire to serve faithfully, based on mutual respect and sympathy, to the end that every part and branch of the national railroad service may register 100 per cent efficiency in these war days, when man power and a stout and determined will behind it are the most important elements of success.

The Vital Importance of Safety Work.

Personally concerned as every one is in the safety of travel, the subject of railroad accidents has always had the greatest popular interest. The figures compiled annually by the Interstate Commerce Commission are quite sufficient to warrant thoughtful consideration, and the question of the prevention of loss of loss and limbs on railroads has received serious study from practically every quarter.

It is indeed time to pause, particularly now that man power is so absolutely necessary, not only in our industrial but also in our national life, and consider how much of this unfortunate record of distressing accidents is due to the unavoidable risk or hazard of the employment, and how much is due to causes which may be eliminated. It is obvious that work for the prevention of accidents must be directed toward the elimination of those causes which study and analyses show to be fruitful of accidents.

In our early industrial life, men engaged in manufacturing and transportation employed but a few laborers. In nearly every vocation employes knew each other by name,

and were familiar with each other's work to such an extent that accidents which occurred were usually explainable and could in a measure be guarded against.

But with the advent of the inventor came complicated labor-saving machinery. This labor-saving machinery led to the employment by one man or corporation not of a few men but of hundreds, and by transportation companies of thousands. As an employe's safety was dependent upon influence which he could not control, accidents increased, until at last they became so serious in number and in character that an aroused public opinion was directed to their underlying causes.

It was quickly recognized that before any remedial action regarding accidents could be taken, accurate information as to the class, kind, and circumstances were necessary. This was particularly true in the great transportation industry, so in 1887, when the Congress passed the Act to Regulate Commerce, the Interstate Commerce Commission, created by that act, was required to gather statistics on accidents that were occurring upon interstate railroads.

When these statistics were available, the country was staggered by their total. The record of killed and injured by the use of the link-and-pin couplers then in general use and because the drawbars of cars were of uneven height clearly established a reason for legislation to correct the conditions that were responsible for so many of these distressing casualties. The first attempt of the Federal Government to deal in a legislative way in accident prevention on railroads, was the enactment by the Congress in 1893 of the Safety Appliance Acts.

As railroad men, you realize better than anyone the hazard of railroad employment and know the beneficent results obtained by requiring cars and engines to be equipped with safety appliances. Life has been made safer and injuries less frequent by the mandatory obligation of these laws.

Outside of the administration of marine regulations and the laudable and well recognized work of the United States Life Saving Service, the work of the Interstate Commerce Commission in safeguarding life and limb of employes and travelers upon railroads was the first in point of time of all the "Safety First" activities of the Federal Government.

In its scope and in its results this safety work stands forth as a splendid example in effectively preventing death and injury on railroads.

Its effectiveness has been demonstrated. Its whole basis has been accident prevention. Long before railroad managements were aroused to the necessity of more extreme

vigilance to prevent the frequency with which employes were involved in fatal or serious injuries, the Interstate Commerce Commission in its annual reports called the attention of Congress and of the public to the absolute necessity of preventive legislation in the interest of greater safety. These acts have amply vindicated the wisdom of their enactment, and every representation made by those who advocated them has been established and confirmed by the practical results obtained.

In the year 1893, 44.33 per cent of all accidents suffered by trainmen were due to coupling and uncoupling cars; in 1916 less than 6 per cent of all accidents to trainmen were due to this cause.

The Interstate Commerce Commission, in its accident bulletins, reports the accidents which occur upon railroads in the United States under five general heads, i. e.:

- Accidents to passengers,
- To employes on and off duty,
- To other persons not trespassing,
- Trespassers,
- And non-train or industrial accidents.

Bulletin No. 62, which gives the figures for the year ending December 31, 1916, shows that there was a total of 206,723 casualties reported for that year, 10,001 being deaths and 196,722 injuries.

There were 291 passengers killed and 8,008 injured. Of train service employes on duty, 2,210 were killed and 48,310 injured, and of train service employes not on duty, 303 were killed and 811 injured.

Of other persons not trespassing, 1,744 were killed and 5,060 injured while in non-train or industrial accidents, 525 persons were killed and 129,740 injured. By far the largest number of deaths under one classification, are those caused to trespassers upon railroad property, there being 4,928 deaths, 4,793 injuries in this class of casualties. An analysis of these totals for the one year which is indicative of every year's record impresses one by the surprisingly large number of trespassers they include. There is no reason or excuse for this class of accidents. Vigorous measures should be undertaken to make people understand that railroad tracks are not public highways and the use of them should undoubtedly be prohibited by law.

Regardless of these splendid results that are so apparent as a result of the enactment and enforcement of the Safety Appliance Acts railroads continue to have an ever increasing casualty list up to the present time, which have not been classified in such a manner as to point out the specific legislation necessary to bring about substantial relief.

That certain legislation such as a law against trespassers will give some relief is admitted by all, but to the student of accident prevention, it is manifest that other methods and efforts are also essential in order to bring about a substantial reduction in accidents. Serious accidents have always received public attention, so that it is generally understood what was the cause and what can

be done to prevent recurrences, but the casualties that swell the total and which demand our serious attention, are the minor accidents which each year appear to become more and more frequent. Almost all, if not all students of this problem, have reached the conclusion that the best and most scientific method in accident prevention work is to reach the employe in an educational way, and by proper instruction and supervision bring about an elimination of all the useless and purposeless taking of chances and by this means bring about the prevention of the little accidents as well as the big accidents that are constantly occurring on railroads.

Thirty per cent of all the people killed and 90 per cent of all the people injured on the railroads in this country are railroad employes. One employe is killed every 3½ hours and one employe is injured every ten minutes in train accidents alone, and taking into consideration all accidents one employe is either killed or injured every three minutes during the entire year.

This being the fact, you can readily see as railroad employes, the necessity and vital importance of organized safety work; it is you who follow this hazardous vocation; you and your wife and your children and your loved ones who are the ones that will be most benefited by a reduction in accidents.

I do not know where the slogan "Safety First" originated, but I do know the general public is more or less familiar with its meaning and its purpose, and that railroads generally throughout the country have during the past five or six years carried on a systematic safety campaign, and that many of them have developed distinct organizations to carry on this important work.

The "Safety First" movement has already accomplished much in bringing about safer conditions of employment, but its work has only begun; it is yet in its infancy.

The crying need of the hour is to get every person who works for a railroad, regardless of in what capacity, interested in the safety movement. No safety organization will be successful unless it has the active and sympathetic co-operation of all concerned. For that reason, the one main purpose of such an organization is to secure the co-operation of the employes, not only in suggesting additional safeguards to be provided so that existing hazards may be removed, but also by educational means to bring about an elimination of dangerous practices wherever found to exist.

Charles Francis Adams, in writing some years ago on the subject of railway accidents relative to employes, said, "All of whom take chances or assume risks, and if they did not do so they would be something more or less than men."

This may have expressed the prevailing idea of thirty years ago relative to railroad employes. Very few, if any, safety appliances were in use. Rules governing the movement of trains were different on different railroads. Nothing had been done to standardize

either safety rules or equipment, and the railroad man's environment was such that he may have thought the taking of chances or the assuming of risks were essential if he were to hold his job.

Since that time conditions have been bettered in many ways, and the railroad man's environment has changed. He has entered a new era. No longer can it be said that any employe is compelled to take chances or assume risks. A much better statement, and one which more clearly indicates conditions that now prevail, is a statement of W. G. Lee, president Brotherhood of Railroad Trainmen, in an article on the "Safety Movement," in which he stated:

"The purpose of the "Safety Movement" is to have men not continue in these dangerous practices, but to take a safe course always in doing their work. A great number of our railway accidents, in spite of what has been said to the contrary, are not to be attributed to the fault of the employes or to the fault of a fellow employe. Very many of them are accidents that can not be avoided, but the great majority of them come from the useless and purposeless taking of chances."

The use of safety devices is an important factor in the prevention of accidents. Good results are undoubtedly obtained from their use, but no mechanical safeguard can fulfill its purpose without the co-operation of efficient and ever alert human beings having a keen appreciation of their duties and responsibilities. Such devices can not be expected to eliminate accidents entirely, however, as the human equation must always be taken into account. Our efforts must therefore be directed to the training and the development of the human equation—of the employe—so that when the test comes he will take no chance. If it can be instilled into the minds of railroad employes that it is their duty at all times to be cautious and prudent and that they must not take unnecessary risks in the performance of their duties, a great reduction in accidents will most certainly result.

Judging by the experience of those who have given this matter the most careful thought, the best method to reach all interested appears to be in the formation of safety committees. These committees are composed of officers and employes, all co-operating in striving to reduce accidents in every possible way. Such organizations should certainly be commended, and deserve the loyal and hearty support of each officer and of each employe of every railroad in the United States. The benefit of such organizations can not be measured. If it is true to its purpose, it means greater efficiency in every department of the service, greater security to the lives and limbs of the employes, and better and safer service to the public, all of which are of vital importance.

Such safety committees on railroads have been in operation for a number of years. On some railroads these organizations reach out into every terminal and every shop. Other railroads have perfected organizations where-

in the safety features have been discussed only by the officials in charge.

Both plans evidently have done some good, but the record clearly establishes the fact that those which have accomplished the most have been those organizations in which the employes have participated the largest. After all, it appears to me that unsafe conditions and the unsafe practices are known and understood better by those who work in continual connection with the unsafe conditions and the unsafe practices. That this is evident is shown by the record of recommendations that have been brought to the attention of safety committees for the purpose of correcting the unsafe conditions or practices. A complete record of the safety suggestions made by employes through their safety committees of all the railroads is not available, but from a report of a large eastern railroad, which I have just recently received, in a five-year period, 27,496 recommendations were made. Of this number, 20,918, or 76 per cent, were of sufficient merit to have received attention and correction.

Upon another railroad in the Western territory in a four-year period 15,559 safety suggestions were received from employes, of which number 11,708, or 75 per cent, were practical suggestions and received consideration by the committees to which they had been reported.

As indicative of the opportunity that is today presented to every employe who carefully studies unsafe conditions or unsafe practices, and reports them so that they may be changed, one employe of a Western railroad in twelve months made 149 safety suggestions, 132 of which were considered practicable and placed in effect. This man was not used exclusively in safety work; he was following his usual occupation daily and was not even a safety committeeman, yet he was so observant of the conditions that prevailed that he was able to have changed and rectified many unsafe conditions and practices. This shows what a wonderful opportunity each employe of a railroad has, if he will but exercise judgment to see to it that safe conditions are at all times established and maintained.

Every effort then to promote the co-operation of all forces interested in the enforcement of industrial efficiency of railroad employes and to eliminate accidents should meet with the encouragement of all classes. And to the support of no movement should that common encouragement come more willingly and certainly than to a safety campaign, the sole purpose of which is the elimination of accidents. For those employes who work in constant risk there should be ready sympathy and quick relief. Money wisely and carefully spent in protecting employes is not a burden on the industry, but is without question a splendid investment.

In this crusade against accidents we need the active sympathetic co-operation of every officer and every employe of every railroad, and one of the purposes of the Safety Section

of the Railroad Administration is to facilitate this co-operation, in order to prevent a waste of energy.

At the time this section was created it was understood it was to deal directly with each railroad, to bring about uniformity in practice, supervise such organizations for safety as are already available, and suggest such others as are desirable. In its "Safety First" work the Safety Section of the Division of Transportation, United States Railroad Administration, intends to utilize to the fullest extent the safety organizations now in operation on such railroads as have working organizations, and to assist those railroads not having a safety organization to perfect such an organization as will keep constantly in the minds of all officials and employes the necessity of care and caution so as to insure safety in every possible way.

This is a great humanitarian work in which science, labor, business enterprise, and the government must all unite. In science we appeal especially to the mechanical engineering profession, to furnish us the safest equipment; to statistics and economics to furnish us with facts and to supply the methods of investigation and of prevention; but we need most of all the help of labor, which has the greatest immediate interest in the matter, but which is too often handicapped by the lack of scientific knowledge, or by a lack of means of making itself heard. All organizations and all societies can be of material benefit and of great service in pointing out fields of investigation, so that unsafe conditions may be corrected, but better still assist in instilling into the mind of every employe the fundamental rule, that no chances of any kind must be taken.

God speed the day when the risk in railroad employment will be lessened to such a degree that accidents will be an exceptional occurrence, rather than a prevalent evil dreaded by all.

You may rest assured that you have the hearty support and co-operation of all government agencies in assisting in the advancement of any method that will bring about a reduction in accidents. You, one and all, have a greater part in this philanthropic work.

To make the safety movement on American railroads a vital, living, energetic force for good devolves upon the officials and employes of the great railroad systems today, unified in the one splendid organization working untiringly for the welfare of the greatest nation on earth.

I can not sound a clearer call to duty and responsibility than that stated by Director General McAdoo, when he said, in the closing statement of his official order No. 8:

"The Government now being in control of the railroads, the officers and employes of the various companies no longer serve a private interest. All now serve the Government and the public interest only. I want the officers and employes to get the spirit of this new era. Supreme devotion to country, and in-

vincible determination to perform the imperative duties of the hour while the life of the nation is imperiled, by war, must obliterate old enmities and make friends and comrades of us all. There must be co-operation, not antagonism; confidence, not suspicion; mutual helpfulness, not grudging performance; just consideration, not arbitrary disregard of each others' rights and feelings; a fine discipline based on mutual respect and sympathy; and an earnest desire to serve the great public faithfully and efficiently. This is the new spirit and purpose that must pervade every part and branch of the national railroad service."

"Why Don't Daddy Come?!"*

*This article, written by O. D. Boyle, yard brakeman for the Baltimore & Ohio R. R., at Washington, D. C., appeared in the magazine published by that company and by consent of the author is now published by General Safety Committee of this railroad.

"When the Baltimore & Ohio organized its first safety committee several years ago, I had the honor of representing the employes in train service at this terminal. I entered the work with an enthusiasm that grew into elation when the succeeding monthly charts showed a surprisingly large reduction in the number of preventable accidents. Yet, while I was preaching safety to my fellows, I was not practicing it myself—I could not resist the temptation to take a chance occasionally. As I look back I can see that my work for safety was a hollow proposition; merely a question of making a 'good record'!

"But a new epoch in my Safety First education was reached when God sent us Helen. She has been with us almost three years now, so, of course, by this time we are very well acquainted. She is not yet old enough to understand the general scheme of life, but she is fully conscious of the fact that I must leave her every morning 'cause your train's awaitin' for you,' and that I should come back to her sometime 'after the sun's gone to bed.' And what a time for her when her 'Daddy' does come home! I have just rung the bell—I can't see her yet, but I can hear her joyous cry, 'Daddy's home! Daddy's home!' and a rush of eager feet across the room. Oh yes, I see her now running through the hall—mamma opens the door—a jump into my ready arms—a squeeze—a smack—'So glad you've come, Daddy!'—and then an evening of joy.

"She is not yet old enough to understand about derailments, engine failures, congested yards or a thousands other things that sometimes occur on the best regulated railroads, so that when I happen to be the 'goat' it is the cause of many troubled moments to the precious little mind and the source of many anxious queries to her mother, 'Why don't Daddy come?'

"Ah! 'Why don't Daddy come?' Suppose daddy never comes! Suppose the anxious waiting moments are turned into an unbroken vigil of days—months—years! Could a million dollars insurance erase the yearn-

ing of the little troubled heart? Could all of the great lawyers in this land make her understand when, with her anxious face turned up to meet the tear-dimmed eyes of her mother, she asks, 'Why don't Daddy come?'

"No! That's why I stopped going between moving cars at the last moment, to adjust the knuckle. That's why I stopped kicking couplers. That's why I stand on the outside of the rail when boarding my engine. That's why I am extra careful in walking over the top of my train in bad weather. That's why I inspect my train at every opportunity. That's why I work with an absolute conviction that if I don't go home to Helen tonight it will be because of the will of God or the carelessness of you, fellow-worker.

"To the will of God I can only say, 'Be merciful. Thy will be done.'

"But of my fellow-worker I ask, 'Would you rob my child?' Certainly you would not take her candy, her doll, her house or her little iron bank. Assuredly not! Yet if you did, they could be replaced.

"Again, I ask you, 'Would you strike my child?' No! Yet if you did, it would soon be forgotten.

"Now, I ask you, 'Would you rob her of her daddy? Would you strike her little heart a blow that would never be forgotten?'

"Then the next time you see a loose handhold, chalk it, so that I can notice it when grabbing for it; the next time you see an obstruction near the track, remove it, so that I won't fall over it when switching; if you see a switch point which does not fit report it so that my train won't pick it open; if you find a switch light out, fix it so as to protect my train when I come along; if your train stops, go back to flag just a little bit further, so as to be doubly sure my train won't wreck; if you find a bad section of track, repair it today, so that my train won't spread the rails when it reaches it; if you can remedy any unsafe condition or practice and make my occupation a little less hazardous, do it. I do not ask it for myself. I can stand the shock of losing a limb and, with God's help, I do not fear death. But—

"Helen will be waiting for me tonight, and tomorrow night and every night and I don't want her unanswered when she anxiously asks, 'Why don't Daddy come?'"

Some of the Dangerous Practices Which Prevent Daddy Getting Home Safe.

When we leave cars too close to a switch to clear a man on the side of a car on the adjoining track.

When we fail to block guard rails and frogs.

When we leave drawbars, material and other movable obstructions too close to the track.

When we leave boards with nails sticking up for ourselves or some one else to step on.

When we fail to put out a blue flag when under cars repairing or inspecting them.

When we refuse to wear goggles.

When we use defective and burred tools.

When we kick drawbars over just as cars are coming together.

When we throw away guards on emery wheels and gearing of machines.

When we do not keep a lookout for moving cars or engines while working about trains.

When we leave freight and baggage, material, ladders and trucks scattered over station platforms.

When we move cars on loading tracks without first requiring occupants to get out.

When we find a loose grab iron, ladder rung or a bad order coupler and fail to fasten a red tag to it so that the next man will be warned and the necessary repairs made.

When we fail to flag properly.

Why not cut out these dangerous practices and stop working for the doctor and undertaker and keep ourselves whole and sound for the benefit of the wife and kids?

Minutes of "Safety First" Meeting Held in Local Chairman Christoffer's Office, 2:00 P. M. Thursday, May 2, 1918.

A Safety First meeting was held on Thursday, May 2d, being called to order at 2:00 p. m. by local chairman, with the following in attendance:

A. W. Smallen,	A. Schaarf,
G. P. Conrey,	F. J. Swanson,
G. E. Simpson,	John Dullen,
J. F. Kane,	R. L. Blakesly,
A. J. Hasenbalg,	L. A. Smith,
W. H. Fesler,	J. Costello,
A. H. Scharenberg,	W. A. Moberly,
W. C. Bush,	M. Burke,
G. E. Harper,	Jas. J. Carroll,
P. L. Markey,	J. E. Bjorkholm,
J. R. Grow,	Geo. Passage,
E. G. Hale,	H. Ricketts,
T. M. Black,	A. J. Vogler,
E. Summers,	C. S. Christoffer.

Meeting was opened with a short talk by chairman and the Safety First suggestions which have been made by employees since last meeting were checked over with the result that all suggestions have been properly taken care of and correction arranged for.

Most of the complaints referred to obstructions which were found at different points in the Chicago terminals and report was made by chairman to the effect that a work-train has been cleaning up in the past several days and the conditions in a few days will be excellent. The work-train is still working and will not be taken off until all of the obstructions have been removed.

Our Police Department has taken a great interest in the Safety First movement in the past several weeks, our reports indicate, and we are glad to receive their suggestions as some of them are very good.

Statements from Claim Department for months of February and March were checked very closely and indications were that there is still much room for improvement as far as preventions of injuries to employees is concerned. The causes for most of the injuries were due to carelessness and the attention of all concerned, particularly freight-house and repair-track foremen, was called to the fact that they are expected to start a campaign immediately with each of their employees and impress upon them the necessity for greater care in the performance of their daily tasks. The foremen in charge of men were informed that they would be held personally responsible for cases which resulted in injuring employees due to defective equipment or tools. In short, most of the injuries shown on Claim Department reports indicated that they could have been avoided had a little more care been exercised.

Chairman Smallen called attention to certain unsafe conditions at Union Street freight houses and indications were that all of his suggestions for betterment had already been taken care of with the exception of a railing which is in Union Street yard and does not clear a man on the side of a car, railing being about 16 inches wide and

used by switchmen for signalling. Suggestions to place a danger sign at this point during day time and a red lantern at night were thought good ones and arrangements have been made to rectify the conditions accordingly.

Foreman Dulen of Western Avenue coach yard, in charge of coach cleaners, had several very good suggestions—one being that rough switching in coach yard of milk cars (while being transferred) and passenger equipment (while being cleaned) be eliminated. Several slight injuries have resulted in the past to men transferring milk cars and to women cleaning passenger equipment. Assistant Trainmaster Blakesly was instructed by local chairman to watch this matter closely and arrange for immediate correction. Foreman Dulen was also instructed to report such cases to my office, as soon as they occur, in person, so that prompt action can be taken.

Another suggestion made by Mr. Dulen was that platforms of milk cars be taken off as they are of little or no use, they being more or less dangerous as well as useless. This matter will also be gone into at once as to the advisability of such a move.

The clearances of the tracks in the milk yard at Western Avenue were also discussed and all concerned were advised that investigation of this matter has been under way for the past several weeks and some action will be taken soon to make conditions more safe.

Roundhouse Foreman Vogler informed us that he is watching his forces closely with a view of reducing injuries caused by defective tools, etc. The results in the past few weeks, he advises, have indicated an improvement. Foreman Vogler also explained that he is having trouble with his men due to the new washing arrangement which results in their being soaked with water and oil which they strenuously object to. The question of furnishing rubber boots and rubber coats for washing performances will be gone into at once.

Roundhouse Foreman Ricketts advised us of the insufficient clearance of the sand tower at Galewood, where one of our dispatchers was recently injured, and suggested that the tower be moved to proper clearance; also that the road side cinder pit was in an unsafe condition at Galewood. Both the conditions will be gone into at once and correction arranged for immediately with reference to sand tower, if practicable, and in the case of cinder pit, as soon as material is received to do the work.

General Yardmaster Smith remarked as to the condition at Galewood caused by boys turning angle cocks in trains causing draw bars to be pulled out and delays to trains in general account trains being cut. This is occurring between Cragin and Galewood Hill and specific cases have been reported to the Police Department in the past. Matter will again be called to their attention.

Chairman Smullen of the General Safety Committee advises us that he has had 100 "No Trespassing" signs ordered for use in Chicago terminals, and it is hoped that the nuisance will then be reduced.

Traveling Engineer Passage had a suggestion which will be gone into to the effect that were the present blow-off pipes taken off and a straight nipple substituted, it would result in an improvement, as the present system is more expensive and dangerous than the proposed one. The blow-off pipes and cocks are invariably knocked off when an engine leaves the track which results in much expense. Cylinder cock handlers, he also suggested, should be placed somewhere outside of cab of engines as they are very dangerous where they are now located.

The installation of a fire brigade at Galewood is well under way, and chairman has arranged for a special meeting in the near future to bring the matter to a conclusion.

Foreman Schaarf of Galewood freight house complained that switchmen were pulling cars from the freight house before the doors have been closed and sealed, which might result in injury to the employes performing the duties referred to. Trainmaster Costello has been instructed to arrange to have the practice stopped.

The short address delivered by G. E. Simpson, General Supervisor of Transportation, was greatly appreciated by all concerned. Mr. Simpson informed us that from recent observations, he be-

lieved that our truckers are trying to handle too much freight in one trip than can be done with safety, which matter will be investigated and corrected.

The practice of calling attention to Safety First matters on Safety First postal cards is not being carried out as it should, and all present were instructed to renew their instructions to their men with a view of giving the matter more attention.

A. W. Smullen, Chairman G. S. C., favored us with a very interesting talk as to what has been done in the way of safety-first by Chicago terminals as well as other points and we were also of the opinion that much more could be accomplished, although reports for Chicago terminals were not the worst. The few minutes that Mr. Smullen had the floor were of much benefit to us, and our only regret was that he did not have the floor long enough.

We also learned with pleasure, that J. F. Kane has been added to Mr. Smullen's staff, as District Safety Inspector. We assured both Messrs. Smullen and Kane that they would continue to receive our hearty co-operation in the future as in the past.

G. P. Conrey, Inspector, Bureau of Explosives, located 1972 Transportation building, Chicago, has recently been added to our list of Safety First Committee members and we are certain that he will call our attention to certain conditions which have heretofore been considered minor as far as the handling of explosives and inflammable shipment is concerned, as he has done in a few instances at this meeting.

Several important questions pertaining to the handling of such shipments were asked him by some of the members and I am sure that answers were instructive to say the least. We certainly enjoyed his visit and hope that he will attend our future meetings as the pleasure will be all ours.

Mr. Conrey also said that his office can be called by phone at any time for information pertaining to the subject heretofore mentioned.

The meeting was concluded with an address by Local Chairman Christopher, which covered safety-first in general and was adjourned at 4:30 p. m.

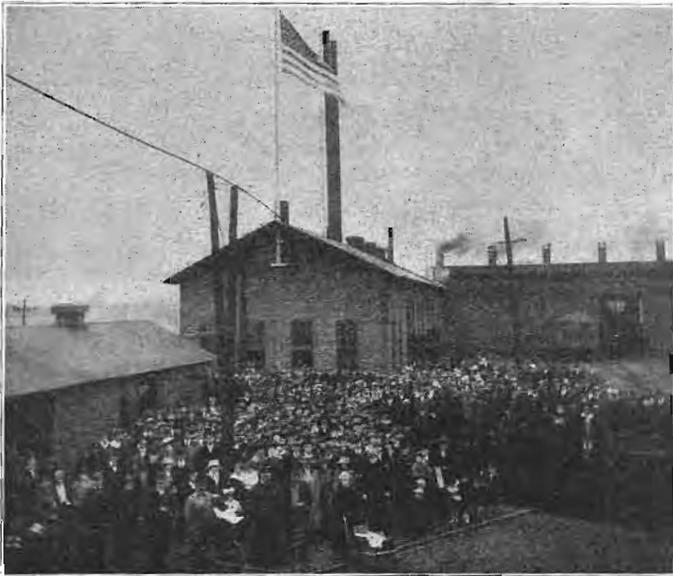
It is hoped that all of the members will attend our next meeting which will be held in due time.

OBITUARY.

On May 8th, Section Foreman Patrick Ginnes died at his home in Newton. He was the oldest foreman on the Kansas City Division and has had charge of much important work both with extra gangs and on section, since 1887. For several years previous to going to the K. C. Division he had held similar positions on the Iowa and S. C. & D. Divisions. He was highly respected by his employers and associates and was a valuable employe. His funeral, which was held in Newton, was attended by a large delegation of railroad men from the Iowa, S. C. & D. and K. C. Divisions. The sympathy of his many friends on the railroad is extended to the bereaved family.

KILLED IN ACTION.

Private Melvin Johnson, formerly telegraph operator at Fargo, North Dakota, was killed in action in France, May 1st. Private Johnson enlisted last summer in the North Dakota National Guards because he believed that to be the quickest way to get into the battle line, as he was toward the end of the list of registered men in the draft. After arrival in France he was transferred to the 18th Infantry and was an operator in the signal service. He was 25 years old and is survived by his parents and one brother. Another brother, died at Camp Douglas, Arizona, of pneumonia the week previous, his funeral having been held at the home of the parents in Hawley, Minn. The double bereavement of the parents through the loss of two sons in the service, so close together is particularly sad. Private Hawley had worked on the Milwaukee at Montevideo for a number of years before going to Fargo, and had many friends on the H. & D. who unite with the Magazine in extending heartfelt sympathy to the stricken family.



**Patriotism Keynote of Flag Raising at
Janesville.**

Roundhouse, Janesville, Wis.

On April 26, Liberty Day, the employes of the C., M. & St. P. Ry. raised a 10x18 foot flag at the roundhouse. The ceremonies were conducted by our general roundhouse foreman, J. W. Allen, and were opened by prayer by the Rev. Wm. Mahoney, after which the flag was raised to the top of the 65-foot pole above the roundhouse office. The Sixteenth Separate Company of the Wisconsin National Guards were in attendance, under command of Lieut. Victor Hemming and Sergts. Dixon and Hill handled the ropes while the Bower City Band played the "Star Spangled Banner," and the crowd of over 1,000 stood with heads uncovered. The next on the program was a talk on liberty by A. E. Mathison, "Liberty We Want and Liberty We are Going to Have." This was very interesting and instilled in the minds of those hearing it the liberty for which our flag stands. Mr. Mathison was followed by our aged general foreman, J. C. Fox, who is 91 years old and the oldest employe of the St. Paul system, having served 67 years. Mr. Fox was followed by Rev. Wm. Mahoney, who spoke on "Fidelity," and said in part: "You men are now working for a federal institution and your loyalty and best efforts in your work are absolutely necessary to the United States if they are to win the war. Any man who enters the door of this work shop and fails to give his whole heart and soul to the work he is picked to do is worse than pro-German. He is a German spy and the blackest kind of an individual."

After Mr. Mahoney's remarks a picture was taken of the flag and those attending the ceremonies.

A. N. Lucas, assistant superintendent of motive power, and Division Superintendent R. A. McDonald, who were expected to speak also, wired that owing to pressing duties elsewhere they were unable to be with us, which was very much regretted.

The program was finished shortly after 3 p. m. and nearly all present then took part in the large Liberty parade.

The raising of the flag took place after the big drive of the third Liberty Loan, in which the roundhouse contingent went 100 percent. Great credit should be given to the committees in the drive as well as the flag raising, and who wish to express their thanks for the hearty support given them.

C. S.

North La Crosse News.

H. J. Bullock.

Switchman "Biscuit" Larkin is looking for the "guy" that sent him a wooden fish by express. Asst. Supt. of Terminals C. A. Bush of Milwaukee was a La Crosse visitor May 15.

Train Dispatcher Frank Devlin at Montevideo called here April 21 while en route to Tomah to attend the funeral of his mother.

Ticket Agent J. P. Paulas of Milwaukee Sundayed here with relatives April 21.

Our esteemed president of the M. N. G., "Hickory" Sampson, and family have departed for the "Hoppole" country in the Kickapoo Valley, where the basswood blossoms bloom.

Nick Weber has been appointed night yardmaster here, vice D. J. Devine, assigned to other duties.

Special Officer John W. Garrett is busily engaged in his duties of rounding up trespassers from the yards here.

A "boomer" operator who called here recently is described by Second Trickman Ross as having a face that would stop a La Crosse yard engine on a foggy night.

Claim Prevention Bureau

C. H. Dietrich, General Chairman

The General Committee on Claim Prevention wishes to advise you that for the month of March, 1918, our loss and damage to freight amounted to \$114,185.33. The freight revenue for this period amounted to \$7,345,782.60, the ratio of loss and damage to freight revenue being .0155. The loss and damage to freight for March, 1917, amounted to \$99,786.06. This indicates an increase for March over last year of \$14,399.27. The ratio to freight revenue, however, for March, 1917, was .0156; hence, in proportion to the freight revenue, there was a slight decrease.

Our records for April show that there was no appreciable falling off in loss and damage claims filed, there having been 15,564 claims received amounting to \$455,151.48, and the payments made during April will undoubtedly show a heavy increase over the same months last year. These statistics do not indicate that men responsible for the safe handling of freight are giving the prevention of claims the attention it is deserving of. The necessity of watching this matter more closely is quite evident, in view of Circular No. 90 on this subject recently issued by the regional director, which reads in part: "It is very important that careful study be given to loss and damage claims of every character and that where special organizations are not in existence it is suggested that they be provided for the handling of this important matter." This order from the regional director is an illustration of how closely the Railway Administration is watching the loss and damage account, and it is a certainty that no one connected with our organization is desirous of having our company show any other than a first-class record in this respect.

The season is now at hand when heavy damage is liable to occur to perishable freight unless the refrigeration is supervised closely and ice bunkers of refrigerator cars kept well filled, and special attention is necessary where cars are traveling without specific icing instructions shown on the waybill. Last week a carload of cheese was permitted to run for six days on our rails without having been re-iced and the contents of this car, valued at \$7,500.00, was nearly ruined. In this case the company not only sustains a heavy loss, but a carload of badly needed foodstuffs was lost to the consumer. In another instance occurring a few days ago, a carload of fresh meat traveling under indefinite icing instructions reached its destination with ice bunkers scarcely one-third full and the meat in a badly deteriorated condition. With our present organizations at terminal stations, there is little, if any, excuse for incidents of this nature occurring.

Owing to the inadequate supply of re-

frigerator cars and the scarcity of ice, it will be most essential during the coming warm weather that cars loaded with perishable freight be filled to their utmost capacity. Agents accepting carload shipments of eggs should co-operate with shippers and use every possible effort to have them load to maximum the cars that are furnished. It has been demonstrated that in many of our refrigerator cars it is possible to load eggs five tiers high where the cases are of sound construction. In stowing these maximum loads, however, the greatest care must be used to see that the space in the doorway is fully braced to prevent shifting in transit.

During the month of April this office received 16,597 short reports, 10,730 over reports and 7,825 bad order reports. The work in this bureau seems to indicate that agents are not forwarding their o. k. reports as promptly as they should where short freight is received or disposition is received on overs. Please give this your special attention, as the prompt forwarding of these o. k. reports saves a great deal of clerical work, not only in this office but in all offices on the line.

Within a very few days it is expected that revised loading schedules will be inaugurated at the principal merchandise loading points on our system. These schedules should largely reduce the opportunities for loss and damage to freight, and, immediately upon their being put into effect, this bureau urgently requests that all way freight crews and station agents on the line lend their every assistance toward making the new plan a success. This sailing day system of forwarding merchandise will relieve us of a great many of our present burdens in connection with the handling of LCL freight, and it is felt that everyone connected with freight handling should show his appreciation of this relief by redoubling his efforts toward eliminating the causes for claims that come to their attention. As soon as this new loading schedule starts, this office will be pleased to receive suggestions and criticisms from the local agents with respect to it, in order that any oversights that might be made in building the schedule may be corrected.

C. H. DIETRICH,
Freight Claim Agent.

Over, Short and Damage Bureau.

The Over, Short and Damage Bureau during the month of April received 16,597 short reports, 10,730 over reports, 7,825 bad order reports and 995 reports of concealed loss and damage; 2,278 shipments reported short were later received at destination and 2,212 ship-

ments checking over were reported disposed of by having received revenue billing or forwarded to correct destination.

In order that agents and others having to do with the handling of freight might understand better the method employed in this bureau in the handling of these exception reports, it might be well to explain briefly the details of this operation.

As the reports are received in the bureau they are separated as to class, viz.: Overs, shorts and bad orders, after which each is given an F. C. D. number. An index card is then written for each report and filed for matching and for use in case claim is presented. A separate abstract is then prepared covering each station on the system. These abstracts show all over, short, bad order, pilferage and concealed losses and damages on freight billed from that particular station, also the number of each class of exceptions on freight billed to that station, in each instance the train number and conductor's name being registered. The abstract thereby reflects the efficiency of train crews, in that, exceptions due to unloading freight at incorrect station or carrying freight by the proper station is readily shown.

This abstract of exception report also indicates clearly whether any particular stations are showing an unusual number of pilferages or shortages of entire packages indicating car thefts in that vicinity.

At the end of each month these abstracts of exception reports are bound together by divisions and forwarded to the division superintendent with an analysis by the Over and Short Bureau, and the division officers are thereby able to have before them a complete summary of the exception reports from their territory, from a study of which the remedy necessary to overcome the difficulty may be applied.

Each over report as received in the bureau, through a system of checking, is matched against short reports on file for the purpose of filing the shortage, and where this is accomplished the agent reporting shortage is advised of the overage and reference is given him to the billing on which the short freight is being forwarded to him. This is done in order that he may notify the consignee of its anticipated arrival, thereby preventing claim and saving the consignee from ordering a duplicate shipment. Upon arrival at correct destination of shipment so forwarded, agent should apply the overage on its proper revenue waybill and forward to this bureau his o. k. report, in order that our records may be closed on the transaction.

In the same manner all short reports are checked against overs and where matched up the same process is followed. This system of handling overs and shorts is dependent entirely on all agents reporting at once overs and shorts from their stations and its is just as essential that where shortages are received and overages disposed of that o. k. reports be sent immediately, thereby stopping further investigation by the bureau.

The individual over, short and bad order

reports are analyzed daily, in order to determine the cause of such exceptions and any irregularities resulting from the improper loading of freight are promptly brought to the attention of agents at points where such errors occurred, special reference being made to the car into which the shipment was erroneously loaded and the car into which it should have been loaded according to their loading schedule. Records are kept of these loading errors and where they continue to occur at the same loading runway, the agent's attention is called to the evident improper supervision of the stevedore handling such run. This analysis enables the foreman to track back negligent handling to its source.

All claims filed for shortage are immediately checked by the Over, Short and Damage Bureau, in order to first verify the shortage claimed, by the station record, and second to ascertain whether there is any overage reported on the line that will fill the shortage for which claim is made. The field for improvement in the line of better handling of all freight is well indicated by the number of exception reports shown in the first paragraph of this article.

The bureau as organized contemplates the furnishing of information to agents and officers that will enable them to correct the erroneous practices in their own organizations and it can only serve this purpose with the hearty co-operation and support of every station agent and every supervising officer on the system. This support and co-operation we earnestly solicit.

Maximum Car Loading—Saving Cars.

Many cars are being saved each month by the stations increasing their average LCL merchandise tonnage per car, thereby requiring the placing of fewer cars at freight-houses. The average tonnage per car and the number of cars saved at the larger stations during April, 1918, as compared with April, 1917, were as follows:

Station	Average Tonnage Per Car 1917	1918	Cars Saved*
Aberdeen	10,900 lbs.	16,000 lbs.	375
Chicago	17,073 lbs.	19,006 lbs.	178
Galewood	18,752 lbs.	22,806 lbs.	675
Kansas City.....	17,287 lbs.	22,657 lbs.	97
Milwaukee	19,251 lbs.	21,777 lbs.	456
Savanna	14,860 lbs.	15,236 lbs.	20
Twin City Tr. . .	15,160 lbs.	18,680 lbs.	515
			2,336

*Calculated on the basis of loading the total April, 1918, tonnage at the April, 1917, average per car.

The 2,336 cars saved at these seven stations were used to fill the demands for cars for car lot shipments and helped considerably in reducing car shortage.

Committee on Maximum Loading.

On account of a large amount of other reading matter ROLL OF HONOR is omitted this month. The list will be completed in the next issue.

Letters From "Our Boys."

A few letters find their way through from time to time, during these strenuous days at the front, all as interesting as possible under the rigid censorship. Wouldn't it be "a gr-r-r-and and glor-yus feelin'" to be able to read some of the real things those American lads are doing for us over there, but for that we must wait until the drubbing has been administered to the Kaiser. Then there will not be halls enough in the country to hold the boys and the crowds that are eager to hear all about it. At least the letters we do get breathe a cheerful spirit, evince enthusiasm and evidence the excellent care Uncle Sam takes of his fighting men. The letters are all a long time on the way, some of them being more than forty days since date of mailing.

From a Former Milwaukee Terminals Employee.
France, March 2, 1918.

Dear Ben:

I suppose you think old Johnny Cox has forgotten all about the boys in the yard. I haven't though, Ben, and you can bet I have wished myself back more than once. Time and again I've thought of you fellows having good times and lifting high ones on the corner at old Duden-flickers. I have heard that several accidents have occurred in the yard since I left. I guess a fellow doesn't need to join the army to get himself killed or crippled.

It seems as though army life suits me first rate, for I am gaining steadily in weight and have never felt better in all my life. One important thing I've learned since I joined the army, is how to work steady. There is no such thing as a lay-off in the army.

This is a very pretty country. The quaint stone houses with their red tiled roofs and ancient architecture are a picture that appeals to the imagination. The climate though is fierce,—one day the sun shines warm and bright, and it's like summer; the next day it will either rain or snow and get colder than blazes. It sure does get a fellow's goat.

Last Sunday a couple of fellows and myself went to a certain town eight or nine miles from here for a visit. We started to walk from camp about eleven o'clock, and when we struck the town about a quarter to one, we were just about starved, so we located a restaurant and ordered dinner. We had an egg omelet, a piece of beef steak, French fried potatoes, bread and butter and a bottle of wine. Well, it took them from one o'clock to 3:30 to fill the order for the three of us. Can you imagine a bunch of boomers waiting that long for a meal in a quick lunch chop house in America?

Their system of railroading is queer to Americans. Instead of the standard automatic coupler they use a system of links and hooks with big bumpers on the ends of the cars. These bumpers are so big that they prevent the use of foot-boards or pilots on the engines. The cars only hold 8 to 10 tons and look to me about the size of a good-sized American wagon. One thing they have good, is rail and roadbeds. In some places they have solid rock ballast. If America had roadbeds like they have here they could handle a thousand cars to a train over it, and it wouldn't cost one-fourth the upkeep the American roads do.

Haven't got at my occupation yet, but I hope to, soon. Have been separated from Charlie Polcyn as I was transferred to Company C along with about 50 others, while Charlie stayed with the old company. We are still at the same camp and I see him almost every night. His company's barracks are right next to ours. There is one young engineer from the Terminals in my company. You probably remember Jack Geckler? He was transferred to us from Company E. I have written to Josephine Healey of Mr. Hinrich's office asking her to send us a Magazine occasionally. If it would not be too much trouble please try to co-operate with her in getting us news for we sure would appreciate it; and a letter now and then from some of the boys would help a whole lot. You might suggest their

writing to us and don't forget to write yourself. Regards to you and the boys from—Johnnie Cox. Address, Private John Koch, Company C, 21st Engineers, Am. Exp. Force, France.

Superintendent B. F. Hoehn of the Milwaukee Terminals has received from Captain Horton of the Thirteenth Engineers acknowledgment of a check for \$1,000, being a part of the fund contributed by employes for Company D, which was forwarded by Mr. Larson on February 14. He writes:

Somewhere in France.
April 10, 1918, 12:55 P. M.

Dear B. F. H.:

Your welcome letter of Feb. 15th arrived yesterday nearly 8 weeks enroute. The thousand dollars, or to use the French equivalent, 5,634 francs, was received in cash and will be used as needed for the benefit of the Company D men. Captain Sawtelle has the company but he and I room together and our interests, as far as the welfare of the men is concerned, are very much in common. While I hate to be detached from Company D, still my going has enabled Captain Sawtelle to take charge and also opened up new promotions from the ranks. Former First Sergeant W. E. Whisler has been recommended for Second Lieutenant and F. R. Doud is already Second Lieutenant in Company D. Second Lieutenant Coulter is railway supply officer, so you see Company D is furnishing their quota of both men and officers. One of the Sergeants, Stanley L. Core from Montana, has been recommended for Master Engineer, junior grade, which is the highest non-commissioned officer.

Lieutenant-Colonel Whiting and myself are on the Colonel's staff, which is agreeable to both of us. Only hope we can continue to do our bit towards knocking out the Kaiser.

With best wishes to all and a large measure to you and again thanking one and all, I remain,

Yours truly,

CAPTAIN THOS. P. HORTON,
Regimental Adjutant,
13th Engineers Ry., U. S. A.
American Exp. Forces, via New York.

From Fort Leavenworth comes the following:

April 20th.

Dear Editor:

You will find enclosed some "near" poetry written by one of the railroad engineers stationed at this fort. There are a good many C, M. & St. P. men at this place training to go to France. We belong to the 31st Engineers. Some of the men are from the Rocky Mountain, Musselshell and Northern Montana Divisions, where I am from. Most of us receive copies of the Magazine and we sure do like to hear of some of the things that are going on, on our different divisions. Hoping that you will put the poetry in, if nothing more than to fill up space, I remain,

A RAILROAD FRIEND,
Company C, 31st Engineers.
Fort Leavenworth.

Railroaders in France.

Out from the office all spick and span
Out from the roundhouse grim,
Out from the shops where engines are built;
Away from bells that chime.

Off from the freights in blue overalls,
Down from the "hog" they climb.
Off from the coaches in braid and brass,
Railroaders in their prime.

"Uncle Sam wants you,"
They heard the call.
Quickly the volunteers,
Offered their lives with a cheer.

On the shell-torn field of bleeding France,
Rank and rank appears,
With pick and shovel to build the way
Our American Engineers.

At work on the railroads west of Cambrai,
When a sudden attack on the lines,
Makes the British line waver,
Our own engineers swapped shovels for guns.

Stifel's Indigo Cloth

Standard for over 75 years

In the first line trenches of industry-



In shipyard, munition plant, railroad, machine shop and on the farm—there's where garments of Stifel's Indigo and Miss Stifel Indigo (the special ladies' overall cloth) are giving record service.



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Don't take chances with work clothes made of unknown, untried fabrics.

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Right into the fight with true Yankee dash,
 Courageously making their runs
 Holding the line though some of them died,
 Columbla's stout-hearted sons.

Railroaders all, but soldiers at heart,
 Always ready when danger nears,
 To lay down the tools and take up the guns,
 Our American Engineers.

A letter dated April 15, from "Somewhere in France," to Ben Simen says:
 Dear Friend Ben:

We are here at last, after a very, very interesting voyage, and are settling down in earnest to do what every one has to do here, WORK.

This is a wonderful and very beautiful country, although the towns and country habitations impress a person as of the 18th instead of 20th century, and the rolling stock on the roads remind one of the equipment that rolled over the memorable 18 miles from Baltimore to Elliotts Mills, although there are some large passenger cars and engines as well as some freight engines that are similar to our B-4's and I noticed a few 50-ft. flats for hauling steel, but the great majority of box cars are 20-ft., 10-ton, 40-hommes, S-chevros hook and linkers.

The weather is great here for April, but it rains daily although it does not turn so cold after a rain as it does in the States.

France is a wonderful agricultural nation, the vines and grain leading; has wonderful rural roads; some of the dairy berds are quite amusing, usually consisting of 2 cows and 5 goats. Farm wagons are those quaint two-wheel carts usually hauled by a donkey or mule, but they also have some very good horses.

One tip I wish to give the boys back home who may have to come over here. Save your tobacco coupons, they are valuable in case a fellow goes broke, as I am at present, and here is the reason. The other day an engineer is reported to have bought a leather money belt from a Chinese coolie for six United Cigar Store coupons, the Chink is still looking for the man who bought the belt.

There is a Milwaukee boy in my company, whom I wish to mention in the dispatches for bravery, and I wish you would notify his friends on the "prairie" as I know they will be proud of their division. The other night the former incumbent of the agency at Middleton had the "night horses" and woke us up by his yelling, "Hey! Hey! Hey, you Germans, come on one at a time if you want to fight." Some one said, "Wake him up." And a son of old Erin, wittily said, "No, let him go, we'll find out pretty quick how many he kills."

I could write hundreds of pages already of what I have seen and feel sorry for those who cannot come over. I can't see the idea of claiming exemption, the trips and experiences are well worth chancing a punctured hide. The most wonderful and inspiring sight I have seen yet is an old church near here 1,200 years old. One is almost afraid to touch the doors to enter for fear of them collapsing. It is weather beaten, and ragged looking outside, but beautiful inside. As I was leaving, the bell in the tower tolled 8 o'clock, the most beautiful sounding bell I ever heard. There is no excuse whatever for harming one stone of these old heirlooms.

I will have to close as paper is getting low. Give my regards to all the boys.

PRIVATE F. W. HOWARD,
 Company D,
 415th Ry. Tele. Bu. S. C., N. A., A. E. F.
 U. S. Army P. O. No. 713.

From the other side of the world comes the following from George M. Hayden, formerly Night Chief Dispatcher on the Musselshell Division. Mr. Hayden writes to Assistant General Superintendent Barrett, who has kindly forwarded the letter to the Magazine. The letter is dated Harbin, Manchuria, Asia, April 3, 1918.

Dear Mr. Barrett:
 Well, here we are in Manchuria. Left Nagasaki, Japan, February 28th, arrived here March 4th. Had an excellent trip from Nagasaki to Chang Chung. Had the Imperial Government's special train out of Nagasaki to Mojin, there took a ferry over to Shimonoseki and had a grand dinner tendered us by the Imperial Government. After dinner, 9:30 p. m. we boarded the steamer

and left at 9:48, arriving at Fusan, Korea, next morning. There we took train for Chang Chung, train was composed of one American standard sleeper and one American compartment car, diner and first class coach, all American built and some nice train. We arrived at Mukden at 7 p. m. the second evening, at which place we were again banqueted by the Imperial Government at one of their many beautiful hotels; and after arriving at Chang Chung, where we changed cars, we took the Chinese Eastern out of there. Talk about cars, equipment, roadbed, etc. Wow! I never saw such a run-down railroad in all my life. All the cars had flat wheels, the rail joints wide apart, the cars needed painting and are of the very oldest type. No electric lights or lamps, —all candles; no pilots on the engines, nor headlights to speak of. The Chosen Railroad from Fusan to Chang Chung is all the same as the roadbed from Chicago to St. Paul,—certainly a beautiful roadbed, dressed as pretty as can be, and the equipment and everything kept right up to the minute. The train we were on, Fusan to Chang Chung made an average of 47½ miles an hour and in starting and stopping was almost as smooth as our electrified district trains.

The Japanese Government certainly treated us royally in every way.

We have been here a month now playing the game of diplomacy, but it's awfully hard to convince these people that we are here to help them. They have been fooled and deceived so many times that they are simply suspicious of everyone. They are fairly drunk with freedom and really don't know what they want. (That is, the working classes.) They are a fine people, however, and are to be pitied.

They don't know the definition of Hurry, or Get Up and Git in this country. We expected to get into the game and show them some of our methods of railroading, this week, but for some unknown reason, they are still parleying, so at present I have no idea when we will get to work. We are doing our bit, though, in a diplomatic way as much as we can and hope e're long to get really busy. I have been very fortunate as only six contingents were brought here from Nagasaki; that is, contingents from 1 to 6 were brought, and from 7 to 13 are still at Nagasaki. The latter included our contingent, No. 8, which is the C. M. & St. P., and when the Colonel wired from Harbin, he instructed that I be transferred from 8 to No. 4 as Chief Dispatcher. I felt greatly honored although I was sorry to leave our boys, but you can just bet your last nickel that when the time comes, there is going to be one C. M. & St. P. boy that's going over the top, making good. There are many things I could write you that would be awfully interesting, but owing to strict instructions and the censor, I can't do it, so if you don't find this letter very interesting, it is not altogether my fault. I hope you are well and please remember me to W. B. F., J. J. M., Charlie Goodman and if you don't mind, I would be glad if you would send this to Mrs. Kendall, as I promised to write the Magazine every month or so. Also in sending this, please convey my very best wishes and through the Magazine my regards to all the boys.

With best wishes and personal regards, I am,

Yours to serve,
 GEORGE M. HAYDEN.
 Address: Lieut. Geo. M. Hayden, Russian Railway Service Corps, care American Consul, Harbin, Manchuria.

Private Gerald Hibbard of the Eighteenth Engineers writes to "Dad" as follows:

March 19, 1918.

My Dear Dad:
 Well, it's about time you were receiving another letter from me, isn't it? Nevertheless Dad you know I am always thinking of you, even if at times my letters do come in a bit late. The weather for the past month has been simply perfect and so warm that it takes all the ambition out of one to do anything but lay on his bunk after supper in the evenings and read the newspapers that you have kept me so well supplied with.

Our clocks were set ahead an hour on March the ninth, so we have an hour more of daylight in the evenings and I might add that the sunsets have been wonderful to say nothing of the starlight evenings, it's just like the good old Puget Sound country, and makes one wish all the more to be back there again.

Well, regarding things over here everything is in the pink, work going along in fine shape and nearing completion. Secretary of War Baker, General Pershing and a bunch more of "The Sam Browns" (a private's name for them because all officers wear a brown leather belt around their waist and one over their right shoulder), made a tour of inspection over the works the other day. We dodged around plies of lumber, etc., endeavoring to get as close a view of them as possible without causing them the inconvenience of seeing us. Everything was met with the greatest approval and compliments, so we at least in our own opinion, have raised 100 per cent in esteem.

About two weeks ago I received a sweater that a young lady friend of mine knit me, as I have plenty of clothes along that line, I gave it to the fellow that bunks next to me. She also sent me a couple of boxes of cigarettes. I never knew I had so many friends in my life before, everybody certainly has been very kind and thoughtful. Your shipments of "Camels" have all come through in fine shape, thanks to you. Mrs. K's box of smoking tobacco and cigarettes came through all O. K. Mrs. W.'s box of fudge also arrived in fine shape, but you can gamble that it didn't stay that way very long, fudge means as much to me as a million dollars over here. Cousin T. also sent me some but I was just beginning to get the taste of it when I found out that I had eaten the whole box.

I've got a ten-day furlough coming up before very long, or rather I can choose the time I would like to have it, we are not allowed to go wherever we want to, but only in our own section, at that it covers a good deal of territory and places of interest.

Every Sunday night I go up and have dinner with the old French couple and we sure do have some feeds. Last Sunday I took up the picture of your office and showed them and they were delighted and interested to see it. The Sunday before that I took up a woolen scarf that Cousin — had knit me and told her to send it to her son, who was a prisoner in Germany for nearly two years now. She had showed me a pair of socks she had knit him about two

months ago and later on she said she had received word from him saying he had received them O. K., so when I took that scarf up to her you ought to have seen how happy she was to think that I had been so thoughtful of her boy in Germany, the same time, I took up a copy of the ARGUS, it was full of pictures of Seattle, including the Smith building, well say, when they saw that forty-two story building you could have knocked them over with a feather.

They make me promise every time I leave to be sure and come the next Sunday evening for dinner. They certainly are a dear old couple, and we have a great time together. The old boy is a jolly old scout, too. Every time we sit down to the table I laugh and say to them that very likely my mother and father tonight are thinking of me and wondering if I had enough to eat and if I was safe and sound, and then I say to them, "If they could only see me now seated here with you before this turkey and all these fine things to eat," of course that causes a big laugh and then "THE KID" dives into the TURKEY and comes out looking like a stuffed pig. Well, I weighed myself the other day with our scales and I tipped them at 167 pounds, so you see if this war lasts very much longer you and I won't be able to sit on the same couch together when I get back. I have gained eleven pounds since I put on the uniform for the first time.

The other day when I was up to the Sergeant-Major's office, a fellow introduced himself to me and said that he used to work in the Tacoma office under Mr. V. He said that the other day he was typing a letter the Major had dictated to you and at the time he said to himself that it seemed like old times to be drumming out a letter to you on the machine. He is a mighty nice chap and I told him I would drop up soon again and have a visit. I was up there to get my traveling orders made out for I had been assigned a special detail which meant two or three days of travel and which would give me a chance to see some more of the country, but the thing fell through just as I was about to board the train. That again brings out the fact that the knowledge of a foreign language is a great



Passing on time — day after day

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South Bend Watches

Known by their Purple Ribbons



help, otherwise I wouldn't have even got the chance to go.

The best of luck to you Dad, old boy.

Your loving son,

JERRY.

The following comes to hand after being nearly eight weeks on the way:

France, April 3, 1918.

We have lost 21 men among the engineers and firemen, they being transferred to do instruction work on railroads in the southern part of France. We have received 20 new men who have been transferred to Company D, these men leaving the States about February 28th. There are two or three "Milwaukee Men" among these, the others coming from various other roads from the Central Vermont to the Great Northern. Just at the time when we lost our engineers our division was extended and several French engines were taken away. Not only did we handle this extra division, but handled a 50 per cent increase in trains and tonnage. The troops that we handled were very much pleased at seeing U. S. A. engines and U. S. A. men handling these.

We are all very anxious to see the outcome of the present battle. We feel that it may last for a long time, but in the end there is only one way for it to come to a close.

At the present time we are supplementing the mess furnished by the Government with about \$1.50 per man per month for extra supplies such as we cannot get from the Government. The boys are being fed very well and are very much pleased with what they are getting. The fund which was so kindly donated to us by the employees of the Milwaukee road is just what we need to enable us to do this. Where each detachment is composed of Company D men only, the proportionate amount of funds is given to them and used in their mess. But where we have men at the detachments, where the majority of the men belong to other companies we are giving to the individual Company D men the same amount of money that we are allowing per man at the other detachments. This seems to be the only satisfactory way of handling this, and the men are very well satisfied with it.

We have two branches of the Y. M. C. A. at terminal points where we have entertainments three or four times a week, consisting of moving pictures, musical entertainments, band concerts and exceptionally fine speakers. All of these entertainments are well attended by the men and during the other evenings and afternoons the "Y" room is used as the reading and writing room. The men are very glad to take advantage of this and it keeps them from other things not so elevating.

The men of Company D are all very well and we all send our best wishes to those at home!

Yours very sincerely,

FRED W. SAWTELLE,

Captain 13th Engineers (Ry.), U. S. A.,
A. E. F., France.

P. S.—We are receiving about as often as the mail comes in, the packages of tobacco which you are so kindly sending. The boys appreciate this very much and extend their thanks for this.

F. W. S.

Friends of "Bill" Kane, formerly secretary to Vice President Sevall, will be glad to hear that he has been appointed to the Fourth Officers' Training School at Camp Grant, and in three months he hopes to be ready to lead the battery over the top. Bill went to Camp Grant with the first draft last September and has been one of the hard workers there from the very first. On arriving there he was designated as acting corporal, and later when noncom offices were given out became supply sergeant, in which position he has kept things moving in his own energetic fashion. Of the training school experience he writes to T. W. Burtness: "Have only just time now to acknowledge and to thank you for your telegram. I have written just one letter since starting in. We get up at 6:15 and are on the go constantly until 8:40 p. m., with the exception of an hour and a half at lunch time. We have a compulsory study period from 6:30 to 8:40 p. m., and in addition to preparing for classes, I have to take care of the

supplies, but I expect another candidate to be appointed for next week, so I will be able to bend all my efforts toward making good. The way it is worked we will all get a crack at the different places, from battery commander down to private, for one week each during our stay in camp. I don't know what I will have for next week.

"This is about all I have time to write now and will close, again thanking you and the rest for the very good wishes. By the way, our captain is H. E. Howard, a son of E. A. Howard of the Burlington. Sincerely,
BILL."

The Second Red Cross War Fund.

It is too early to give results of the second Red Cross drive among Milwaukee employes, but as every Milwaukee employe is one hundred per cent loyal, it is safe to predict that they have gone over the top in their subscriptions to the Red Cross. With so many of their sons in the service, the Milwaukee employes may be depended upon to "give until it hurts" and then some, to the organization which means so much to the health and happiness of our boys injured or maimed in action. No amount of money that any one of us can give or that all of us together can give, weighs in the balance against what our boys "over there" are giving for humanity; and when the Red Cross appeals for mere financial aid, it is a privilege, not a duty, to give all we can possibly afford, even to sacrificing something of our own needs, to provide the money to carry on its noble work.

Kansas City Terminals.

O. V. Wood.

William S. Overstreet, accountant, superintendent's office, is now located at the Great Lakes Naval Training School, he having enlisted in the navy on May 25, 1918. He has been succeeded by George Shackelford, formerly car service clerk at our elevator.

A very interesting safety first meeting was held on Thursday evening, May 16, at which practically every department was represented. J. F. Kane, district safety chairman, was present and made a very interesting talk in regard to the new safety first plan.

C. B. Young, formerly assistant revising clerk, has left the service of this company, and at the present time is working for the Kansas City Railroad collection bureau. Cy is very much missed around the office.

Augustus E. Hewitt, formerly one of our claim clerks in the local office, now in service with the One Hundred and Seventeenth Ammunition Train in France, was reported slightly injured in battle on May 6.

Alex. Schutte, Paul Draver and Guy Graves are the added attractions in the Couburg yard office, they having moved from the local office to Couburg in order to handle the billing more promptly.

Miss Nell McGraw has been promoted from assistant bill clerk to that of accountant in Cashier Owens' office.

Pat Lynch, one of our former local office pals, is now in Uncle Sam's service at Manhattan, Kansas, having enlisted in the Radial Corps.

Capt. Joseph Lieberman and company passed through Kansas City on May 10 on the way to Camp Mills, where they expect to sail for France within a very short time.

First Lieut. Walter G. Slagle is reported to have landed in France safely, and Second Lieut. Edw. W. Keefner is thought at present to be sailing the high seas.

Sam Madison has gone back to switching on account of the position of assistant general yardmaster having been abolished.

Geo. W. Harris is now night yardmaster in the Couburg yards.

Prairie Breezes From the H. & D.

C. R. Craft.

W. V. Curtis, formerly baggage agent at Aberdeen, has accepted a position with the navy expediting service at New York City. He left about May 1 to assume his new duties. We all wish "Bill" good luck in his new position.

A. D. Nelson of Deer Lodge has taken a position in Supt. F. M. Melin's office. Mr. Nelson has moved his family here and expects to stay with us.

W. S. Bratt, formerly commercial agent at Detroit, Mich., was a recent visitor in Aberdeen in the capacity of district safety inspector. Mr. Bratt will look after "safety first" matters in the northern district.

Otto Bleckert, clerk in the superintendent's office, has resigned and accepted a position with the Witte Hardware Company, Aberdeen.

We regret to announce the death of H. G. Covnick, agent at Langford. Mr. Covnick was the father of Traveling Auditor F. W. Covnick and was in the Milwaukee service for many years. A. L. Nelson acting as relief agent.

C. W. Mayer, agent at Bristol, but who has been working as dispatcher at Aberdeen recently while Chief Dispatchers Harry Gibson and F. E. Devlin were examining station agents and operators under the standard rules, has taken a vacation, which he is spending in the North Pacific coast country. Operator Burdick relieving at Bristol during May's absence.

J. M. King has assumed the duties of baggage agent at Aberdeen on account of "Bill" Curtis, resigned, to enter other business.

Leo Prescott, son of Agent Prescott of Mina, has entered Dunwoody Institute, Minneapolis, for training in the radio service. Leo has been working as operator with his father at Mina for several years, and should make good in the service of Uncle Sam.

A. A. Wilson, general agent, with headquarters at Minneapolis, was a recent visitor in Aberdeen on matters connected with his department. This was Mr. Wilson's first visit to Aberdeen since he assumed his new duties, and we were pleased to greet him.

S. F. Fosness has been appointed third trick operator at Double Track Switch.

O. J. Zimmerman has been appointed second trick operator at Selby.

E. F. Wolf has been appointed operator at Webster.

E. F. Holtz, clerk at Webster, has resigned his position with this company to accept a more remunerative position with the Wells-Fargo people.

H. L. Marlett, agent at Bowdle for many years, but who was transferred to Prior Lake, Minn., a short time ago, has again returned to the agency at Bowdle. Guess Harvey thinks there's no place like Bowdle.

W. J. Schultz, agent at Hague, has been relieved by R. O. Sabin on account of sickness.

West End Dispatcher Ray Dadds was a week-end visitor at Mitchell recently.

Conductor Mike Kelly has again returned to work after several weeks' absence. Mr. Kelly has been superintending the work of putting in the crops on his large farm.

F. T. Buechler, dispatcher, Middle Division, was a week-end visitor in Minneapolis, spending Mothers' Day with his mother there.

Walter Blitz, brakeman, has been drafted into the National army and left for the training camp recently.

Eric Kinder, boilermaker at Marmarth, formerly employed in Aberdeen, was a visitor here recently while on his way to enter the service of Uncle Sam as boilermaker. Eric also has a brother in the service, Sergeant Kinder, who enlisted with Troop K from Aberdeen, now "over there."

Cards have been received from Fireman Sunden at Honolulu, where he is now located, en route to Russia for railway service. The "hulubulu" girls evidently are quite an attraction there, for some of the boys at least.

Miss Matilda Cully and Miss Esther Oeschle are employed in Car Foreman W. E. Campbell's office as clerks. The young ladies are getting to be quite popular, and nearly all of the departments now have one or more on their pay roll. It has been demonstrated that they can perform the duties required of them just as well or better than the men whose place they they take.

WHY WEAR Overalls?



Pat. June 8, 1915

Union Made

When there is something **Lots Better**

The Patented "Sensible" Is Different

and better than any other work garment. At your dealers or write for descriptive circular.

Popular Prices

JOHNSTON & LARIMER MFG. COMPANY,
Dept. Mil. Wichita, Kans.



Patented button-down skirt showing neat jacket effect.



Skirt up showing suspenders which are attached to back of jacket.



Showing the convenient drop seat arrangement.

SENSIBLE

COMBINATION WORK SUIT

Rider Agents Wanted



Boys and young men everywhere are making good money taking orders for "Ranger" bicycles and bicycle tires and sundries.

You are privileged to select the particular style of Ranger bicycle you prefer: **Motorbike** model, "Arch-Frame," "Superbe," "Scout," "Special," "Racer," etc. While you ride and enjoy it in your spare time — afternoons, after school, evenings and holidays — your admiring friends can be easily induced to place their orders through you.

Every Ranger sold takes with it our 5-year guarantee and the famous **30-Day Trial** agreement.

Factory-to-Rider. Every purchaser of a Ranger bicycle (on our factory-direct-to-the-rider sales plan) gets a high-grade fully guaranteed model direct from the factory at wholesale prices, and is privileged to ride it for 30 days before final acceptance. If not satisfied it may be returned at our expense and no charge is made for the use of machine during trial.

Delivered to You Free. We prepay the delivery charges on every Ranger from our factory in Chicago to your town. If you want to be a Rider Agent or if you want a good bicycle at a low price, write us today for the big free Ranger Catalog, wholesale prices, terms and full particulars.

MEAD Cycle Company

Dept. F-247, CHICAGO, U. S. A.

At Home

Save the Wheat.

There isn't a mother of a soldier in the land who isn't at this moment trying to work out some plan whereby less wheat flour and even none at all may be used in her household so that her boy "over there" and all the other boys with him may have all they need to keep them well and fit for the business they have in hand. American women have responded nobly to the call of the Food Administration to use less wheat. Many families have eliminated wheat flour entirely and others eke along with even less than the administration has been allowing. On the 25th of January the call came from over seas that 75,000,000 bushels of wheat over and above the amount already exported to January 1st, was absolutely required. Back went the reply from America: "We will export every grain that the American people save from the normal consumption. We believe our people will not fail to meet the emergency." That cry of need raised in behalf of the French, English and Italian people was like an electric current in millions of American homes, and the most drastic conservation immediately put into effect. Many families have eliminated the use of wheat altogether until the next harvest. In some states community clubs have adopted this idea of total abstinence and whole sections have "gone wheatless." The task, seemingly overpowering, has slowly won its way and conservation is winning the day, but in spite of that, the pinch is still felt, the supply of wheat in the bins is steadily lowering and the sharpest economies are necessary if we would fulfill our pledge to the starving European peoples. We are going to fulfill it, though, even if every American family shuts the house door on wheat flour and refuses to buy even an ounce of the precious commodity until the harvest is in.

There are so many palatable flours now made from other cereals that the elimination of wheat is no great hardship, once we "get used" to not having it. White corn flour, rice flour, barley flour, etc., are already proven valuable substitutes, while the potato campaign of the past few weeks has shown us the variety of uses for and value of the lowly tuber. Potato flour has arrived and makes excellent bread and here are several recipes for preparing delicious and nutritious potato dishes. These recipes are sent out by the Federal Food Administration and all have been tested as to their practicability and palatability:

POTATO RECIPES.

Potatoes for Wheat.

In urging the use of potatoes as wheat substitutes, a recent leaflet issued by the Food Administration says: "Our comrades across the sea need wheat. They need every bit we have in this country. What would Germany do under these

circumstances? If the Hohenzollern family demanded wheat for the preservation of autocracy, the German people would be compelled to send the last grain, and they would be compelled in the name of autocracy to eat potatoes.

"We can improve on that. Of our own free will we can send wheat for liberty; out of love for our fellows we can eat potatoes for democracy."

Aside from the purely patriotic duty of using potatoes to save wheat, potatoes in themselves are an excellent food. Starch, which burned in the body gives energy, is supplied in abundance by the potatoes. A medium-sized potato gives as much starch as two slices of bread. Potatoes can save wheat, for when potatoes are available less bread is needed. In addition, potatoes, like other vegetables, supply salts needed by the body.

An old king tested each cook before hiring by having him boil a potato. Even a good potato may be spoiled by a poor cook.

The following recipes, which have been thoroughly tested by the Food Administration, give several methods by which delicious potato dishes may be prepared:

Waldorf Potatoes.

Cut cold boiled potatoes into cubes and mix one cup potatoes and one-half cup cream sauce, having previously added four tablespoons of grated cheese. Pour over potatoes and heat slowly without boiling.

White Potato Custard Pie.

2 cups riced baked potato.
4 eggs beaten slightly.
1 cup sugar.
¼ cup fat.
¼ cup thin cream or top milk.
Juice and rind of one lemon.
Mix in the order given. Beat hard for five minutes. Pour into pans lined with oatmeal pastry crust. Bake in hot oven 20 to 30 minutes or until custard is set. This makes two pies. Cooked in the form of patties, this will make eight.

Potato Puffs.

2 Cups mashed potatoes.
2 eggs.
1 cup grated cheese.
½ cup milk.
1 teaspoon salt.
Add the milk to the potato and beat until thoroughly blended. Add the beaten egg and salt, gradually adding the grated cheese. Bake in greased tins or ramekins in a slow oven.

Lyonnais Potatoes.

Cook five minutes three tablespoons fat with one small onion cut in thin slices; add three cold boiled potatoes cut in one-fourth inch slices and sprinkled with salt and pepper; stir until mixed with onion and fat; let stand until potato is brown underneath, fold like an omelet and turn on a hot platter.

Scallop of Potatoes and Cheese.

Cut cold boiled potatoes into dice. When ready to use season them well with salt, pepper and melted fat. In a greased baking dish arrange alternate layers of potatoes, grated cheese, and white sauce (medium), having sauce on top. Heat in the oven and serve.

Potato Pudding.

1½ cups mashed potatoes.
4 tablespoons fat.
2 eggs, well beaten.
½ cup milk.
¼ teaspoon salt.
½ lemon (juice and rind).
1 tablespoon sugar.
½ cup raisins and nut meats.
Add to the mashed potatoes the fat, eggs, milk, lemon juice, grated peel, and sugar. Beat all ingredients together and bake in greased dish three-quarter hour or longer. Serve with milk.

Kansas City Division.
Billie.

Roundhouse Foreman D. R. Davis spent three days visiting his brother, who was ill in camp at Allentown, Pa.

Dad Skinner is off for a few days celebrating the return of his son, Corporal Merle Skinner, from the trenches in France. Merle is one of the eleven picked from a regiment of the Rainbow Division to tour this country on a Liberty Loan and War Savings Stamp campaign. Dad, who is a veteran of the Civil War and has quite a war record, is probably one of the proudest men in the world.

Claude Peterson, timekeeper, superintendent's office, left May 1 to accept a position as assistant claim agent at Minneapolis. His wife and little daughter will visit relatives in Seymour for several weeks before joining him. Conductor Frank Bell has accepted the position of timekeeper.

The position of third Telegrapher at Laredo has been given to G. M. Frogge.

Engineer Elmer Rudolph has reported for work after being off for six weeks, caused by falling into a pit in the roundhouse and breaking a few ribs.

Operator C. A. Beistle and wife, Sigourney, are visiting at Liberty, Mo., with Mr. Beistle's brother, Ralph, before his departure for France.

Machinist Joe McWright has been appointed assistant roadhouse foreman at Ottumwa Junction. This is an addition to the force, due to increased business.

Operator Wm. Balkey resumed work at Northern Junction April 29, after a long illness with pneumonia.

We are very sorry to lose Mr. Oxley, superintendent at Ottumwa Junction for six years, who has gone to Seattle as chairman of the examining board, but we are glad to welcome Supt. N. P. Thurber, who comes to us from the S. M. Division.

Federal Inspector John Welsh was a visitor at the Ottumwa roundhouse last week.

Night Roundhouse Foreman Fred Morgan is in Dubuque this week on business. Machinist Ed Kaiser is acting foreman in his place.

Engineer Joe Parish has gone to Eldon, Iowa, for examination on the Rock Island rules.

Conductor Wm. Costello made his first run April 29 since his accident at Cedar Rapids last October. During the first week of May the death of his wife occurred at their home in Ottumwa. The funeral was conducted at Parnell, Iowa, their former home. Our sympathies are extended to Conductor Costello and family.

Headlight Expert Schwarze was on a tour of inspection at Ottumwa last Tuesday, May 14.

Machinist Andrew L. Love went to Laredo last week, where he relieved Jack Gippert, on account of Mr. Gippert being called away on business.

We wish to give special mention to Engineer Virgil Glore and Fireman John McGuffey in the way of complying with the recent Circular No. RFC 10 by the regional purchasing committee of the U. S. R. R. Administration, when Glore and his fireman, McGuffey, stopped and picked up four perfectly good blizzard lights at Harris, Mo., which had been lost by passing engines. Such seemingly small things as these are what count in helping to conserve material, and should be cited.

My apologies to IAB for not giving her proper credit for the knitting poetry. But, anyway, I would love to hear the rest of that story about hiking for the movies.

The Cedar Rapids correspondent remembered us again with the following:

Switchman O'Toole and Snow are back from a trip through California.

Engine Foreman Marsa, who has been off duty for several days on account of sickness, has resumed work again.

L. M. Price, formerly switchman in the Cedar Rapids yard, now stationed at Camp Grant, has been home on a furlough for a few days.

W. E. Norris has accepted a position as day yard clerk, Paul A. Welliver resigning, Earl March has accepted a position as night yard clerk.

Lyman Carbee, former third trick operator, has accepted the agency at Rutledge. Good luck from the bunch at Cedar Rapids. L. A. Swafford is now third trick operator at the passenger station.



This Clock Makes Its Own Electricity

Lights the room.
Calls the maid or the nurse.
Calls YOU—and gets you, never fear.
Reminds you when to go to the yards.
Is a dependable timepiece.

And it's yours for thirty days' and thirty nights' trial on your simple request, without a cent in advance. Just sign and mail the coupon below, and we'll send the Nitelite direct from the factory to your home.

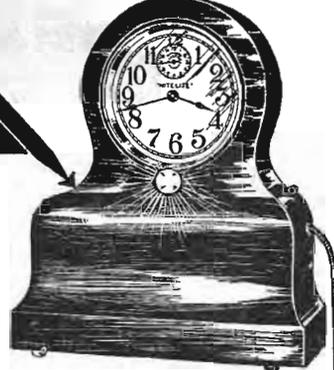
If, at the end of thirty days, you are willing to part with it, send it back at our expense; otherwise remit \$1.46 the first month, and a dollar a month for six months—\$7.46 in all.

That's the way we feel about it. That's our notion of how a manufacturer should stand back of his goods.

Oh, yes, the Nitelite is beautiful as well as useful. The wood case has a rich mahogany finish, is 9 inches wide at the base, and 10 1/2 inches high. It makes its own current and can be used anywhere. The current is generated by a dry battery encased in the clock, which should last at least a year and can be renewed at trivial expense.

Safe delivery guaranteed. We take all the chances. So sign the coupon today and rush it to the mail-box.

QUAKER VALLEY MFG. CO.
Mill and River Sts., Aurora, Illinois




Quaker Valley Mfg. Co., Aurora, Ill.
You may send me direct from the factory to my home for 30 days' and 30 nights' trial a Nitelite Electric Clock No. 534. I am to pay nothing but express charges on arrival. If entirely pleased I will remit \$1.46 in 30 days and a dollar a month for six months thereafter; \$7.46 in all; otherwise I will return it within 30 days at your expense.

.....
(Write your name in full here)

.....
(Write rural route or street and number here)

.....
(Write town and state here)

(533)

See the time at night—in fact, see any object in the room by simply pressing the button

Calls the maid to any part of the house, or the nurse to the sickroom

Will get you up in the morning sure. Set the automatic alarm and—good night; leave the rest to Nitelite.

Special Commendation

Agent S. A. Frank, Dill, Wis., has received special commendation for close observation of trains. He discovered a brakebeam down on A. T. & S. F. car 32024, No. 92, May 16th, as train was leaving station. He got signal to the crew and stopped the train. The beam was removed and a possible derailment thereby prevented.

Agent J. H. Palmers, Algona, Iowa, has received special commendation for careful attention to interests of the company. While going through yard at Algona, April 21st, he discovered a fire in St. P. car 83162 which he promptly extinguished, thus saving the contents of the car as well as the car itself. The company appreciates such vigilance and credit has been given Mr. Palmers, in the roster.

Agent Dewey Chastain, agent at Spragueville, Iowa, has received special commendation for discovery of dragging brake rigging on car in special west, February 18th, as train was passing the station. He succeeded in getting the train stopped at Browns, where the rigging was removed, thus preventing a possible derailment. Credit in the roster has been given to Mr. Chastain.

Agent H. E. Carter, Olin, Iowa, has received special commendation for discovery of a dragging brakebeam on car in extra east, May 6th. Train was stopped and the damage repaired. Such prompt action is greatly appreciated by the management and credit has been given Mr. Carter in the roster.

Idaho Division Brakeman Chas. Donovan has received special commendation for vigilance and prompt action upon discovering fire in A. T. & S. F. car 9064, extra west, February 5th. Brakeman Donovan was on extra east passing and noticed the fire. Investigation developed that one bale of cotton was burning. It was removed from the car, fire entirely extinguished, with slight damage to the bale and none to the rest of the car. Such vigilance is much appreciated by the management and Brakeman Donovan has received credit in the roster.

Agent A. H. Scharenburg, Division Street Station, Chicago, and Assistant General Yard Master F. E. Cusick, have received letters of commendation for prompt action upon discovering end plate of car of oil opened up along the edge and oil spraying out of the opening. The car was set out and about \$500.00 worth of oil was salvaged. Such attention to the company's interests are greatly appreciated.

Car Repair Foreman Louis Ruppert has received special commendation from Superintendent Christopher for prompt and efficient service when tank car MLD 502, Minneapolis, April 25th, was discovered leak and the contents spraying out rapidly. Prompt repairs resulted in salvaging about \$500.00 worth of the oil.

C. & M. Division Brakeman L. LaRoy has received special commendation for discovery of a boy with hands bound behind him in a coal flat in a passing train, near Milwaukee, May 3rd. The boy claimed he had been bound and thrown into the car by two unknown men. He was sent to Milwaukee and investigation developed that the boy, who is inclined to do sensational things, had bound himself because he was afraid of the probation officer to whom he was under probation because of not attending school.

The following letter to Wrecking Foreman E. A. Wilson and Frank Meisenberg speaks for itself.

Tacoma, Wash., April 19, 1918.

Mr. E. A. Wilson,

Wrecking Foreman, Derrick X-21,

Tacoma, Washington.

Mr. Frank Meisenberg,

Wrecking Foreman, Derrick X-41,

Othello, Washington.

Dear Sirs:

On April 3rd, 1918, Train 1S, Engine 6612, Helper Engine 9516, ascending west slope of Cascade Mountain, both engines were derailed at switch at Garcia, Washington, tipping engine 6612 over and on top of bank and Mallet engine 9516 down the canyon one hundred feet.

In my railroad experience, which I might add, numbers over thirty years, the position of the

Mallet engine 9516 from the standpoint of inaccessibility towards the prompt raising and re-railing of same, I can safely say, was the worst this company has ever been put up against, due to the fact that it was necessary to build a track, down to the point where the engine was located. It was necessary to have two wreckers at the scene of the derailment to pull the engine out of the canyon and due to the shortage of track laborers the wrecking crews were called upon to assist in building the track. The manner in which the wrecking crew of which you have charge responded in this emergency, and the way they worked together, is certainly worthy of commendation and this is the intent of this letter.

Considering the weight of engine 9516, as you are no doubt aware is 390,000 lbs. without the tank, the tank weighing 165,700 lbs. and the actual time consumed in raising this engine to the top of the canyon was only fourteen hours, the balance of the time being consumed in getting into clear for passing trains and building the track, etc., certainly speaks for your ability as wrecking foremen and again brings to mind that my confidence in you gentlemen has not been misplaced. Having been on the ground personally each day I had occasion to note conditions and the manner in which you were handling the matter and I can only add, this company certainly extend their thanks to you and the men who comprise your respective crews, as each and every man showed by their actions and work, that they are always willing to help in the time of emergency, and I can assure you and your men that it was very greatly appreciated by the management.

Yours truly,
General Car Foreman.

Northern Montana Division Extra Gang Foreman N. J. Costos, has received commendation for vigilance while on duty. He discovered a fire on the roof of a box car at Brooks, Montana, climbed to the top of the car and extinguished the fire before much damage had been done.

Dubuque Division Conductor F. V. Wells had received special commendation and credit in the roster for close attention to duty, discovering a broken truck on C., B. & Q. car 85087, on No. 69 at Edmore, April 1st. Car was set out before further damage had occurred.

Missoula Division Brakeman H. C. Brown has received special commendation and credit in the roster for vigilance and close attention to duty. On March 22nd, he discovered a broken flange on Soo Line car 106234, while inspecting train at Haugan. Thirty inches of flange were gone and if same had not been discovered a bad derailment probably would have resulted.

Dubuque Division Brakeman C. F. Oliver has received special commendation for discovery of a broken rail, just east of Yellow River, while on train No. 4, April 22nd. Brakeman Oliver noticed a sudden and severe jar as the train was passing over the break. The section men and dispatcher were promptly notified and No. 25 was instructed to look out for it. It is probable that this prompt action prevented a serious accident and is much appreciated by the management.

Special commendation has been given Dubuque Division Conductor J. D. Welsh for prompt action in notifying the dispatcher and section men when a broken rail was discovered just east of Yellow River, on April 22nd. Credit has been given Conductor Welsh in the roster. Such devotion to duties is greatly appreciated.

Dubuque Division Brakeman Ira Kelsey found and reported a broken rail on wye at Green Island, March 20th; and Signal Foreman L. C. Leavitt found and reported a rail broken in front of the depot at same place. Special commendation has been given to both employees. This is good work and is greatly appreciated by the management.

Section Laborer Tom Davis, Cranston, Iowa, has received commendation for promptly reporting a dragging beam discovered by him on a car of oil in train 92, May 10th. The timely discovery

no doubt prevented a derailment and Mr. Davis has been given credit in the roster and a letter of commendation.

Illinois Division Engineer A. Udem has been given a letter of commendation for discovery of truck on UTLX 7523 down on rail, May 7th, at Leaf River. Train was stopped, thus preventing a more serious accident. Such care of the interests of the company are very commendable and much appreciated by the management.

Special commendation has been given Agent H. E. Carter, Olin, Iowa, for discovery of brakebeam down on extra east, May 6th, while train was passing the station. Mr. Carter succeeded in getting a signal to the crew and train was quickly stopped thus averting a possible derailment.

Car Inspector H. C. Kingsbury, Mystic, Iowa, has received a letter of appreciation for his watchfulness and attention to duty in observing a broken wheel under TOC 24934 in train 1-71 at Mystic, April 14th.

A commendatory entry has been placed in the service roster to the credit of Engineer Harvey Bronson, Coburg, Mo. While handling train 64, April 21st, he observed fire flying from under train near head end, about one mile east of Northern Junction; stopped the train and investigation disclosed brakebeam down and dragging under St. P. 82952 with wheel riding on brake head. His interest and watchfulness may have prevented a possible derailment.

Brakeman E. A. Rowe received a letter of commendation and credit in the roster for his prompt action in stopping meat train, Wightman, conductor, at Manning on May 16th, to notify them that a brakebeam was dragging.

Operator J. F. Keosters received a letter of commendation and credit in the roster for the discovery of a broken flange under a car in passing train April 26th, while working his trick at Tama.

Des Moines Division News Items. C. S.

W. E. Sinclair, former chief clerk for C. E. Hilliker, division freight and passenger agent, has resigned his position to accept a position with the Kirk Soap Company at Chicago. We extend best wishes for success in his new line of work.

Mrs. Robert Kinsey of Jefferson, Iowa, has accepted the position as road and material clerk in the superintendent's office. We are glad to welcome her to our midst.

Our friend "Max" is, at present writing, afflicted with a severe case of the mumps. The whole office force have been exposed.

G. R. D. is sporting a new "vest." The only objection we have to the vest is that it has a touch of red in it. We think it should be lavender (perfect harmony).

Our popular passenger conductor, Bill Casey, is laying off. We understand he is engaged in the taxi service between Des Moines and Camp Dodge.

We understand that Passenger Conductor Jack Flynn has discontinued "purling," and he is at present engaged in studying the art of operating his new automobile, which he purchased some few weeks since. However, we noted an item in one of the Des Moines daily papers last week to the effect that the Waveland Park fire department branch were called to Jack's assistance on account of his efforts to congest traffic on the University avenue car line.

Mike Sullivan is now thoroughly entrenched as agent at Varina. We are glad to see Mike back with us again. He began his railroad career with the Des Moines Northern & Western in 1888, and was in continuous service on this division until about two years ago, when he left to enter the insurance business. However, he could not resist the temptation of his first love, hence the change.

Albert Schroeder has been appointed operator at Jefferson, Iowa, on the bulletin.

Thurston Hakes relieved his father as agent at Panorama a few days this month. This was Thurston's first job, and from all reports he got along fine.

Carl Osborne, from the Marathon tower, is relieving Agent Key at Granger, who was called away on account of the severe illness of his mother.

Section Foreman C. A. Peterson is taking a much-needed vacation. This is the first vacation Mr. Peterson has had in thirty-eight years of railroad service.

Sixty Thousand Men for Uncle Sam

When the Railroads of the United States adopt the ROBERTSON CINDER CONVEYOR

To prove this statement, ask the Master Mechanic the cost and man power required to shovel cinders, compared to the cost and number of men required to handle them with the Robertson Cinder Conveyor



WILLIAM ROBERTSON & COMPANY Great Northern Building, Chicago

On the Steel Trail

Regionettes by Our Regional Editor.

Sted.

(The region of the regional editor is limited—otherwise restricted.—Editor.)

We will proceed to allocate a few regional news items garnered from the precincts of space. Sometimes space yields nothing. You can expect less than that in this regional case.

Our first allocation will be allotted or assigned to the wanderings of Passenger Conductor Harry Adams. Mr. Adams allocated passengers between Spokane and Deer Lodge on several different occasions the past month. This news is strictly regional.

Train Dispatcher Gus Rossbach allocated several tons of shot skyward the past month and penetrated the regional depths of numerous blue rocks. We accompanied Gus on one trip and essayed a trial at the elusive clay pigeon. When it comes to allocating powder and shot we have got Gus skinned by several degrees of regional latitude. Gut hit the pigeons and we hit everything else in the region. Gus scored 98 per cent. We scored a hundred. We missed every target.

Material Clerk Herbert E. Moody is great on allocating. His strong point along this line deals with human feelings and affections. His manner of allocating his wares is not confined to any regional district in particular, he just allocates promiscuously regardless of regional bounds. I do not mean by this that he is a bounder. He is just human.

Traveling Accountant A. A. DeLeo traversed this region the latter part of April. He was allocating good news.

Passenger Conductor Willyam Baker intimates he has allocated many humans over this regional district the past seven years. His elasticity expands from Spokane to Seattle with a return.

Today we asked Assistant Material Clerk Miss Alice Mudgett for a bit of news for the Magazine. She said to tell the readers that the Spokane editor is a mutt. Mutt, mutters, muttered. Quite a compliment. On looking this bit of regionette up in the dictionary we find that mutt is the antonym of jeff. We also learn that jeff was the antonym of mutt. It describes antonym as synonym of an also ran. Quite an allocation of ideas to spring from the mind of the young and tender.

Chief Dispatcher Plenn Hayes of the Idaho Division was allocating cigars around the regional borders the latter part of April. We have not heard of anything startling happening in this region lately but the cigars were appreciated regionettes.

Will some regional laborer please allocate a few regionettes to us. We are running down on regional locals.

I wish the German Emperor was in syzygy. He might get run over and squashed.

Talk about regionettes, this is a real one. Miss Marjorie Anderson, the cheerful hello girl of the Union Station Exchange, says that the Milwaukee Magazine is the most cheerful thing on earth. We thank you, Marjorie, but how could you say it when you were looking right at me?

Miss Ethel Ronald is now taking a course in odontology. She is studying entirely within this regional district. She will allocate her learnings after the pains have subsided.

My heart is in my wallet, sweet Marie,
I heard a vast estate was willed to thee;
I'll be as sweet as honey

If you'll whack up on the money,
All for this I'd call you mine, my rich Marie.

Train Dispatcher Charles Molander was an April visitor in Spokane. Charlie still wears that same old smile, and is the good natured greeter we all knew when Malden was on the boom. He was here getting his proboscis fixed. At least, that is what he told the reporter, but I'll be danged if I know what he meant.

J. R. Desmond, an old-time Columbia Division operator and agent, but now working with some road in Canada, made the Spokane office a pleasant visit in April. He was enjoying a rambling

vacation and could not resist the call to look up old friends. It makes one feel more pleasant to meet the old timers.

The Columbia and Idaho Divisions performed nobly in the Third Liberty Loan drive. As we were recording the cards we came to one that filled us with pride and we feel a Magazine recognition of the loyal signer is due, for the name at the bottom of the card seemed an energetic outburst of patriotism. Mrs. Vera Regan, trick operator at Kittitas, was written as the subscriber, and the face of the card called for a \$500 bond. Mrs. Regan, the Columbia Division and the Milwaukee are proud of you, and we know President Wilson and Mr. McAdoo would compliment you if they realized your patriotic effort.

Material Clerk H. Ray Gates celebrated April by purchasing a Liberty Bond and acquiring a house and lot. He thinks it better to own a home and pay taxes than to borrow one and pay rent. Property right now is cheap in Spokane and there are lots of good buys that will become valuable after the war is over.

Some one in the chief dispatcher's office received a very nice picture of Operator Walter Morrison in military uniform. It was shown to us by two different persons and each one denied being the recipient. Very well, Eth—, give it to us if you do not like it. We would feel proud to possess it.

Albert E. Smith, former timekeeper and roadmaster's clerk on the Idaho and Columbia Divisions, but who is now with the ambulance corps in France, has been promoted to the rank of lieutenant. His many friends over the line extend congratulations. As Albert is yet young in years he has a brilliant future before him and we all wish him success.

Gus Rossbach, the agile dispatcher, is getting religious. He imparted to us the following information the other day. He said he had become addicted to praying. We asked what he was praying for and he replied he was praying every minute that some American soldier boy would kill the Kaiser. As we have faith in prayers we hope and believe that Mr. Rossbach's prayer will produce results. And may the devil take him. We mean, we hope his satanic majesty will receive the emperor, but we don't know what in hell he would do with him.

R. B. Stackpole of the Minneapolis office has been visiting with Switchman Stewart of Spokane. Mr. Stackpole made the office a brief call and we made a pleasant acquaintance.

Ray Shook, former stenographer to Superintendent Mott Sawyer, and son of Engineer Jake Shook, is now a member of the Naval Reserves at Seattle. We do not wish the German emperor any unjustified joy, but we do hope Roy will get his goat. Go after him, Roy, and may the Gods of War deal gently with you.

Engineer Putnam of St. Maries was recently operated on for appendicitis. He is recovering nicely and spent his spare moments teasing the trout up in the Bitter Root Mountains. We are sorry Mr. Putnam was ill, but are more than glad he was fortunate enough to be able to fish. You see, he caught a nice lot of eastern brook trout and yours truly was lucky enough to get in on the dividends. For which we are duly grateful.

C. & M. Notes.

B. J. Stemen.

On May 1st Conductor J. W. Hare went to Lewistown, Mont., to dispose of his 160 acre farm. Jean has had several attractive offers and is going to sell out and invest in Liberty Bonds.

Conductor B. H. Kress, with his wife and daughter visited in Washington, D. C., for a few days. Bert's son is located there in military service.

Engineer Frank G. Cleveland went to New York to meet Mrs. George Cleveland, his son's wife. George is still located in Buenos Aires, in South

How the Railways of the United States are Saving Fuel by Electrification

On systems where hydroelectric power can be used, practically the entire coal consumption of a road may be conserved by electrification. Where steam power stations are required, nearly two-thirds of the present coal consumption may be saved.

In the table on page 862 there are 2,358 miles of track which has been converted from steam to electric haulage. Figures for the kilowatt hours consumed have been tabulated and the equivalent coal calculated on the basis of 7 pounds of coal per kilowatt-hour. These figures represent the amount of coal that would be required were these electrified roads operating with steam engines. Assuming that all of this coal would be saved where water power is used, and two-thirds where electricity

is produced in steam stations, the amount of coal saved is calculated in the adjoining column.

While the total track miles included in the table is less than one per cent of the steam road mileage of the United States, it should be noted that the calculated savings exceed a million and a half tons of coal, or equivalent fuel oil as a result of electrical operation. The most conspicuous savings are shown by the Chicago, Milwaukee & St. Paul electrification, which has secured a saving of fuel equivalent to nearly half a million tons of coal per year. The electrification of the Cascade division of this road, consisting of 221 miles of track, is being pushed vigorously, and when in operation will also add 364,500 barrels of oil to the saving now being made.

Fuel Consumption of Electrified Railroads in United States and
Equivalent Coal Saving

RAILROADS	Trolley voltage	Mi. Elec. Trk.	Stm. or Wtr. Pwr.	Kw-hour consumption per year at Pwr. Sta.	Equivalent coal in tons at 7 lb.	Tons of coal saved per year
L. I. R. R.	600 D-C	208	Steam	78,652,000	275,280	183,500
N. Y. C. Elec. Div.	600 D-C	253	Steam	92,000,000	322,000	215,000
N. Y. N. H. & H.	11,000 A-C	531	Steam	90,500,000	317,000	212,000
Pa. R. R. N. Y. Ter.	600 D-C	97	Steam	49,347,000	172,715	115,000
West Jersey & Sea Shore R. R.	600 D-C	150	Steam	30,018,400	105,000	70,000
Butte, Anaconda & Pacific.....	2,400 D-C	90	Water	23,408,270	82,100	82,100
Erle R. R., Roch. Div.	11,000 A-C	38	Water	1,894,860	6,315	6,315
S. Pac., Oakland.....	1,200 D-C	138	Water	27,844,800	97,457	97,457
Alameda & Berkeley Division.....						
Balt. & Ohio.....	600 D-C	8	Steam	7,014,000	24,549	16,400
Grd. Trunk, St. Clair Tunnel.....	3,300 A-C	12	Steam	4,077,054	14,269	9,560
Detroit River Tunnel.....	600 D-C	20	Steam	7,431,000	26,000	17,300
Gr. No. Ry., Cascade Tunnel.....	6,600 A-C 3 phase	7	Water	4,080,000	14,280	14,280
Bos. & Me., Hoosac Tunnel.....	11,000 A-C	21	Steam	7,727,000	27,045	18,000
Norfolk & Wes.	11,000 A-C	90	Steam	50,410,552	177,000	118,000
Pa. R. R., Paoli Div.	11,000 A-C	95	Steam	23,440,000	82,040	54,700
Chicago, Mil. & St. Paul Ry.	3,000 D-C	600	Water	134,400,000	470,400	470,400
		2358		632,244,936	2,213,450	1,700,012

America, with Swift and Company. He has been there for the last few years and was unable to make the visit home with his wife, owing to heavy business.

Several C. and M. firemen have joined the army within the last month. Charley Peel, Ollie Otton, Ray Hanley and Billie Hughes are among the number. Brakeman Thomas Suydam will leave for Camp Gordon, Ga., on May 28th.

A small extra gang is working on the Janesville Line, overhauling our side tracks, the Janesville Line passing track at Rondout and the Libertyville passing track have been completed.

A serious wreck occurred to train No. 160 on May 18th. Between Solon Mills and Spring Grove the car next to the engine left the track and was followed by every car in the train, only the engine and caboose were left on the track. Only two cars were saved the rest of them were completely wrecked, about ten cars were destroyed.

Our new trainmaster, E. A. Meyers, has been around to see most all of us. We welcome him to the C. and M. and wish him the best of success and hope that he will call often.

William Monahan has again resumed work at Avalon as section foreman. Bill left the service about a year ago to work for the Rock County Sugar Company at Janesville. We are glad to see him back.

Otto Schalla, former lampman at Libertyville, was called for military service on April 12th. He went to Camp Grant but has been transferred to Camp Pike at Little Rock, Ark.

Frank Lumber, agent at Ingleside, has had his whole family down with measles and he has been troubled considerably with rheumatism. We hope that things will soon be going better with Frank.

Some of the boys on the main line have at last been jarred loose and a good friend sends the following:

"I see in an item in the company Magazine that the men are not sending in any news from the main line. I have heard several main line men say there was nothing in the C. & M. Division news except about the Janesville line. I am going to try to help you out and if the following items appear in print, may be able to send some more."

At a caboose track meeting held in Galewood, May 2nd, the subject was taken up among the men who were there of purchasing flowers for Engineer Horan who passed away May 1st, his death having been caused by being shot when coming in from Mannheim on an extra. Conductors George Clarey and James Calligan were appointed to purchase the flowers as they stood to be in Milwaukee May 3rd. The flowers were purchased and the subscriptions made by the others at the meeting are now due and payable. The list of subscribers will be published next month.

It has been reported that the second trick chief caller at Muskego yards, Bob Smith and Billy Sunday House have been regular attendants at the Billie Sunday meetings. They are now full fledged trail hitters. It is said there was no noise ever made when Billie's dishpan went by them, which is a sure sign that they left some of their soft roll with Mr. Sunday.

The steel gang is now laying new steel at Somers on the eastbound main, Conductor Gladman in charge of work train.

Brakeman E. F. Shermer was drafted and enlisted in the navy. Brakeman H. J. Moran was drafted and is now in Depot Brigade at Camp Custer.

Fireman George McDonald and A. F. Loye are now running engines in France.

Brakeman D. L. Mercer is the regular chief on the 01137.

Brakeman "Little Silver Top" Callahan has returned to work after a two weeks' absence, account sickness. Jack says he is going to work steady now so he can buy several hundred dollars' worth of Liberty Bonds.

It has been reported that Engineer Joe Meyer of R. & S. W. Division has taken out six thousand dollars of Liberty Bonds and is going to take out five thousand more. Joe has a boy "over there," Andy, the lumber king, please take notice.

Dad Strong has not made his appearance this spring on the division. Hurry, Dad, for the weather is fine.

Duck Polzin has given up the switch run at Rondout. We have heard that T. Shellenberger is going to take it.

James Calligan is making daily trips about Milwaukee with his L-2 superheater tank.

Jensen has the work train at Kelly cut. It has been reported that Conductor Martin is to have a worktrain on the Janesville Line for the summer.

Channing Scraps.

F. J. Hawley.

A serious fire swept through the east marsh and cut-off land April 12th and 13th.

Machinist Helper Dutch is tired of his job and has returned from Green Bay saying he passed the fireman's examination.

Machinist Helper R. Deacon took a notion for more time at Mrs. Deacon's home. He was examined and passed for a brakeman.

Chairman H. Nelson of the Green Bay roundhouse committee was a Channing visitor. All the boys showed Foxey a good time and saw him off on No. 2. On your next visit Foxey bring your fishing outfit for we have fine fish up here.

Ore has started running a little. It is only the advance guard. Three trains have been taken over to the docks. Packey had the pleasure of taking the third train. Talk about grins and whistling. We thought Pack was victorious over the Kaiser, but we didn't overlook the fact that he is building a cottage on "Swamp Avenue." It will not be long before Mrs. Pack and the little Paks arrive.

Day Dispatcher John Styculd and Boilermaker Helper Majeski left Channing Monday night on No. 10 for Excelsior Springs, Mo., where John will take treatment for rheumatism. "Whiskers" will take a look around and see what the southern girls look like.

A new patent was invented by Dolly, for the bathroom, but J. J. Krocha and W. Krummel say they'll take a bath only between the hours of six and seven. Why? Maybe Machinists Hawley and Modrow know.

Did you notice the new dome cover on Dutch Anderson? We thought it was an umbrella, but Dutch says the flies and rain will not hurt him now.

A new northern drive started April 15th near the roundhouse, when our high chief Spike rolled the enemy over from its foundation. We knew Spike to be a great leader, but he hardly finished his drive. While coming down the engine track a load of logs rolled off the car and knocked the sandhouse over. The logs also came in contact with the coal shed but did little damage. When you start another drive, Spike, don't forget the coal shed.

We never knew we had the original Casey Jones in our ranks, but we found it out the middle of April. While Casey Jones was moving a C-2 engine from the roundhouse, the engine ran through two switches. With our noble engineer at the throttle and his famous brakeman Julius George, we expected no accidents. Our brakeman fell out of the gangway and Casey looked as if a flour barrel had struck him.

The Third Liberty Loan met with great success at Channing. The rails certainly did their share. "Jap" Graves, traveling engineer had the work pushing the pen.

Fireman Herman Lubka has taken the day dispatching job, and Walter Perkle, his pet crow helping.

Machinist Jeff Modrow has a new line of stories here of late. He has transferred to the musical world and has a new Edison phonograph. He says it is a fine machine.

Cecil Worthing, machinist helper, has taken the day job through the vacancy left by former Machinist Helper Raleigh Deacon.

Howard Coulard, Ford River pump station man was limping the latter part of April and everyone wondered why. Howard said he broke a spoke in his wheel.

Word has been received from John Hawley, former fireman, and now with 12th Company C. A. C. at Fort Baker, Cal., that they are to leave for the Philippines.

The correspondent at Channing received a letter from Lester McMillen, Company E, 35th Engineers, Am. Exp. Forces, France, asking to have his friends on the Superior Division write to him. It certainly is a treat to receive a nice long letter from the home boys and I wish each reader who knows Lester would write him a letter. The address is as above. Write plainly when addressing the letter.

The B. & B. gang is making repairs to the roundhouse doors. Here's hoping they build a new roundhouse over the old one.

Sparks From the Gem City.

Fran.

The Third Liberty Loan drive has proved a success at this terminal. Mr. Litman, car foreman, and Mr. Donivan, yard foreman, soliciting something like \$10,000 to help down the Kaiser.

Engineer Putnam is on the sick list from an attack of appendicitis. We hope before the next issue comes out that he will be back on the job.

Engineer Noland was taken to the hospital a few days ago, but is rapidly improving.

C. E. Hallead is in our midst once more, after an absence of five months on his way to lick the kaiser. He reached Camp Mills on his way "over the top," where he was turned down because of poor vision and weak lungs. We are glad to have his beaming face among us once more.

The above is a snapshot of the car and roundhouse clerk, Miss Hayden at St. Maries, Idaho. Looks congenial, doesn't she? Send her over this way, Andy. Would like awfully well to meet her. It appears as though Machinist Schuetze is on the job, too. "Received a promotion, I hear; looking after the ladies." Well, never mind, Eddie, we don't care.

From all reports, it looks as though we are going to have a large number of war gardens in St. Maries this year. The depot force seems to be real industrious. Frank Matts has the largest garden of all, I believe, covering an area of about two square feet of the east corner of a dry goods box, and the agent, Mr. Burt, is second, with a five-gallon kerosene can.

Machinist Ross reports the mountainous roads in the vicinity of St. Maries in excellent condition for motoring after 6 p. m.

Mr. Miller, storekeeper of Deer Lodge, was a recent visitor in St. Maries for a few hours.

"Facts and Fancies" From the SM West.

J. W. Malone.

Cashier R. J. Hopkins has entered the service of Uncle Sam. May the best of success attend him.

Bud Simpson, Jr., has been appointed cashier at Madison, S. D.

Hugh Simpson has been appointed ticket clerk at Madison, S. D.

Chas. Singer, Jr., has left the service of the company to engage in other business.

Mrs. Leon Soper has arrived at Madison, and our popular billing clerk, L. F. Soper, wears the customary smile.

Agent W. P. Kenevan has been on the sick list the past few days. May he soon be back into the game with his usual smile.

Mrs. Bert McDonnell has been visiting the home folks the past two weeks, while Bert has been keeping "bachelor's hall."

Roadmaster McGee is seriously figuring on investing in an auto. We hope that he will demonstrate it by taking us around Lake Madison in the near future.

Foreman B. Westby, Wentworth, was a Madison visitor recently.

Mr. and Mrs. Louis Westby were Mitchell visitors recently.

Joseph D. Lawler, one of our popular brakemen, has entered the service of his country. May the best of success attend him and may he return to us in the best of health.

Roundhouse Foreman F. C. Beals, Madison, was a Minneapolis visitor the fore part of the week.

Harry Opie and Adam Rodell are the star fishermen of Lake County. Anyone wishing fish just call on them. They are known to catch them in all sizes and quantities.

Clem Carr, one of our former SM brakemen, has joined the service of his country. We wish him the best of success.

N. P. Thurber has left us to accept the position of superintendent of the Kansas City Division and M. J. Larson has been appointed superintendent of the SM Division. We wish Mr. Thur-

The welcome of the division is extended to M. J. Larson and we assure him our sincere support.

Agent Roy Wood, Edgerton, has been on the sick list the past few days. We hope that he will soon be with us with his usual good nature and his ever-ready assistance.

Agent O. H. Cox, Wentworth, has been called to the service of his country. May Mr. Cox return to us with his usual good health and the rank of a general in the service.

Agent A. E. Lambert, "one of our old standbys" on the SM West, who has been basking in

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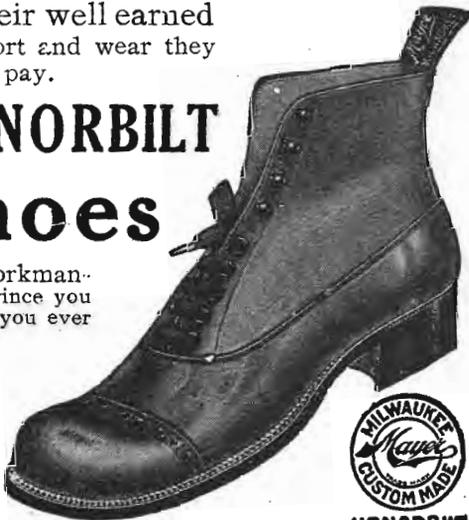
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the "smiles of the sunny South" during the past winter, has returned to us and accepted the position of agent at Colman, S. D.

Agent G. J. Leiser Colman has been called to the service of his country. Success to him and may he return to us with the same rank as dedicated to Agent Cox.

On May 14 occurred the death of Engineer Thomas Staley, one of the oldest and best known of the SM West engineers, at Minneapolis at the home of his sister, Mrs. A. C. Stevens. The funeral was held at Madison, S. D., May 16, attended by every employe that could possibly be there. In the passing of Engineer Staley the SM West has lost not only a very able engineer, but also a friend to each and every employe, a man who numbered his friends by his acquaintance, and through his fifty-two years of service on this division, of whom no ill word has been spoken.

River Division Items.

Harriet Asplin.

I am sorry to have to begin the column this month with the sad news of D. W. Kidd's death, April 21, after only a few days illness. Mr. Kidd has been our agent at Eau Claire for several years, and he will be greatly missed by those who had the pleasure of knowing him.

Among those who have enlisted or been drafted since the last issue of the Magazine are Brake-men Floyd L. Cole, George E. Oeltjender, Francis R. Carson, Erwin N. Peterson and Fireman McDermott. We gave them their CGs and bade them good-bye individually and sentimentally. If they fulfill their promises of bringing back a piece of the kaiser as a souvenir, I'm afraid there won't be enough left of Old Kaiser Bill to recognize.

One of our old-timers has come back and we welcome him (figuratively speaking) with outstretched arms. Kenneth Morrison, who was one of the superintendent's office force way back some time before the war, has taken a position in the accounting department.

In the death of Patrick Doyle, which occurred on May 15, the River Division lost one of the oldest and best engineers. Engineer Doyle had been running an engine on this division for thirty-six years, coming here from the Green Bay & Western in 1882.

Engineer W. S. Bowhall is still on the laying-off list, but we look for him to resume work at any time.

The many friends and fellow employes of Engineer John Hagen were sorry to hear of the death of his wife, which occurred April 27. The sympathy of all is extended to Mr. Hagen and his family in their bereavement.

Conductor C. P. Upton is at Jordan, Minnesota, taking treatments for inflammatory rheumatism. Mr. Upton has had quite a siege of it, but it is expected that the mud baths will put him on his feet again soon.

Traveling Engineer W. C. Blase is very busy these days checking up on the condition of the power, and when he gets a few spare moments he is called upon to ride specials over the road, which he apparently likes, for he always comes in with a smile on his face.

Engineer S. R. Knappen is still on the examining board and does not have time to show himself at the roundhouse at all.

Frank L. Rafferty, formerly brakeman on the River Division and now a member of Company D, Railway Engineers Corps, in France, writes that their work is very different, but very interesting. He says that when business is good they haul boche prisoners from the lines in carloads. Business ought to be rushing right now, considering all the "solicitors," or, you might say "persuaders," Uncle Sam is sending over.

Engineer John Hultine is back to work, dispatching, having been off for three months, due to a broken arm.

The River Junction switch engine has been taken off, making it necessary for Engineers Fischback, George Wilde, Conductors W. H. Burbell, M. J. Wheeler and E. J. Goggin to get back into the ring again.

Conductor G. A. Parkhurst is laid up with rheumatism, but we're looking for him to come down and help us run the old railroad again soon.

Time: Any pay day.

Place: Timekeepers' office.

Victims: Timekeepers.

Scene: Train and enginemen storming and roaring outside the door. Messengers running in and out with messages. Loud cries of "Where's my check?" "How much did you take out of my check this month?" etc., etc., until order is finally brought out of chaos by much talking and smiling and promising on the part of the T. Ks. The average life of a timekeeper is said to be only eight years, and we believe it.

Moral: If you are short, keep it to yourself.

Richard B. Stackpole has returned from his trip West after a vacation and much needed rest (?) of a month.

W. S. S. will save Sammies. Buy them.

MOTORING ON THE MILWAUKEE.

Up and Down Hill on the Rocky Mountain Division.

N. B. Sill.

Former Roadmaster G. A. Larson from the R. M. Division and now in France, writes, "You should have some of their switchmen at Harlowton. He walks ahead of the goat with a bugle and a red flag—not too fast and the goat does not run over him. The other day I saw some ties taken out from a piece of track torn up for repairs, after having been in forty years. They were of hardwood brought from Africa when the road was built and were put back in place again. I saw some good looking locomotives in France, but the rest of their equipment is way behind that in the U. S. A."

A letter from A. R. Pinkney finds him at Fort Leavenworth, Co. D, 31st Engineers. Says he saw Mr. Ennis' former clerk, Herbert Baker, and also "Maggie" Magett, one-time train dispatcher from the R. M. there.

Omitted by mistake from last month's writeup, and by far the most important bit of news we have ever had, too, was the wedding in Butte, April 7th, of Mrs. L. A. Kramer of this city, and Joseph Elliott Wright. Mr. Wright is one of our most popular freight conductors on the R. M. Division and his wife a very lovely lady. The very best wishes for a long and happy life go with them from the Rocky Mountain.

Conductor Dautremont, wife and family, have now moved to Deer Lodge where Whiteie has bought a home. He has had the west end local freight for some time now, and as they have their Sunday lay-over in Deer Lodge it makes it much nicer for them to be living there.

The block fones may be noisy east and west. Tommy Thompson now operator at Cardinal, has been assigned to first trick Three Forks. Mr. Kimberling is now working this job. Myself back on second and Mrs. Haydeu on third. Cardinal is bulletined so there will be some more changes again soon.

Mrs. Chambers has been quite sick at the home of her sister, Mrs. Lefever in Three Forks, for the past week. She expects to return to work soon as she is able to be out again.

Eddie Bleichner, for several years operator on third trick at Piedmont, is a soldier boy now—he passed through Three Forks a few days ago from Bozeman, and says he will be back after he licks the Kaiser. Luck to you, Eddie. Operator Nelson from Penfield is working the job at Piedmont.

And the Morse might be working in a way to make you sob.

Agent Kearby from Lombard has been off for a few days on his homestead and to call on a few of the brothers, and his house burned to the ground one evening while he was out for a short time. This is a very great misfortune and it would seem as if Mr. Kearby has had enough trouble to last a long while. He has since sent his small sons east with his sister for a while.

Mrs. Harry Hamp and two small daughters are visiting at Hastings, Minn., for some time. Harry eats in the lunch room next door, and he is growing awful thin. If Mrs. Hamp sees this I expect she will rush right back, Harry.

The brother and sister of Mrs. W. A. Park, wife of Conductor Park, are here from Omaha, Neb., on a visit. Mrs. Park was there last month, and when she returned they came back with her.

Ralph Everett, son of Engineer Everett, has enlisted in the navy. This is the second son in the family now to enlist and Ralph left the first of the month for the coast.

On April 23rd occurred in this city the death of Mr. Evans, father of Mrs. Roy Bates, wife of Conductor Bates on the R. M. Mr. Evans had lived many years here and left many friends to mourn his loss. He was buried in Bozeman, and the sympathy of the division goes to Mrs. Bates in her sorrow.

Operator Groggan of the Deer Lodge side table has a SON. He says it looks just like him and he thinks it will be a fast sender on the bug by the time he can talk. Poor child, he don't know how full this world is of trouble (for other people) when father winds that sending machine up and starts in. I moved off first trick myself, and there is a nice man working the other end of the wire now; he says such nice things to me, but a fireman told me he says those same things to the Missoula Division girls, too. O, dear me, such is life.

On the train dispatcher's fone you have to holler.

Mr. Edison is now working Lennep second trick and the nice young lady that Harry B.—goodness, I almost said something—is so popular with all the folks going by, is still on third. Red, for heaven's sake, what is her name?

But you can bet your one remaining dollar. Our own Jack Weatherly is a real, sure-enough train despatcher. Will wonders never cease? Yes, sir, he worked four whole days for Mr. Schlatz and got by with it, too.

Mrs. James Toy, wife of Conductor Toy, is visiting in Garnell for a week, guest of Mr. and Mrs. Joiner. Mr. Joiner was at one time train dispatcher on this division.

Agent Crowder of Two Dot is off and Operator Alexander from Harlowton is now working at Two Dot.

Bee Flynn on second trick Harlowton for a week until they could locate another operator.

That the city fone is always on the job.—This is a poem.

Mrs. Charles Rader and Mrs. Percy Scott of White Sulphur, mother and sister of Charles Rader, engineer, are visiting here for a short while. They have just returned from California and are on their way home again.

C. H. Mitchell was a Three Forks caller several times during the month. Agent Rector and

Special Officer Fairhurst went a'fishing, too, but as to what luck they had am unable to say. This time I think the water was too muddy.

Miss Marrow from Piedmont was a Three Forks visitor over Sunday and took in the dance the ball boys gave here the 13th.

Isn't it a shame the way Sam Haffner takes advantage of the poor little rainbow trout—sneaking up on them that way with a hook and line. I bet he will get one some day, too.

The Rocky Mountain is wearing black these days, as we understand Mr. Ennis is going to leave us for the Mussellsell. However, as Mr. Ross is coming back to us, we will get along as best we can. Mr. Ennis takes the position of superintendent there, and, although we all hate to see him go, we are very glad that Mr. Ross is coming here to take his place—as none other could ever have been so welcome.

East End Prairie Du Chien Division Notes.

M. C. Murphy.

Brakeman C. Knight and wife, Milwaukee, are the proud parents of baby girl.

Ed Quinian, formerly brakeman on this division, who is now located at Salt Lake City, Utah, visited friends at Madison, Wis.

Conductor S. D. Raymond took a vacation. Conductor M. Slechta had his run during his absence.

Brakeman Earl Devereaux has returned to work after a thirty-day vacation.

Section Foremen P. Liesenfelder and H. Bohrman, Waukesha, took a trip to Madison.

Conductor Bradford was off a few days. Conductor T. Callahan had his run. Brakeman V. Koch was at Waukesha.

Gate tender Mrs. A. Smith, Waukesha, spent Sunday with friends at Lauderdale, Wis.

Engineer James F. Mills died at his home at Madison. Mr. Mills was one of the oldest employes of the Milwaukee road, having spent all of his years since childhood in the service of the company, with the exception of three years, when he served in the civil war. He is survived by his wife, one daughter and three sons. The employes extend their sympathy to Mrs. Mills and family.

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Engineer M. MacLendon laid off a few days. Engineer W. Rogers took his run on trains 22 and 7.

Agent J. Lawless, Waukesha, took a trip to Prairie du Chien, Wis.

Conductor H. Durbin laid off a few days on account of illness. Conductor T. Callahan took charge of his run. Conductor C. Rosellen took the Scoot run at Waukesha, with Roy Brotherhood as extra brakeman.

Earl J. Broderick, second trick operator at Edgerton, is doing relief work at Wauzeka. He is relieved at Edgerton by Operator G. C. Justus.

Engineer E. Kelley and T. Dempsey were called in Milwaukee for examination. Engineer F. Risdon ran the switch engine at Waukesha, with L. Showers firing.

Fred J. Suley has resigned his position as clerk at Edgerton on account of being called in the next draft.

Richard Plantz, baggageman at Edgerton, departed from Camp Grant on May 6, having been called in the draft.

Conductor F. Scull, Madison, is taking a vacation.

The Highway Trailer Company at Edgerton have shipped two car trailers to the Wallace Circus Company at Peru, Ind., being the first of a large order from this concern.

Pump Repairer J. H. Vanderbie and men from Madison were at Waukesha on business.

Section Foreman D. E. Kielley, McFarland, was called into the draft May 25. Z. Faust has taken his place as foreman on that section.

Brakeman K. Westphal and wife, Milwaukee, visited relatives at Waukesha.

Engineer T. McGowan, Madison, is at present laying off.

Miss Evelyn and Nevine Tomlinson, Stoughton, visited friends at Milton.

Brakeman Ben Sears is laying off on account of illness.

Brakeman Ed Ainley visited a short time with his sister, Mrs. Newman Fuller, at Miles City, Mont.

Work has been resumed in full blast at the Atkins terminal.

Carl Swain of the Thirty-second Engineers, Camp Grant, Ill., visited Marion friends recently. He was formerly engaged on the engineering work at Atkins.

Miss Margaret McGrail of Savanna was in Marion May 15, transacting business in the master mechanic's office.

A letter has been received by W. H. Applegate from Engineer Charley Merrill from Tobar, New Mexico, where he resides, which says his condition is about the same.

Max Schwarze of Milwaukee, general headlight inspector, was in Marion on company business.

Engines can now take water at Delmar Junction. The spouts have been erected near the east end of the station platform. This is a very fine improvement.

Operator Mac Stewart was called to Savanna owing to the death of a sister. The particulars are not available at the time these items are being sent in.

Switchman Ralph Seager has joined the army and is located in a camp in Massachusetts.

Edward McGuire of Marion, son of Chief Carpenter Ed McGuire, enlisted May 18 at Chicago to enter the United States navy as a wireless operator, and is now at the Great Lakes Training School.

Miss Alice McGuire accompanied her brother Edward to Chicago for a couple of days' visit.

Chicago Terminals (East Wind).

B. H. P.

We've been guyed and guyed by a "guy" named Guy, That the magazine of news from Chicago Terminals was shy. Our C. M. B. has pulled the pin from the club of M. N. G.; That's the reason you were short of news from Chicago Terminals, you see. Oh, you Guy!

B. H. P. may not be with the news so successful; But, believe me, dear friends, at the moment he has a desk full.

C. M. B. was there with the goods, as you know, And her leaving us that way was sure a hard blow.

Where did you go, C. M. B.?

And, say, Sted, some time ago you mentioned snow in Chicago;

C. M. B. was offended; you abused our snows so.

Tell you why: she was absent three whole days, and we know

'Twas not toothache, but the snow; oh, the beautiful snow.

Too deep.

An appeal for news I'm making through the medium of this book.

I hope the C. T. boys see this and give a further look.

'Tis quite unfair, you see, to leave it all to me. The way to make this our book is, send news to

B. H. P.

Look out for the tidal wave.

The "prize" bowling club in Superintendent Christoffer's office had a good beginning, but a bad ending. Old "Fifth Frame," Schilder's evenings are all occupied now; "Ginger Ale" Stahl got a bad cold. Draft somewhere, eh, Roy? "Bipps" Kubrt is on the scorekeeper's pension list, and Jos. Charleston says he never did care for such strenuous exercise, anyhow. Bring out your chess game, Joe, I'll go you just one. Perlick's alibi is that he can't hold the ball, as there are not enough holes for all the fingers. Bring your own ball with five holes, Ben, or get a pat hand.

Roy Stahl says he didn't get back far enough. As the matter now stands, his "Studebaker" will get rusty. Don't worry, Roy, some of the bunch

Iowa (Eastern) Division—Calmar Line Notes.

J. T. Raymond.

Station Agent H. E. Ramsey of Oxford Junction has been granted a leave of absence for several months, being relieved by C. J. Olson. Mr. Ramsey has not been in the best of health for some time, and expects to spend his vacation visiting friends and relatives in Colorado, Kansas and California. We hope that he will make a rapid recovery and return to his place in the ranks again.

Conductor John Reardon is now on Nos. 23 and 24, between Marion and Farley, "bumping" Jim Pringle.

Train Dispatcher and Mrs. C. G. Brown of Aberdeen, S. D., visited relatives in Marion several days. They were en route home after a visit with their son Claude, who is stationed at Fort Leavenworth with the Thirty-first Engineers.

Agent L. J. Miller and wife of Springville attended the funeral of a friend at Cambridge.

Operator Marl Marchant has enlisted in the Radio service. He began service at the Great Lakes Naval Training Station and from there expects to be sent to Newport, R. I.

P. A. W. Becker of Chicago succeeds Starr Klink in the clerical position in E. L. Sinclair's office at Marion.

Conductor Ed Templeton was absent about ten days, being called to California on account of serious illness of his mother. Her condition is still critical.

Agent C. S. Morton was away on a two weeks' vacation, visiting part of the time with his son at Garner, Iowa.

Operator Max Stewart visited his son George, who is in training at Camp Dodge, Iowa.

Arthur Deitweiler worked as relief operator several days at Oxford Junction.

General Superintendent W. M. Weidenhamer spent several days on the Division, in company with Supt. Marshall, familiarizing himself with conditions.

L. A. Phelps, formerly agent at Eldridge Junction, has been transferred to Hale, and C. L. Davis has been appointed agent at Eldridge Junction.

Conductor Thos. Freeman visited in Marion recently. He has been in a Chicago hospital a couple of months on account of an operation. He is greatly improved in health, but will visit several weeks on his son's ranch in South Dakota before resuming work.

will still be here. Tell us where you keep it before you go and give us their addresses; we'll entertain them while you're gone.

Stahl's got the joker again, fellows! Enginemen's Timekeeper Oscar H. Schilling is getting thin. Have you noticed how worried he looks lately? What's the trouble, Oscar? Has Stahl been telling you what you have missed?

Miss Kathryn Brady has commenced work in Superintendent's Christoffer's office recently as trackage clerk. Miss Brady has brought a lot of sunshine with her. Her Galewood friends miss her very much, but congratulate her on the promotion.

Miss Catherine Bartel, former correspondent for Chicago Terminals, has "done gone and quit." Says work is getting too heavy these days. She wouldn't tell us why she couldn't do the work in the evening, though. A friend has told me the secret. Have you seen the service flag she's been wearing lately? And the sparkler? That explains it all, does it not? Keep 'em guessing, Miss Bartel.

We have a poet in our midst, dear reader, and we never knew it. Just think of all the material we have missed. The poet is H. E. Sittler, chief clerk to Superintendent Christoffer. We have never seen anything from Mr. Sittler in our magazine, neither has there been much said about him, only when he was ill. Well, anyhow, here is the poem which he has composed and contributed to our magazine to help the good cause along:

Boys, you have a lot of work, and you know it!
Too much fooling, work to shirk, and you know it!

Now get busy and stay so, otherwise you cannot go
Until all your work's just so, and you know it!
(Just then the 'phone rang.)

Watch for the second spasm.

Miss Katherine Graham, stenographer and file clerk, said recently:

"Gee, whizz, ain't it tough on us girls? All the nice young fellows have gone and only a few old ones left, and they're all married. Can you beat it?"

Charlie Moskovitz, Ben Perlick's stenographer, surely is hitting the ball lately. Fact is, he has lost some pounds in the past, too. (Mostly some.) Charlie has confided in me and told me all. Tell me when it's time to congratulate, Charlie?

Stahl, have Frankie Luck tell you about the new baby girl that arrived at his home some time ago. And we never knew it! Did he celebrate the occasion? Two? He did? Two cigars each! Good boy, Frank.

E. G. Hale, Galewood: Send me two of your best men for a couple of days. Will return them in good shape. Thanks. H. E. S.

Phillips, ask Fred Waters to tell you the one about the "Wow" Club.

Anna Merzlak, our happy-go-lucky telephone operator at Western avenue, has surely been a big hit since she's been with us, when it comes to service; why, she eats 'em alive. Keep up the good work, Anna, we were a long time finding you!

Switchmen's Timekeepers Graves and Beasey surely are having a fine time with the new system of keeping time. Don't worry, boys, we know it's an improvement over the old way, and you'll get there by and by.

The Union street station now has twenty-three stars in their service flag. When it comes to patriotism, we must all agree that Union street is there.

Benny Falk, the popular car record clerk at Galewood, handed in his resignation on May 13 to enter the employ of Armour & Co.'s grain department. The car record office has lost one of its best men, but we unite in wishing him every success possible. Miss Myrtle Cederholm, formerly bill clerk in Agent Bush's office, takes Mr. Falk's place.

Information Clerk Wm. Weigreff has been transferred and given a desk in the car distributor's office at Galewood, and is very steadily employed these days looking up lost cars that show delay.

Mrs. A. Cary, "37" report operator in Car Distributor Meek's office at Galewood, reported for duty about 7:30 a. m. on several mornings past. On inquiry it develops that they are moving at Mrs. Cary's home, and, of course, she is not very strong for that kind of game, so comes to work, while the rest are enjoying themselves carrying pianos, stoves and the like.

On account of the through billing arrangement effective May 1, 1918, Galewood lost six lady bill clerks. We were all sorry to see them go, especially some of the car record and tracing clerks. However, the young ladies were all pretty well taken care of with new positions.

Harry Meek, chief clerk in the car distributor's office, has a large flag hanging over his desk, and some of us think he sees only the red stripes when he receives information that stock cars have not been moving according to his orders.

Conductor Mike Meehan last fall while on a fishing trip to one of the various northern lakes lost a very valuable fish pole, a present from one of his numerous friends. Mike is patiently awaiting the warm weather, so he can get busy and try to recover the pole. Understand he dived several times for it without success last summer, the water where the pole was lost being 200 feet deep. Not being able to get the help of Annette Kellerman, Mike has employed a deep sea diver, and expects to leave for the north in a few days. We hope he brings back the pole.

On April 17 W. H. Fesler, who was transferred from the Galewood Station to Union Street Station on March 15, was called to Galewood, and while there was presented with a handsome diamond scarf pin by all of the clerks in the Galewood office as a testimonial of their appreciation of the treatment he had given them while agent at the Galewood Station. The scarf pin was presented to Mr. Fesler by Chief Clerk E. C. Hale, with a very neat and appropriate speech. Mr. Fesler responded, thanking the clerks for the scarf pin and assuring them that it would be treasured not only for its intrinsic value, but more as an evidence of their regard for him, and he would always remember the clerks at Galewood in a most pleasant manner.

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Office of Car Accountant.

"Sis Hopkins."

There's a new service flag in the car accountant's office with one star; that star spells "Calmar Gassmann" to us. He was a good friend, and we are sure he will make a good soldier for Uncle Sam.

If Mr. Sted read the May magazine he is probably enlightened. "Sis" belongs to feminine gender.

All of our patriots aren't men. Miss Wood exhibited a pair of badly blistered hands. When asked how it happened she replied: "Kisses (molasses) for sailors."

Rudolph Vecek of the mail room was transferred to the mileage department.

Miss Pearl Keller of the per diem department is wearing a new ring. Congratulations.

Our tracing clerk, Irven Steger, recently tried to enter Uncle Sam's service, having been rejected by the marines and regular army on account of a little under weight. Continue to drill with the Home Guards. Irv is persistent, however, with the thought that some day an officer he'll be.

"Peg" has been transferred from "incompletes" to the mileage department. We have music every day.

Wilbur Jones of this office has been called to Uncle Sam's service. Tony Naatz has enlisted in the navy. We hate to lose them, but our loss is Uncle Sam's gain.

Friends of Mrs. "Dr. Gibson," formerly of this place, received announcements of her marriage to Thomas H. Condon.

Miss Alice Sauer is with us again after a brief illness.

Milwaukee Shop Items.

H. W. Griggs.

Boilermaker William Kells died at his home in this city April 18. Another of the old veterans gone from among us. Mr. Kells had been with the company forty-six years, and was an efficient and faithful servant, respected by his co-workers and the entire community. The sympathy of the shop goes out to his bereaved family. Mr. Kells' picture appeared in the magazine three years ago among three others forming the veteran quartet.

Engineer Wm. Mackay of the Chicago Division died April 21, which takes another veteran from the list, being one of the oldest engineers in the service. Mr. Mackay's father was at one time foreman of the Prairie du Chien roundhouse. His brother was chief clerk for the late J. N. Barr in the early nineties.

Geo. Schneider has been appointed foreman painter of the locomotive work, with Richard Rudiski as assistant foreman, all under Mr. Jenson of the passenger car department.

Wm. Linstead, foreman of the tank shop, resigned April 22. No one in his place as yet. Mr. Jenson is still the whole thing.

Corporal Geo. A. Lark is another of our boys at Camp Custer. Corporal Lark enlisted last September.

J. Horn, foreman at Portage, called April 23; looking fine.

Albert Schrier, engineer of the power house, is the man in place of former Engineer C. Risingher, who has gone on the road in the valuation department. This, however, happened two months ago.

We called on our Mr. Bilty in the Railway Exchange on the 24th. Mr. B. fits in with the bunch all right.

J. J. Hennessey returned from a pleasant trip to the coast the 26th, and had a fine ride on the electric locomotive over the mountains.

A. J. Hasler of the blacksmith shop is getting around slowly after coming out of Mount Sinai Hospital.

The death of Jos. W. Taylor, secretary of the Western Railway Club, removes a man of long years of good and efficient service and one who was much in the building up of the club.

Geo. Stanek, 340th Infantry, Camp Custer, acting battalion sergeant major, called on the office boys when on his recent furlough, saying goodbye to all the boys just before going over.

Division Master Mechanic Al Kumb is able to be around again after nearly a month's siege of sickness.

President Byram, it seems, is now a full-fledged member of the Western Railway Club, having signed up with Mr. Bilty.

Ray L. Griggs, valuation engineer with the Rau Appraisal Company, has joined the colors, and taken to the wireless section at the Great Lakes, previously making the start at Marquette University. On leaving the Rau company he was called across and presented with a handsome wrist watch by his firm and workers. Good luck to you, my son, others around here are going to follow you.

F. S. Rodger, assistant superintendent, M. P., Minneapolis, called the 1st inst.

Veteran John Horan has the sympathy of the shops and the whole community in the death of his youngest son, engineer of the Illinois Division, who was shot by some stray bullet while running his train west of Galewood. He lived a week or ten days, and died suddenly after eating supper May 1. He leaves a wife to mourn his taking away.

Engineer Wm. Kerwin of Portage called at the office a few days ago. Mr. Kerwin was looking some better than he did some time ago, but he has not done any running in two years.

Have you noticed L. B. Jenson's picture on page 541 of the April 13 Railway Review, subtitled "H. S. Shanks, Purchasing Agent, L. & N. R. R."?

Assistant Chief Clerk J. G. Koch is limping around with a split shoe from the effects of running a nail in his foot. A sore and painful experience, sure enough.

The Lax Division items in the May magazine give an account of the deaths in Engineer Chauncey Winn's family, three all told. Indeed, Mr. Winn has the sympathy of all the railroad boys.

We notice that the Veterans' Association, through the executive committee, have subscribed \$2,000 in Liberty Bonds. This is most commendable, indeed.

Traveling Engineer Alfred B. Mitchell is a second in appearance to President Woodrow Wilson.

The Minneapolis correspondent wants to know about certain ones at the shops, the old-timers. They are all doing well and up to the job.

John Horan was in Chippewa Falls May 12, at tending the funeral of his nephew, Thos. Tibbitts, whose body was found floating in the lake near by where he and two others were drowned last September while dragging the lake for a man who was supposed to have drowned. Mr. Tibbitts left a small family. He was the same age as Mr. Horan's son, recently shot while on duty running his engine, and was a great chum of the latter. This leaves Mr. Horan about the only one of the name left except another son.

H. S. C. MacMillan was a caller May 18. He is disposing of some of our old scrap engines in good shape.

Bernard Quigley quit the service of the company the 14th and went to Camp Grant the 25th. Another of the shop boys to join the colors.

The ladies and co-workers in the MCB billing office got up a miniature banquet for him, seventeen of them having their photos taken. Many wishes and godspeed were made and prayers for a safe return home.

Base Hospital No. 22, made up of Milwaukee men, 230 strong, left the city at 4:25 p. m. Sunday for "over there." Dr. Bessel, Dr. Phil Rodgers, Chaplain Paul B. Jenkins and many other Milwaukee notables were in the unit, making up a train of freight cars and sleepers fourteen feet long. The depot grounds at the Union Station was packed with friends to see the boys off amid godspeeds and a safe return.

The Milwaukee road directors had their annual meeting in Milwaukee the 18th, but Red Cross and other matters prevented myself and John Horan from attending.

The city was hit by a severe rain and hail storm the 19th. No bad washouts were reported.

R. & S. W. Notes.

H. J. Beamish.

W. J. Roney has been appointed third truck operator at Burlington; J. A. Phipps, third, Freeport, and A. D. Taft, third, East Moline.

Operator Anderson, Elkhorn, was called to Freeport the first of the month by the illness of his sister, Morrissey relieving him and Flora working second at Corliss. Understand Anderson expects to called in the next draft, and it behooves the Kaiser to increase his bodyguard if they ever turn the Swede loose on the western front.

Car Foreman Henry Kraus was on special duty in Minneapolis the last of April. Apparently they needed a master hand in an emergency.

The village of Corliss sports a large flag, showing a large oversubscription in the third Liberty Loan campaign.

Racine County, Walworth County, and, in fact, all counties along this division, are reported as largely oversubscribed. Wisconsin has wiped out the stain of disloyalty, if it ever really existed.

Operator Ray Harkness of Freeport has joined the colors and left the first of the month for Camp Grant. Ray is a product of the Southwestern Division, learning telegraphy at Elkhorn and developing into a very competent railroader. The best wishes of his railroad friends go with him.

The Liberty Day parade at Janesville was in keeping with the city's progressive tendency. The Milwaukee road was well represented, all branches of the service taking part. Conductor "Slim" Ares volunteered to act as flag bearer, and anyone acquainted with "Slim's" geographical outlines will appreciate the appropriateness of the assignment.

Baggageman Mike Lyng of trains 47 and 48 is now with the army, located at Jefferson Barracks, Missouri, at last reports. Cards received by some of his friends on the division indicate that Mike retains the same cheerful view of life that made him so popular in railway circles.

Another R. & S. W. man to join the colors in the last month is Conductor Lynch, who left the first of this month for Camp Grant. Mr. Lynch began his railroad career as an operator, but saw the error of his ways in time to get into the train service and work up to conductor before he was claimed by the draft. His friends on the division feel certain that he will show the same courage and energy in the army that he has shown in civil life, and wish him the best of good fortune.

A small derailment on Springfield Hill May 3 caused several hours' delay to traffic. J. J. Regan's extra east derailed a car and did considerable damage to the track. No. 24 and 48 were held behind the blockade until 10 a. m.

The Home Guard conductor list has been increased by one by the addition of Mr. Bolton. Mr. Bolton inaugurated his first week on the H. G. S. by having charge of the passenger run on Sunday, much to the joy of the female patrons, as Milo is classed high in our beauty list, and the cap becomes him muchly. Just how much of a bit his advent will make with the native guards we are unable to say, but he contemplates moving his family to Racine and becoming a bona-fide member of the famous Home Guard.

Ex-Superintendent G. R. Morrison was a welcome caller at Corliss May 8, and his many friends were more than pleased to see him. Mr. Morrison is conducting the examinations on the new rules in the southern district.

Conductor Dave Grissinger was in Rochester, Minn., the first of the month at the Mayo Hospital for consultation and treatment. He is still unable to resume work, N. Hernes relieving him.

They took Jake Myers' car, the 434, to Minneapolis a few week ago, and Jake laid off and went to Milwaukee to escort it back and get the cushions so they would fit him again. As soon as he got into the car he locked the doors, and refused to admit even his dearest friends, "we" among the rest. It beats the deuce how stuck up some people get over a little fresh varnish.

Black Hills Division News.
J. R. Quass.

F. R. Moore, who has been our trainmaster for some time, has been transferred to other duties, a part of which are examining the men on the new book rules in the northern districts. We are all sorry to see Mr. Moore go, as he was a friend to us all, but we extend a hearty welcome to B. O. Searles, who takes Mr. Moore's place.

Jas. Marousek, who has been our division pile driver foreman for some time, has resigned and gone to work at the carpenter trade. Thomas Karns now has charge of the driver.

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Homer Hopkins, son of Agent and Mrs. Hopkins of Chamberlain has enlisted in the U. S. signal corps as a wireless operator.

Bridge Carpenter Jas. Haley and Eugene Lynch have enlisted in the Railroad Engineers and gone to Minneapolis.

Word has been received from C. L. Grube, brakeman. He is now somewhere in France with Company I, Twelfth Engineers.

Operator Ed Dwyer, who has been at Chamberlain for some time, has drawn Tacoma as agent and moved his family there.

Wm. Yount, who is a brother of Conductor C. H. Yount, is the youngest man on the brakemen's list.

Trainmaster B. O. Searles and T. A. Morken of St. Paul were over the division with R. H. F. A. A. Ricks, R. M.-A. J. Barbee on the Third Liberty Loan drive, and the records show \$20,000 subscribed by the employes.

Items From I. & M. Division.

Marcella McShane.

Engineer Charles Gillece went to Rochester last week, where he had an operation performed on his foot.

Ole Severson, clerk at freight house, is wearing the smile that will never come off, as the stork left him a little daughter April 22d.

Switchman D. J. Deneen has returned from his trip to Chicago and Milwaukee in the Interest of B. of R. T.

Mrs. Dan Paine, wife of Engineer Dan Paine, left for Minneapolis today, where she will meet her daughter, Mrs. Wendle Barret, who is coming here for a visit from Harlowton, Mont.

Switchman George Paulick has resumed work after a few days' lay off.

Conductor Ole Olson is moving his family from Faribault to Austin.

Conductor Warfield returned from Northfield Wednesday for a short visit. He is taking Grocer's run at Northfield this week.

Engineer Dan McClaren and G. Talmadge, have reported for work after a few days' layoff.

Switchman John Skinion has returned from a week's visit with his daughter and granddaughter in Chicago, Ill.

Conductor Gilmartin took a short layoff last week and Bushman had his run. Conductor John Marshall had Bushman's car.

Agent Joe Ober and wife spent last Sunday in Preston visiting with relatives and friends.

Master Mechanic P. L. Mullen and Assistant Roundhouse Foreman Geo. Hennesey motored to Albert Lea, Sunday the 12th.

Conductor Geo. Cross is back on his run again after a three weeks' layoff. Conductor Joe Ellims had his run.

Walter Cambern has resigned his position as switchman and left for Camp Dodge with the draft of April 26th.

Mrs. Charles Gillece, wife of Engineer Charles Gillece, spent a few days last week with friends in Minneapolis.

On Friday night Austin witnessed the greatest parade in her history. It was staged to initiate the second war fund drive of the Red Cross and the railroad boys took an active part in the demonstration. Many of them had to be out of town on duty, but they turned out 240 strong, and they were cheered all along the line. They wore white hats decorated with red crosses and bearing the line "Employees of the C. M. & St. P. Railroad." They also wore a sash from shoulder to waist inscribed, "For Uncle Sam in Peace or War." The big American flag was carried by ten men. The machine shop service flag next with 21 stars, one of which was gold, the only gold one in the parade. At the head of the unit marched Master Mechanic P. L. Mullen and Roundhouse Foreman A. M. Lawrence. The floats were the most striking in the parade. A cannon 12 feet long with caisson following, on which rode the only two women employes, Misses Gussie Sprague and Marcella McShane, wearing national colors. On the caisson were two 8-inch shells and a lot of cannon balls. This cannon was made by Henry Herzog senior, and was most real. On the barrel appeared the legend "A message for the Kaiser." A fusee burned on the end and 2 shells were exploded as it passed along the street. Another float contained a blacksmith and two helpers with a real forge, at which a large cross was heated until red hot. On the same float was the "Liberty Bell," a loco-

motive bell with a most perfect imitation of the crack of the original Liberty bell, painted on it. There was also carried the banner of the I. A. of M.; the B. of B. M. and I. S. B. and H. of A. The trainmen carried their service flag of 18 stars. The Red Cross float of the I. of A. of M. was a pretty effect. Autos decorated with the national colors, carried the veterans of 25 years' service who could not march the entire distance. Mutt and Jeff closed the railroad division and caused a lot of laughter. They carried a banner on which were lines: "Do a bit. Do a little more and then do some more." The railway men were under the direction of Jake Herzog, who put in a lot of time in getting ready for the event. His lieutenants were Richard Taylor, Geo. S. Hennesey and C. J. Voelker.

Twin City Terminals.

Eleanor.

W. F. Powers has been appointed Traveling Agent, with headquarters at Minneapolis.

George Hancer, in our office, has the fishing fever. Think of any one spending a perfectly good day at Bald Eagle fishing, without even getting a bite, and then claiming he had a good time.

The "Girls" are anxiously waiting for repairs to be made to the Case car, located at Merriam Park.

Sted: So you want to know if there are any undescribed bugs or animals in our antique desk we advertised for sale. I'm quite sure Noah did not get rid of all of the specimens of his menagerie. If whiskers are any indication of age, some of the cockroaches surely came over in the part of the Ark our desk was made from.

W. S. Pierce, former lineman out of Minneapolis telegraph office, called on his old friends while in Minneapolis recently. Mr. Pierce is now located at Moose Lake, Minn.

Nellie Hennesey in room 20, spent the weekend at Harper's Ferry, Iowa. Understand Nellie is considering the proposition of farming for a future occupation. How was the spin in the Ford with the Irish laddie? There's nothing too good for the Irish, Nellie.

Earl Covey has joined the Fife and Drum Corps of the Home Guards.

A. Alexander recently joined the MacDonald Order of Scottish Clan. Suppose he will be wearing kilts to work.

Recently SOMEONE in the building was criticized for going uptown during office hours to have his hair cut. When he was reprimanded for it, he said, "Well, it grew on company time."

Arthur Venie in room 9, has a difficult time to bribe some one to loan him a wide carriage typewriter. "That extra gang report simply has to be in on time." Won't someone please purchase a new typewriter for him and Mac.

C. A. Peterson from Ottumwa, Iowa, has accepted the position of Investigating Agent in Mr. Alterton's office.

All honor to Clarence Prescott, a service flag is under way.

F. R. Shaw, General Claim Agent, Seattle, and P. B. Strickland, Assistant General Claim Agent, Miles City, Mont., were Minneapolis callers last week.

George Pasko, Chief Draftsman, Engineering Department, is serving on the jury this week.

G. F. Baker, General Adjuster, Chicago, was in Minneapolis on business recently.

Loren S. Rice, of the Engineering Department, has been called to service and will leave for Camp Lewis, Wash., May 25th.

The Misses Irene Hughes, Harriet Asplin and Gusta Furst spent Sunday with Mrs. Lee Borquin at Rochester, Minn. Mrs. Borquin was formerly Miss Elsie Bender, stenographer in Mr. Van Dyke's office.

Three more stars to be added to the service flag, Yard Clerks Michael O'Brien left last week for Camp Fremont, Calif., Chas. Verville for Camp Dodge, and Ernest Graves for Camp Wadsworth, South Carolina.

Our offices are beginning to show the effect of spring cleaning. The walls and woodwork are receiving a much needed coat of paint.

Council Bluffs, Iowa, Notes.

Helga Schmidt-Hackstock.

There has been another change in the roundhouse foremen at Council Bluffs. This time we have Richard Kling, who was formerly slip fore-

man at Perry, in place of Mr. Hopp, who resigned.

Also we are making several changes. Where the Locomotive and Car Department formerly shared clerical forces and the same office, they are being severed and each will occupy an office. The Locomotive Department will retain the old office, and the Car Department will occupy an office in the north end of the mill.

Additional clerical forces will be needed. Miss Marie O'Connor has accepted the position with the roundhouse, while the correspondent will now confine herself to the car work. Miss O'Connor was formerly in the office of the Perry roundhouse.

Messrs. Silcox and Parkinson were here to attend the meeting of the Joint Inspection Association of Omaha, South Omaha and Council Bluffs. The Joint has been dissolved and all inspectors formerly stationed at the Omaha Union Station and the Union Transfer at Council Bluffs have been moved to the east yard at Council Bluffs and trains are held there for inspection. A new system of carding has been established and it will be much better than the old way of doing things, once it gets properly established.

Oh, yes; and by the way, we must tell you all about our women coach cleaners. Believe they are doing fine work, but I notice they are attracting considerable attention and the engineers persist in going through the coach yard to the bunk room, whereas they formerly used to pass the office.

Car Carpenter Otto Larsen had the misfortune to injure three of his fingers. We hope he gets on nicely.

Car Repairer Otto Kruger, has returned from Rochester, Minn., where he was confined for a long time with a bad infection of the jaw bone. We hope he will soon be able to return to work.

We are very glad to learn that our friend J. R. Slater had gotten the foremanship at Savanna.

Car Inspector John Schonberg and family are contemplating a trip to Waterloo and Cedar Falls.

Coal Shed Foreman Wm. Baker met with a sad misfortune recently, when he lost his wife and infant child. Mr. Baker has three surviving children. Also Wm. Harrison, Hostler Helper, met with the same misfortune in the loss of his wife and child and has experienced considerable sickness amongst other members of his family. Both these gentlemen have the heartfelt sympathy of us all.

John Anderson and wife are rejoicing at the return of their son from Des Moines, where he has just graduated from school.

Mrs. Joe Antonius has returned from a short visit with relatives at Milwaukee.

S. M. East.

O. J. B.

Our new Superintendent, M. J. Larson, has already made several visits over the line and he may well say with Caesar, "Veni, vidi, vici." We welcome him to our division, and assure him that every one of us on the old S. M. wish him success.

As will be noted, our former Superintendent, N. P. Thurber, has left us to take charge of the Kansas City Division, and our friends there are to be congratulated on getting a gentleman whose heart is in his work, and whose work is ever for the good of the service and for his subordinates. The best wishes of all who know him follow him to his new field.

General Superintendent J. H. Foster made a trip over the division, and we are glad to know that we could show him mile after mile of well tilled farms with sprouting grain, which shows that we are going to do our share in keeping up the world's food supply.

It is told us confidentially, that a certain magazine correspondent has developed a fondness for peaches, (the canned kind). How any one can have a taste like that, in strenuous times like these is incomprehensible. Curb it, my boy. Buy theft stamps.

Add to the annals of the Wells-Albert Lea switch engine, that the lovely coach, which served the crew as caboose has went. Now they have to travel just like any ordinary train crew—in a caboose. We understand the coach has been taken into service on the St. Clair line.

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C. M. & ST. P.

Before we forget, we want to say that Conductor Ed Parker has been doing duty as Passenger Conductor.

Conductor Jas. Rickard has been off duty for a few days and Conductor Hubbard, you know "Si," has been in charge of the switch run.

On account of the recent rains, we have been unable to gather much news.

News of Iowa (West) Division.

Ruby Eckman.

Roundhouse Foreman Arthur Yates and family spent the first week of May visiting with Mrs. Yates' brother and family in Minneapolis.

Boilermaker Helper Walter Sheets returned the middle of May from a very pleasant three weeks' trip through California.

May 13 a daughter was born to Fireman and Mrs. Earl Townley at their home in Perry.

Joe Burns a boilermaker who has been working at Perry for some time, enlisted in the army the fore part of May. Before his departure his fellow workmen among the boilermakers, helpers and blacksmiths presented him with a fine wrist watch. Joe has been a popular employe and one who was always at the head of any move to help some one else, and the boys thought this was an opportunity to return the favor to him.

Conductor Charles Craig was quite badly injured May 12 when he fell from an engine moving thirty-five miles per hour. The injuries were to his back and head, and it was necessary for him to remain at the hospital for some time.

A daughter was born to Engineer and Mrs. John Kenyon at their home in Perry the fore part of May.

Engineer Henry Clark, who has been off duty for several months on account of sickness, returned to work the fore part of May. It seems like old times again to see Mr. Nichols on 3 and 12 between Perry and Omaha, as he held the run for a long time.

On Saturday, May 12, occurred the death of Miss Beatrice Dignan, daughter of Conductor John Dignan of Omaha. The young lady had been sick several days with appendicitis and expected to have an operation, but her condition started to improve rapidly, and it was decided the operation would not be necessary. On the morning of May 11 she seemed to be so much better that Mr. Dignan took his run out on No. 12, but on arrival at Manning he received a message that she had died. Burial was made at Marion, Iowa.

The death of the young lady, coming as it did while her father was away from home, seemed doubly hard for him, and Mr. Dignan and his wife have the sympathy of the employes on the division.

Mr. and Mrs. Wm. Cummings, Tom Cummings and sister Kate spent a few days the middle of May visiting with Brakeman Francis Cummings, who is now stationed at Fort Leavenworth, Kan.

Gaylord Courtney, West Division brakeman, answered the call to arms and enlisted on May 4 in the ordnance department.

The employes in the train service and yard at Perry recently purchased a fine new flag for the flag pole at the yard office at Perry.

Chief Carpenter E. Collings was on the sick list the fore part of May.

Car Foreman J. T. Clark has been spending a month with his parents at Kansas City and at Excelsior Springs recuperating from a serious illness.

C. E. Evitts has taken a position as night clerk at the roundhouse. Brooks Cross, who has been night clerk, has been promoted to chief clerk days.

John Reel, car inspector, who was off duty for several months following an operation, has returned to work.

John Pendy, who is in the heavy artillery at Fort Sill, Okla., was home the fore part of May for a visit with his parents, Engineer and Mrs. Thos. Pendy. John left the service of the locomotive department to enlist.

Mrs. Morris McGovern and children of Schnectady, N. Y., are in the city to spend the summer at the home of her father, Engineer John Ahern. They expect to go to Cuba in the fall to make their home.

Don Rait, son of Engineer W. D. Rait, who enlisted some months ago, recently received a

commission as second lieutenant at the third officers' training school.

Brakeman H. H. Rissler's wife was called to Ottumwa the latter part of April by the serious illness of her son-in-law.

Richard Kling, who has been assistant day foreman at the Perry roundhouse, was appointed foreman at Council Bluffs the fore part of May, relieving Earl Hopp, who resigned.

Lewis Anfinson and wife were called to Minnesota the latter part of April by the death of a relative. Lewis is engineer on the steam derrick at Perry.

Mrs. E. P. Padgett has been sick for a few weeks with ear trouble.

Paul Anderson, son of Andy Anderson, bridge carpenter, was selected as one of the sergeants from Camp Dodge to attend the officers' training school at Camp Lee.

A number of the ladies of the O. R. C. from Perry spent a very pleasant day the fore part of May at the home of Mrs. R. W. Porter in Soo City. Mrs. Porter made Perry her home when her husband was a conductor on the Iowa Division.

Perry railroad men subscribed close to \$40,000 worth of bonds of the third Liberty Loan issue. Several of the departments were 100 per cent subscribed, and the average for all departments in Perry was 95.51 per cent.

The big jubilee parade, celebrating the victory of 100 per cent subscribed by the roundhouse and car department, made such a hit with the Perry people that the committee in charge of the celebration for the Fourth of July have invited the two departments to participate in the big parade on that date.

They also received a special invitation to participate in the big parade preparatory to the national Red Cross drive.

Dubuque Division.

J. J. Kellihan.

The banana business is getting good.

Standard rules examination were commenced on the division April 24, classes being held at Savanna, Dubuque, North McGregor and North La. Crosse.

The many friends of H. E. Smith, a former brakeman on this division, but now in the quartermaster's corps at Camp Dodge, were glad to see him while on furlough the early part of May.

Business car No. 200, with Asst. Gen. Supt. J. H. Foster, made a trip over the division April 25.

A safety meeting was held in Dubuque April 29. No doubt mention will be made of it under the proper heading.

Engineer Tom Kellihan of Perry visited the home folks at Lansing and Harper's Ferry the latter part of April.

Conductor V. K. Clark and Brakeman Louis Michel enlisted in the army, Mr. Clark being sent to Jefferson Barracks about May 1. Mr. Michel was to accompany him, but was taken sick the night before he was to leave. However, he recuperated and left May 11 for Fort Leavenworth. Both of the boys will no doubt soon be in train service in France.

L. E. Webb, second trick operator at Lansing, was appointed agent at Volga City and left for there May 9. Operator Mullins, who has been at Volga City temporarily, was sent to Lansing until a permanent appointment is made there.

On account of slack business, the night office at Pleasant Creek, third trick at Clayton and Lansing, have been pulled off temporary.

Operator J. C. Frerhaig has been appointed second trick at North McGregor, Operator Schorr having left the service.

Engineer Mike Galvin and Fireman John Fuerst have enlisted in the railway division of the army. This just about cleans up Bridge Foreman Martin Galvin's family, all the boys of draft age now being in the service, except "Jay," who is still firing.

One bent of the Columbus bridge east of Lansing was taken out during a severe storm the night of May 9. Some fast work was done in repairing the damage. At 8 a. m. the following morning Bridge Foreman Galvin wired for twelve forty-eight feet piles. At 10:30 the piling left Dubuque and the bridge was passable at 5:45 p. m. When it comes to hurrying things

just leave it to Chief Carpenter H. A. Cameron and his men.

We now have daily way freight service on the division through from Dubuque to North La Crosse, Nos. 93 and 94 being restored May 13.

Frank Cassidy's extra gang finished up work in the vicinity of Harper's Ferry and moved to Waukon Junction, where there is some new steel to lay.

Fireman Murl McKinney was in the draft of May 14, he leaving with the Dubuque County boys on that day.

Engineer Mike Brophy has quit the road service and is now running a switch engine at the Dubuque shops.

Conductor S. E. Schwartz received notice that his son Vincent landed safely in France.

Supt. M. J. Flanagan and Division Freight and Passenger Agent S. N. Baird made a trip over the division on way freight May 13.

On Sunday night, May 5, a farmer named J. Noel discovered a bridge at Wilkins on fire just about the time No. 1 was due. He succeeded in getting the train stopped a short way from the bridge, and, according to Dubuque papers, almost sacrificed his life in doing it. He had no lantern and swung his coat across the track, but Engineer Hilton's eagle eye was right there, and he made a dandy stop. No. 1 was backed up to Savanna to be detoured via the C., B. & Q. The bridge, which is about fifty feet long, was replaced in six hours.

Engineer Mullane of the Preston line was reported on the sick list the early part of May.

Dispatcher O. C. Anderson was offered a commission in the army, but we have not learned at this writing whether or not it would be accepted.

There is some talk of changing the name of Guttenberg to Prairie la Porte, an old French name the town had before it was captured by the Germans.

Geo. Artus is again working on the way freight, being Conductor Dunham's chief stenographer.

The stock yards at Canton were destroyed by fire Monday afternoon, May 13.

Operator Forest Dohlin worked a few days at Harper's Ferry while Francis Mullane was visiting home folks at Preston.

La Crosse Division Doins.

Guy E. Sampson.

Our old friend T. P. Horton, now Capt. Horton, in command of a railroad unit in France, has been one of the first to send home a war trophy, which, by the way, was a German helmet, which T. P. sent to his son Willard, aged 11 years. As no explanation as to how it came into his father's possession, Willard has the privilege to imagine his father getting possession of the helmet as best suits the boy's fancy. At any rate, "one T. P." got the helmet and sent it safely back home, where at some future time we all will expect him to tell us in his own way just how it came in his possession.

Orrin Cadman, who has been at a local hospital in Portage for the last four months, has left the hospital and gone to the home of his parents, Engineer and Mrs. Sam Cadman, and all are pleased to note the improvement in his condition.

The railroad boys of Portage—in fact, the entire La Crosse Division—have replaced the flag that for several months had waved at the top of their flag pole with another beautiful flag. The raising of the colors on this occasion occurred the same day that the Great Lakes Jackie Band was at Portage, and they took part in the ceremony. Music, short speeches by noted men of our state, and the line of march, in which railroad men, city fathers, business men and the entire schools of Portage participated, made the occasion a grand success. Yardman Geo. Reynolds has been appointed official custodian of the flag, and will see to it that it is raised with the sun and lowered with the sun each and every day. Forever may it wave.

Engineer Ed Krause was absent from duty a part of this month on account of an attack of quinsy. Better now.

Clay Zeitz, one of our firemen on the Lax Division, thought to surprise his many friends when he and Miss Estella Dwelly of Portage were quietly married. But the boys were wise, and Clay had to come across with the smokes, just the

Saint Paul Road Employees

do you realize that it is possible for you to have your name on two payrolls—one of them that of the railroad for which you work and the other the interest payroll of the bank where you deposit your savings?

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

In this case, whether or not your pay increases depends entirely upon you—the more you put in the more you get out.

Merchants National Bank

Capital - - - \$2,000,000
Surplus and Profits \$2,000,000

Fifth and Robert Streets
SAINT PAUL, MINN.

The Bank of Personal Service

THE Massachusetts Bonding and Insurance Company

wants to contract with several men who are acquainted with

C. M. & St. P. Employees

We will furnish you with the best policies ever sold, will collect the premiums and will pay the claims—all you will have to do is to sell the policies.

General Offices—Accident and Health Dept.
Saginaw, Michigan

same as the rest of us have had to do. Mr. and Mrs. Zeitz will soon be at home to their friends in the home recently vacated by Engineer George Bates and family.

Brakeman Jimmie McMabon was the last one of our boys so far to be called to the colors.

The carpenters are now busy finishing the new offices for our division officials in the second story of the Portage depot, and long before this issue of the magazine is out all orders for our boys will be signed Portage instead of Milwaukee, as it has been for many years. Supt. L. T. Johnson, Trainmaster C. H. Buford and Chief Dispatcher W. G. Bowen have located their families at Portage now and are only waiting the completion of the offices, when they will also pick up their official belongings and come, too.

Brakeman Art Peterson and wife have been spending a few weeks at Cheney, Wis., a suburb of Portage, with Art's father, who has just undergone an operation. On account of business on the road being slack, Art thought best to assist his father in doing the spring work, as it is almost impossible to hire men for farm work this year.

The infant son of Conductor and Mrs. A. S. Heberline of Portage died at their home May 14 and was laid at rest at Kilbourn May 16. The sympathy of the employes is extended to our bereaved co-workers.

In a long letter from Capt. T. P. Horton he informs us that they are sure doing their "bit" over there, and that all our railroad boys are in the train service, and that their record day's work was sixty-six trains, consisting of fifty cars to a train. Says that "Safety First" is their motto, and that their work consists of hauling food, wood, hay, coal and ammunition troops and guns up and wounded, scrap guns, troops back, and from the tone of his letter Company D, who are men off the Milwaukee, know something of what the work of hauling out a big gun to some certain place to be fired in battle from their track means. He advises that our boys are all well, as far as he knows, and that H. G. McMabon has been promoted to sergeant, while his brother Charles has been transferred to the Nineteenth Engineers. He pays our boys some compliments by stating that Company D has furnished officers for nearly every branch. Hurrah for Company D, and may the end of this bloodshed soon come, so we may have our boys back, and the world people all of one accord proclaim for "Peace on Earth, Good Will to All Men."

Conductor R. W. McKay has been given the position of conductor on the Portage-Madison way freight on bulletin, F. Varney having given up the run on account of ill health.

Ticket Agent Wm. Kenyon and daughter of Portage have just returned from a trip to southern California.

Mike Layden is a busy operator these days, having worked at Portage, Monroe and now at Brookfield this month.

Carpenters have just completed the new platform and walk at Tunnel City.

We notice I. A. B. of the West End boys says in ending last month's items, "Bon jour, as we say in France," and we are still wondering when I. A. B. returned from the front and why we don't get some real war news from them since they have been in France. Will expect something next month sure.

While Stead no doubt might go to Seattle to see dresses, we doubt very much if he will ever be seen wearing them again.

La Crosse Division employes appreciate the motive that prompted Engineer A. J. Whipple of Moberly to offer his services as a conductor, brakeman, fireman or engineer, but we have gone him one better by seeing our trainmaster taking our traveling engineer as his brakeman and running a wrecking train on our division. Also our brakemen and firemen have been working in both capacities as needed. The spirit is just what we all need to keep things going until our boys return from the duties that called them out of the service of the railroads.

The La Crosse employes wish to congratulate F. H. Allard on his promotion. Having been a La Crosse boy, all knew him from boyhood through his high school days in our city and up

to the present time, and all wish him the best of success in his upward climb on the ladder.

Dr. Lipscomb has been visiting our division, and as Stead said in last month's items, all employes should take advantage of his meetings and get acquainted with the Dr.'s idea of first aid to the injured. We none of us know when we may need the advice given by the Dr.

Brakeman George Klefer of Sparata gave his friends a happy surprise when on May 2 he and Miss Emma Burkholtz of Wilton were quietly married in the home of the bride's parents. All join in wishing them many happy days together.

A letter from J. Taylor states that he has just had a ten-day lay-off and had spent it looking over some parts of Europe where bullets were not sown like wheat, and that he would have liked to have had his old chum (p) M. Ternes with him on the trip. A letter from Ben Clark says everybody in the Wisconsin motor ambulance corps is well and happy. Himself and J. Pike both mentioned a desire to have at least one magazine a month sent to one of them for the benefit of Lax Division boys in that corps, and if the editor will let us know in this issue just where magazines are being sent to the boys in the service from the office some of us will see that a copy of each issue finds its way where the boys can find it. (Magazines are sent to headquarters of Company D and to several of the corporals and sergeants for distribution. Lack of proper address prevents our sending them to others "over there." Will be glad of your cooperation. Editor.)

General Supt. P. C. Eldredge and our division officials made a tour of inspection over the La Crosse Division May 15, looking after the needed repairs of the company property.

We are informed that Baggageman H. Kugler, who arrives at La Crosse on No. 3 and returns to Milwaukee on No. 2, puts in most of his time while at La Crosse fishing, and that the dead-head express car on No. 2 comes in handy for him to load his catch in each trip. Some fisherman, that's what we mean.

Frank (Sport) Harrington, our passenger brakeman who never misses a chance to go hunting—without laying off—was seen recently oiling up the old trusty, as if getting ready to "go get 'um."

Mrs. Cull, wife of Agent P. Cull of Tunnel City, has been taking treatments at a hospital in La Crosse, and we are informed that the lady is improving.

Minneapolis Shop Happenings.

James Nellins.

Death's icy grip has been severe with men at those shops since the last issue, and it is proven that death is no respecter of persons.

Blacksmith Helper Iver Peterson died on April 17 after a brief illness. Only a blacksmith helper. Yes, but a most excellent young fellow and popular with all fellow workers, and so thorough was he in his work and so painstaking in his duties that the blacksmith who was fortunate enough to have him for a helper considered himself in luck.

The sympathy of all his fellow workmen goes out to his bereaved widow and two small children so sadly bereft of the bread winner.

"Charley Steenberg is dead!" Such was the sad greeting given the men of the shops as they came to their work on the morning of April 19 and observed the shop flag floating at half-mast. Gang Foreman Charles Steenberg had died that morning after an illness of three weeks, and although not well for some time prior to his giving up work, yet never was there a word of complaint from him. He was a most excellent man to associate with and was especially well liked by the men who worked under his directions and who were responsible to him, and a most faithful and loyal employe.

His remains were taken to Elkhart, Ind., accompanied by his friend and associate, Gang Foreman Henry C. Mayer.

"Well, Mike is dead!" This sad news spread about the shop on the forenoon of April 26, and it was well known when such an expression was used that it referred to the veteran boiler-maker, Michael Keenan, who died after an illness of two days. Although a veteran in the service and 67 years of age, yet he was known to all, both young and old, as "Mike," and the mention

of Mike being dead, it at once was known that this man of cheerful disposition, with a smile for all, had passed away, and regret was expressed everywhere about the shops.

He leaves a wife and three children, to whom the sympathy of the men of the shop is extended.

The latest shop men to be called to the colors since the last issue were Louis Muir of the store department, William Pickler of the tin and copper shop, Ruben Melander, machinist helper; Harry Albin, truckman, and Nicholas Mootz, machinist. Good-bye, boys, and a safe return.

Edward Brown, clerk to John Buell of the Eighth street coach yard, has been dangerously sick for a number of weeks, but the good news reaches the shops that he is now on the gain, and with no setback he will return to his duties before long, which is good news to all about the place.

The scores of friends of Traveling Engineer John B. Johnson were saddened to learn of the sudden demise of his wife, which occurred on the evening of April 19. The death of Mrs. Johnson was a sudden one and a shock to all when such sad news reached the shops, as she appeared to be in good health up to the time of her death. Expressions of sorrow for Mr. Johnson in his sudden and sad bereavement are heard from his scores of friends.

Lloyd Gassler of the boiler-shop surprised his shopmates by taking a wife unto himself, and even now the date is unknown, but the secret is out, and he received the congratulations of all his friends, and they are many.

The fortunate lady is unknown to us, but as Lloyd is known to be a man who knows a good thing when he sees it, there can be no questioning that both himself and wife are satisfied with their bargain, and we wish him good luck.

General Boiler Inspector Edward Young made his customary business call at the shops May 14, carrying with him the usual smile, which refuses to leave him at any stage of the game.

He comes with a pleasant "how do" and promptly gets to work.

He has no preliminaries to go through when he gets here, but ducks out and to business like one who had his work cut out and right in line when he reaches here.

Always welcome Ed.

There were long faces on the office force recently when notified that their customary summer vacations were to be denied this season. Of course, on account of the war, so let us lay the blame to the wicked Kaiser.

It seems good to see Veteran Machinist Wm. T. Nelson back to work at his old machine, which is almost as old in the service as Mr. Nelson himself.

Veteran Patternmaker Frank M. Edgerton, who has been sick for several weeks, will soon resume work, and this will be a welcome sight for his old-time associates.

Engineer Patrick Doyle, of the River Division, will be missed at the roundhouse. Our friend Patrick died May 16. It seemed that when not on the road he was at the roundhouse looking after the welfare of his pet engine. His reputation was that he never laid off when a blizzard was appearing, his delight was being out in the worst kind of weather, and he always mastered the situation.

It will also seem lonesome not to have the customary visit from Southern Minnesota Division Engineer Thomas Sately. He died May 15.

It was his custom to visit Minneapolis occasionally and always called in and gave us a greeting.

Construction Notes.

Guyline.

Cards have been received from Bob Bulwinkle, saying that he has arrived safely in France and that he is well.

H. M. Williams, chief draftsman in the electrification department, passed around the "camels" recently, the occasion being the arrival of a baby girl. Mother and daughter are doing well.

The best laid plans of the mice and men "gang aff aglee," especially when an inventory must be taken on Sunday. Hard luck, T. B.

One of the survivors of the Lewistown-Great Falls line construction sends in a request to correspondents to please leave the "w" in Lewis.

Safety Goggles

—FOR—

Chippers

Grinders

Riveters

Welders

Drillers

Babblers

Pourers

Boiler Makers

Cupola-Workers

Open-Hearth Workers

For the Eye Protection of all Those who do
Work that Might Cause Eye Injuries.

F. A. Hardy & Co.

JOHN H. HARDIN, Pres.

10 South Wabash Ave.

CHICAGO, ILLINOIS.

To Ticket Agents

C. M. & St. P. Ry

Are YOU selling our

Accident Insurance Tickets?

If Not, Why Not?

The Travelers Insurance Company

Ticket Department

Hartford, Connecticut

town. He says this simplified spelling doesn't look natural to him. E. H. W. and N. B. S. please note.

The Third Liberty Loan drive was very successful, as far as the electrification department was concerned. The Doris substation crew turned in subscriptions of \$1,750, Renton \$1,550 and Taunton \$1,450. These camps averaged from twenty to thirty men each. Understand Foreman Guire of the Guying crew has a 100 per cent camp. Hooray for them, say we. Subscriptions in the other camps were also very good, but definite figures are unavailable.

Wanted—To trade twenty-five shares of beautifully engraved mining stock for some Thrift Stamps or W. S. S. What have you to offer?
J. P. L.

Illinois Division Notes.

Mabel Johnson.

May 29, 1918, circus day at Savanna—JDV. when you distribute the tickets next year don't forget the day force.

Brakeman H. L. Campbell was married at Chicago, April 15. Congratulations extended.

Jerry Hansen, formerly clerk in the superintendent's office, Savanna, and who is now at Camp Grant, spent Sunday, May 5, with his folks.

Roy Young, formerly stenographer in the superintendent's office, left May 8 for his home in Neche, N. D., to spend a few days at his home at that place before leaving for St. Paul, Minn., to do his bit for the colors.

Chas. Nettleton, stock yards foreman, Savanna, is suffering with a severe attack of la grippe.

The Illinois Division timekeeper received mail addressed as "Illinois Division Time Table." Who's guilty?

P. J. Donahue is the new division accountant at Savanna, filling the vacancy made by Chas. Severs, who is now at Camp Grant.

The following are the new clerks at the superintendent's office, Savanna: Mrs. A. Bahne, car record clerk; Miss Bollinger, 110 clerk, and Miss Aloise Nettleton, assisting in auditing department.

Dwight Roberts, former card record clerk, superintendent's office, now at Camp Grant, is visiting his parents in Minneapolis for a few days, as it will not be long until the boys "sail on."

SMP W. Alexander of Milwaukee and ASMP J. J. Connors of Dubuque were visitors in Savanna a few days ago.

Various fish stories: With summer coming on, the best way to get the best catch has been discussed. Let Agent Johannsen of Port Byron explain "splash" fishing and Chief Dispatcher Losey at Savanna tell of "whistle quiver" fishing. He says you must catch the whistle quiver's eye—just go ahead in this manner: First find a deep, clear lake, get a flat-bottom boat with "pretty curves" and go out to the middle of the lake, taking with you a long-handled auger. Bore a hole in the bottom of the boat, looking through the hole to the bottom of the lake, get the whistle quiver's eye (watch him quiver), and he will immediately come up to the hole in the boat. Then laugh him to death!

The following brakemen on the Illinois Division have joined the colors since our last report: Henry A. Becker, Wm. May, Carl James, Otto Rowe, Geo. Brennan, W. H. Riley, E. C. Hazen, C. E. Owens, H. Knudson and H. L. Campbell. Also Frank Benbow, clerk at the Savanna yard office, going to Jefferson Barracks, Missouri, and John Altenbern, formerly yard brakeman at Savanna, now at Camp Grant.

Brakeman Geo. Mahood had the misfortune to have the ligaments of his arm and shoulder sprained while on his run April 23.

Mrs. Hans Sorenson and Mrs. C. E. Altenbern visited their sons at Camp Grant recently and report Jerry and John as getting along fine and liking army life very much.

G. R. Morrison, formerly superintendent of the Illinois Division, has moved his family from Savanna to Chicago and will reside in that city. Brakeman Frank Axelson, having worked out of the Savanna yard for many years past, has taken up work in the yards at Moline, D. R. I. & N. W., and is moving his household goods to that point.

A few more stars have been added to the service flag which has been placed in the

Savanna roundhouse office. The flag was made and donated by Mrs. Chas. Hershey, wife of Chas. Hershey, carpenter, Savanna roundhouse. It is a beautiful one, and Mrs. Hershey's kindness is very much appreciated.

Miss Margaret McGrall, chief clerk to DMM J. T. Lendrum at Savanna, attended a meeting of all division master mechanics' chief clerks at Dubuque May 3.

The car record clerk, superintendent's office, Savanna, received the following tracer: Strayed car; from the Western Casket Co., Chicago, to Timbuctoo, Ill., via Savanna; O. W. R. B. & N. car 501206; car of Stiffs, to be inspected at Savanna to see if hanging properly. * * * She says she will locate it and advise us as soon as possible.

Conductor Winslow relieved Conductor J. Deill on No. 25 for a few days on account of sickness.

Conductor Jas. Kellar was off duty for a short time, visiting at West Baden Springs, Ind.

E. B. Wickler, operator at Kirkland, spent Sunday, May 12, with friends in Chicago.

A tornado swept over a portion of the Illinois Division May 9. While there was no one injured, considerable damage was done at Byron. The depot had the roof taken off, also several other residences.

Tid-Bits From the Ticket Auditor's Office.

News a little slower this month, which is unusual, to say the least, for our usually bright and sparkling column.

Two more called to the colors: A. Janowitz of the conductors' sleeping car department, who left for Camp Grant, Illinois, and F. Orlovski of the Interline, the latter leaving for Jefferson Barracks, but who has since been transferred to some other of Uncle Sam's camps. Four of our boys, namely, A. Polluch, Geo. Schmutge, Ralph Martin and Walter Carrow, who left for the service some time ago, are now on the water, bound for France.

A few of our young girls, athletically inclined, formed a baseball team and played against the Berry Colts Saturday, May 4. Some will have it that the girls had the game, but those who know say—well, they seemed doubtful on the subject.

Indoor teams take notice—The Ticket Auditor's office outdoor-indoor team, champions of the building, started their annual cleanup by defeating Vivian's Pet Statisticians last Saturday, 10 to 8. The all-around playing of the winners and Flynn's pitching for the losers were the features of the game. The score:

TICKET AUDITORS.

	A.B.	R.	H.	S.O.	B.B.
F. Wernick, 1b.....	6	2	4	1	0
J. Siggins, rf.....	3	3	1	0	3
L. Crall, 2b.....	6	3	1	0	0
E. Kusch, c.....	5	2	2	2	1
H. Krumrei, p.....	0	2	2	1	0
J. Pollack, cf.....	4	2	0	4	2
J. Samp, lf.....	5	1	3	1	0
F. Kozey, ss.....	5	1	2	0	0
J. Klein, 3b.....	5	0	1	3	0
Total	45	16	19	12	6

STATISTICIANS.

	A.B.	R.	H.	S.O.	B.B.
J. Walz, cf.....	5	0	2	0	0
Kerbeck, ss.....	3	2	0	3	2
Flynn, p.....	5	1	3	0	0
Larson, c.....	5	0	1	0	0
Lewis, 2b.....	5	0	1	1	0
Simon, 1b.....	4	2	2	0	0
Jacobson, 3b.....	4	2	2	0	0
Behrens, lf.....	4	1	2	1	0
Asher, rf.....	4	0	1	9	0
Total	29	8	14	5	2

The only bad feature encountered so far is the mysterious disappearance of all our balls.

The Ticket Auditor's champs are now ready to meet any team in the building. For further particulars see L. (Dix) Zelus, Manager, Room 45.

Signal Department, "Wig Wags" Lines West.
"Slim."

The Liberty Bond drive is over and our department came through beautifully with a rate of 97.43 per cent. Now we are saving our dollars (and old auto tires) for the Red Cross and the "pennies for the Belgium Babies" Milk

Fund, also trying to hold out enough to help the "Boys Over There Smoke Fund." These are all worthy causes, so we should be pleased if it pinches to come through with cash, when it is so little, compared with what the boys are giving, who give all by going.

Scott McGaw, helper at Maudlow, reported at Camp Lewis May 1, and Ernest Bouchet, the Missoula Division high-tension lineman, enlisted in the Aviation Construction Unit, reporting at Philadelphia April 11.

C. O. McPherson, maintainer at Primrose, Mont., has been promoted to high-tension lineman on the Missoula division, taking Bouchet's place.

Miles Elliott, helper at Two Dot, has been promoted to maintainer at Primrose and J. R. Doores is now helper at Two Dot.

Mason Spensley, helper at Haugan, Mont., who was relieving C. A. Parker, maintainer, off on a vacation, was struck by a light motor two miles east of Henderson May 1, receiving a compound fracture of the left leg. He was taken to Superior for first aid treatment and later removed to Deer Lodge Hospital.

J. H. Schmuke, maintainer at Piedmont, also had a motor car accident, receiving injuries to his ankle, being relieved by R. H. Ford, wireman from Wieberg's crew.

G. T. Petticrew, Missoula Division supervisor, was off on a vacation from April 28 to May 11. Don't think he went fishing; at any rate, we haven't received anything to show for it.

B. E. Heriford, maintainer at Plummer, Idaho, is off on a vacation, being relieved by F. E. Showalter. F. A. Showalter, maintainer at Lind, Wash., is off on a vacation, being relieved by C. E. Cook.

N. J. Westermarck, Columbia and Idaho Divisions supervisor, was in to see us, and explained all about how many gallons could be made on a mile of distillate, not saying a word about how easy or otherwise it is to start a gasoline car with the stuff. He also sent in a sack of Cohasset pit gravel that has been causing signal trouble between Beverly and Othello, and from first tests made on it we are thinking some of staking out a claim for a gold mine in that country. Everything from gold to iron in the sample, but maybe he "salted" it.

R. R. Lane, maintainer at St. Joe, was off a few days, going to Spokane after Mrs. Lane, who was in the hospital there. We are glad to report that she is getting along nicely.

G. J. Sygal, maintainer at St. Maries, says his idea of a good job is to bond rails behind the steel gang from 7 a. m. to 6 p. m. and then fill the lamps the same day, but he doesn't want it for an every-day occurrence.

The switchboard in the Tacoma laboratory is all set up, and as soon as the necessary test meters now ordered arrive expect to put out some AC relays, also have one of the style "L" light signals about set up to be used in testing.

Miss Hendricks has fully recovered from her throat trouble, but hasn't had much to say yet.

Mallany reports that about so many of the new signals for the west end have left the factory and are expected to arrive when they do. From the number of tools he has been ordering for this job our idea of a good chance to stock up would be to get a job with him. He is still a worry to Mills for prints. The other day it looked as if he (Mills) were trying to build a trench or something of blue print cuttings.

N. E. G. got Mills all fussed up, and can make him blush most any time by just mentioning the new house and wondering when it will be finished or when we can expect the girl.

April 30 we we took enough time to ride with the Milwaukee Rooters' Club in the opening ball game parade, and sure made some noise. Russ Hall is the ball club manager and stands in well with boys; in fact, so well that the following yell was the loudest thing around. I don't know whether it will get by the editor or not, but here it is:

Rickety Rickerty Russ,
We're not allowed to cuss.
But d— it to h—
We feel so well,
We must, we must, we must!

This is for

YOU

All C. M. & St. P. Ry Employees

When you left your home this morning was everybody happy and cheerful? Didn't that fact make you glad that you are living and give you some of the good old "pep."

If you were killed or injured today and the pay-check stopped coming in—what would become of that happy home?

YOU KNOW—and because you do know, tear off the attached coupon and mail it to us **TODAY!**

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Schutzman is picking up rapidly in electrical work and is just about ready for the second degree. A little bald-headed man, with a few stragglers around the edge, popped in the laboratory the other day, and thinking he would catch Shutz off his guard, said to him:

"Young man, who was the first electrician?"

Schultze: "Noah. He made the arc light on Mount Ararat."

So we will end with our usual little piece of poetry:

I roam around and feel half gone,
And have an awful cough—
But I'd rather be a-roamin' on
Than be a Romanoff.

Deer Lodge Shop Notes.

"Patsy."

The Third Liberty Loan subscriptions at the Deer Lodge shops met with success in that practically every one concerned did his or her share.

Veteran Machinist D. F. Keller of the shop was the largest subscriber, taking out a \$2,000 subscription.

Master Mechanic Sears was called back to Pittsburgh to go over preliminary drawings and diagrams of the ten new Westinghouse passenger engines being built for this company at Pittsburgh for use on the electrified zone out of Deer Lodge. M. M. Moody, electrical instructor, accompanied him in order to get detailed information for preparing instructions for the engineers who will operate these engines. It is expected that the first engine will reach Deer Lodge some time in January.

It has been reported to us on good authority that R. W. Smith, one of the electricians going from this point, in the Engineer Corps, to France, was killed in action recently.

George F. Von Egeler, who at one time was an electrician at Deer Lodge, visited the shops recently. Mr. Von Egeler has attained the rank of captain in the regular army. He expects soon to be sent to France.

We are advised that Assistant Superintendent T. J. Hamilton has been instructed to report at Portland for examination to enter the Engineer Corps.

Dick Wende is now sporting a new car.

Clyde Medley, assistant car foreman at Miles City, was a visitor at Deer Lodge lately.

The young ladies of the shops are going to start a Red Cross booth, the proceeds of which will go to the local Red Cross. The booth will be open during the noon hour.

Miss Mabel Stensrud is an addition to the clerical force at the DMM's office.

Miss Helen Daniells spent the week-end at the university at Missoula, attending the track meet.

Mrs. J. V. Miller of Tacoma made a few days' visit to Deer Lodge.

Miss Betty Steinberger left on No. 15 last night for Chicago for a short visit.

Miss Edith Warren has returned from Camp Lewis, where she visited her brother.

Two young ladies working in the store department think that one should have an interest outside of their work, so they have taken up the noble art of horseback riding. They say a few simple rules will be well to keep in mind, however, if anyone wishes to take this sport up. For instance, do not let your horse browse in your friend's garden while engaged in an extended conversation. Likewise it is customary when out calling to dismount before ringing the door bell, as your friends might not have room for the horse in the living room, and do not dismount too suddenly.

The N. H. & N. B. R. R., Ltd., had a derailment the other day, when the car the "engine crew" were riding in plunged unexpectedly through the board fence (while regenerating). The cause of this derailment was due to Engineer Bresnahan reading blue print and block signals incorrectly, and also instructor Waldron not being along on this student trip. Conductor Daniells high-balled the engineer at the wrong time and Rear Brake Schreiber was busy gazing at the scenery. No injury to crew; considerable damage to fence.

Herbert W. Rusch, having enlisted in the U. S. Naval Reserve force, had discontinued his duties

as electrician in the shops at Deer Lodge and has reported for duty at Bremerton Navy Yards. Mr. Rusch expects later to be transferred to the Great Lakes Naval Officers' Training Camp near Chicago.

Wisconsin Valley Division.

Lilly Ann.

A. J. Fries, agent at Merrill, visited at our office during the week.

A baby daughter named Lois Alice was born to Mr. and Mrs. C. H. Randby on April 23rd.

Mrs. A. I. Lathrop visited with friends and relatives at Milwaukee for a few days.

Mrs. Jas. O'Leary and son, Francis, visited at the home of Chief Clerk C. H. Conklin over Sunday.

Irwin Kimball, former baggageman on this division, now night agent at Wauwatosa, called on us for a few hours last week. We were all glad to see BROWNIE and hope he will not forget to drop in and see us the next time he is up this way.

Joseph Held, son of Dispatcher J. Held, is visiting with his parents during his furlough. Joseph is stationed at Camp Benj. Harrison, Indianapolis, Ind.

Charles Pond, son of Engineer F. Pond, is also home on a furlough. He is in training at Washington, D. C.

Elmer Slaughter, baggageman, was a business caller at Chicago.

Mrs. J. S. Bringer, is visiting at Minocqua.

A. G. Shrake was called to Chicago on business.

Mrs. C. Granholm is visiting with friends and relatives at Gleason.

Gerald Finerty has gone to LaCrosse for a few days' visit, and Genevieve Finerty is spending a week at Chicago visiting with her brother.

Mr. and Mrs. Chas. Lattimer are visitors at Chicago.

Esther Lehrbas has returned to Chicago, where she is attending school.

Mrs. F. L. Hudson is visiting with her daughter at Detroit, and will stop at Chicago for a few days to visit with friends.

A. Teachout and Rob. Hurd were sightseeing at the Cream City.

Leon Ross has been added to our warehouse force.

Mrs. E. B. Stoddard visited with relatives at Stevens Point.

Henry L. Robinson has accepted the position as passenger brakeman.

Mrs. Thomas Callahan visited with her mother at Tomahawk.

J. D. Walden spent a day at Wausau shopping and took in a real picture show.

Poster O'Leary was in Chicago on business during the past week.

Mrs. Gies and daughters are visiting with relatives at Babcock.

Mrs. Williams and Jas. Williams are Milwaukee visitors.

Mrs. J. A. Scott, wife of Conductor Scott, visited at Rudolph for a few days.

Dorothy Wells came down from Tomahawk to visit with her parents.

H. R. Miller, clerk at Tomahawk, is visiting at Milwaukee.

Mr. and Mrs. Walter Lemke have moved to Minneapolis where they will make their future home.

Mrs. Wm. Madden is a visitor at Tomahawk.

Sally Hurd went to Kilbourn to spend a few days.

R. E. Curran, engineer on W. V. Division, left for "Somewhere in France" recently.

C. H. Conklin and son Kenneth, and Ed Callahan and son James, have postponed their fishing trip indefinitely owing to the cool, damp weather we are having.

Harold Donovan, son of Conductor M. E. Donovan, is ill at his home. We hope to hear of his speedy recovery.

F. W. Bunker, has joined the benedicts and is residing in his new home on East Jackson street. We extend our heartiest congratulations and here is hoping that there will be no battles fought on "BUNKER HILL."

Walter Praedel, one of our most congenial boys of the warehouse force, is soon to leave for training in some camp. We know that you will be missed Walter, but shall hope to receive some interesting letters from you. Will you write us?

Items From S. C. & D. Division.

Blanche Manley.

Switchman T. W. Tuck and family have returned after an extended trip to the western coast. He says they had some trip.

Assistant W. H. Foreman H. W. Krohn and wife spent a few days in Perry, Iowa.

Fireman M. R. Landon has been visiting in Egan, S. D.

Bertha Price, daughter of Engineer D. M. Price, has returned from Des Moines, Iowa, where she has been for some little time.

Mrs. M. Ferguson has been visiting in Chicago. Mrs. E. O. Hoke, wife our agent at Jefferson, S. D., spent a few days in Sioux City recently.

Albert Weber, son of Conductor John Weber, has returned to school at Des Moines after spending the spring vacation at home.

Julia McNamara, stenographer at the Sioux City freighthouse, has returned from Chicago.

Mrs. Otis Wright is visiting in Kingsbury, S. D.

Conductor W. L. Eckert has returned from Kansas City, where he went to visit his brother, E. O. Eckert, who is in training at Fort Leavenworth.

Fireman Frank Johnson has been visiting in Manila.

Mrs. F. W. Burke, wife of the clerk at the Sioux City freighthouse, has gone to Chicago for a few days.

Mrs. H. A. Worley is visiting in Des Moines, Iowa.

Mrs. J. D. Wohlenberg, wife of the clerk at Akron, was in Sioux City recently for a few days.

Engineer Frank Blair's family has been visiting in Yankton.

Mrs. W. A. Helmhold, wife of Brakeman Helmhold, came down from Sioux Falls recently for a few days.

Mrs. E. K. Lawrence of Mitchell is visiting in Parker, S. D.

Daniel Courtney, flagman at Yankton, is taking a few days off and spending them in Chicago.

Mrs. A. J. Porter spent a few days in Sioux City recently.

Mrs. J. Manson and daughter Evelyn, family of the agent at Trent, S. D., were in Sioux City recently.

E. H. McCabe, timekeeper for the trainmen, went to Des Moines the other Sunday to visit the cantonment there. He said he had quite a pleasant trip, but, then, he always was one to put things mildly.

Mrs. Nellie Raub, mother of our agent at Luton, has been visiting at Mapleton, Iowa.

Machinist John Allison has returned from Savanna, Ill.

Chief Clerk O. T. Fagg of Sioux Falls was in Chicago recently for a few days. He was accompanied by his mother.

Roundhouse Laborer Joe Negis has been spending some time in Chicago.

Roundhouse Clerk Chas. Emmett has gone to Des Moines to the training camp, having been drawn in the draft. It will be some time before they get another clerk like "Dutch." Here's luck.

Mrs. L. W. Draeger, wife of Brakeman Draeger, has returned from Yankton, where she has been visiting.

Mrs. Louis Saarosy and three daughters took a trip to Kansas City.

We are told that A. S. Olson, cashier at Sioux Falls, has a big, broad smile, caused by a brand-new baby daughter at his house. The grandfather, Nels Olson, car inspector at Sioux City, has a smile that is as broad if not more so than A. S.

We are wondering if anyone noticed Yardmaster Henderson in the recently Liberty Loan parade. It is all right to be patriotic, but when a perfectly good yardmaster gets in the front row under a banner carrying the caption, "C. St. P. M. & O. Ry, Employees, 100 Per Cent Buyers of the Third Liberty Loan Bonds," it is time something was done about it. Some of us are wondering if there is not some punishment that can be administered for such work. Anyone having any suggestions to offer along this line will please send them in.

Engineer U. S. La Breck is wearing a smile twice as broad as that of A. S. Olson, as he has twice as much reason. The stork left a young

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lady and young man at his house at the same time. He may have got his orders mixed, but they have used them now, so they can't return them.

Word has reached us that Ben Lehman, son of Agent Horace Lehman at Burbank, has died in a training camp. Am sure that the sympathy of all employes go out to this family in their grief.

Mrs. H. D. Sherman has been visiting relatives in Vermillion, S. D.

Conductor W. H. Armstrong has left for a trip in the West.

Conductors J. P. and Leon Bicknell have taken an extended leave of absence and are in Seattle, Wash., where they will continue working for the old St. Paul.

Operator C. B. Dielh and wife have left Elk Point for a trip to Moberly and beyond.

Florence Nelson, daughter of Conductor F. W. Nelson, is visiting in Canton.

Engineer J. A. Hutchinson and wife have left for a trip to Racine, Wis., on account of Mrs. Hutchinson's health.

Conductor J. T. Aylward has returned from Rockford, Ill.

Assistant Superintendent Beardsley has been very busy these days on the Third Liberty Loan drive. We think he deserves a good deal of credit for the fine showing of the S. C. & D. Division.

Notes From Milwaukee Terminals.

O'Malley.

(The American Creed.)

I believe in the United States of America as a government of the people, by the people, and for the people, whose just powers are derived from the consent of the government; a democracy in a republic; a sovereign nation of many sovereign states; with perfect union; one and inseparable; established upon those principles of freedom, equality, justice and humanity, for which American patriots sacrificed their lives and fortunes. I, therefore, believe it is my duty to my country to love it, to support its Constitution, to obey its laws, to respect its flag and to defend it against all enemies.

A few things that we regret, copied from Life:

"That the I. W. W. isn't in the German trenches."

"That La Follette and Bernstorff weren't on the Lusitania."

"That there can be anyone so foolish as not to buy a Liberty Bond or war stamps, and so poor that he can't give to the Red Cross."

The Twenty-third Ward Red Cross Auxiliary, with Mrs. Katherine O'Malley as chairman, is doing some very good work at their headquarters in Castle Hall, 462 Eleventh avenue. The working hours are from 9:30 a. m. to 5 p. m. daily, except Saturday and Sunday. Among the very energetic workers are Mrs. C. J. Tuft, Mrs. J. J. Kolley, Mrs. Frank Price and Miss Alice Cull, Mrs. Conroy, daughter of R. & S. W. conductor. These ladies are all related to some of the employes in the terminal, and are all working hard for the benefit of our boys at the front. Mrs. O'Malley extends an invitation to all who have relatives in the terminal (and any other ladies) to join in the good work. There is lots of work for all who come and all are welcome. Help the Red Cross; it is helping our boys.

"Says the Daily Bugle" (this was sent in with special request):

Miss Irene, the beautiful prima donna, made her debut in the footlight fantasia at the Theater De Luxe the other night. It was a wonderful performance, led by a wonderful girl.

The feature that made a tremendous hit with the ladies was the new "tooth brush" curl, which was introduced by the prima donna. It caused quite a whirl, and is bound to upset the hair-dressing fashions for the season.

Edward Craven De Soules—Oh, Boy, Boy, formerly the "Beau Brummel" of Chestnut Street Station, now decorating a chair in the Northern Division office—blushes gracefully when you mention "Reddy." Come on, Eddie, what's her name and when is it to be changed?

Frank Shannon trimmed the "Boy Accountant's" mustache in a bowling contest at the Arcade. But don't get too chesky, Frank—even Olson cleaned him.

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Say These City Physicians—By Enriching the Blood and Creating Thousands of New Red Blood Cells It Increases the Strength and Endurance of Delicate, Nervous, Run-Down Folks in Two Weeks' Time in Many Instances.

SINCE the discovery of organic iron, Nuxated Iron or "Fer Nuxate," as the French call it, has taken the country by storm, it is conservatively estimated that over three million people annually are taking it in this country alone. Most astonishing results are reported from its use by both physicians and laymen.

Dr. Ferdinand King, a New York Physician and Medical Author, when interviewed on this subject, said: "There can be no sturdy iron men without iron. Pallor means anaemia. Anaemia means iron deficiency. The skin of anaemic men and women is pale; the flesh flabby. The muscles lack tone; the brain fags and the memory fails, and often they become weak, nervous, irritable, despondent and melancholy. When the iron goes from the blood of women, the roses go from their cheeks.

"Therefore, you should supply the iron deficiency in your food by using some form of organic iron, just as you would use salt when your food has not enough salt."

Dr. James Francis Sullivan, formerly Physician of Bellevue Hospital (Out-Door Department), New York, and the Westchester County Hospital, says: "In my talks to physicians I have strongly emphasized the great necessity of their making blood examinations of their weak, anaemic, run-down patients. Thousands of persons go on suffering year after year, doctoring themselves for all kinds of ills, when the real and true cause underlying their condition is simply a lack of sufficient iron in the red blood corpuscles to enable nature to transform the food they eat into brawn, muscle tissue and brain. But beware of the old forms of metallic iron which frequently do more harm than good.

"Notwithstanding all that has been said and written on this subject by physicians formerly connected with well known hospitals thousands of people still insist in dosing themselves with metallic iron simply, I suppose, because it costs a few cents less. I strongly advise readers in all cases, to get a physician's prescription for organic iron—Nuxated Iron—or if you don't want to go to this trouble then purchase only Nuxated Iron in its original packages and see that this particular name (Nuxated Iron) appears on the package."

If you are not strong or well, you 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 per day after meals for two weeks. Then test your strength again and see how much you have gained. Numbers of nervous, run-down people who were ailing all the while have most astonishingly increased their strength and endurance simply by taking iron in the proper form.

Manufacturer's Note: Nuxated Iron, which is prescribed and recommended above by physicians, is not a secret remedy, but one which is well known to druggists everywhere. Unlike the older inorganic iron products, it is easily assimilated, does not injure the teeth, make them black, nor upset the stomach. The manufacturers guarantee successful and entirely satisfactory results to every purchaser or they will refund your money. It is dispensed by all good druggists and general stores.

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