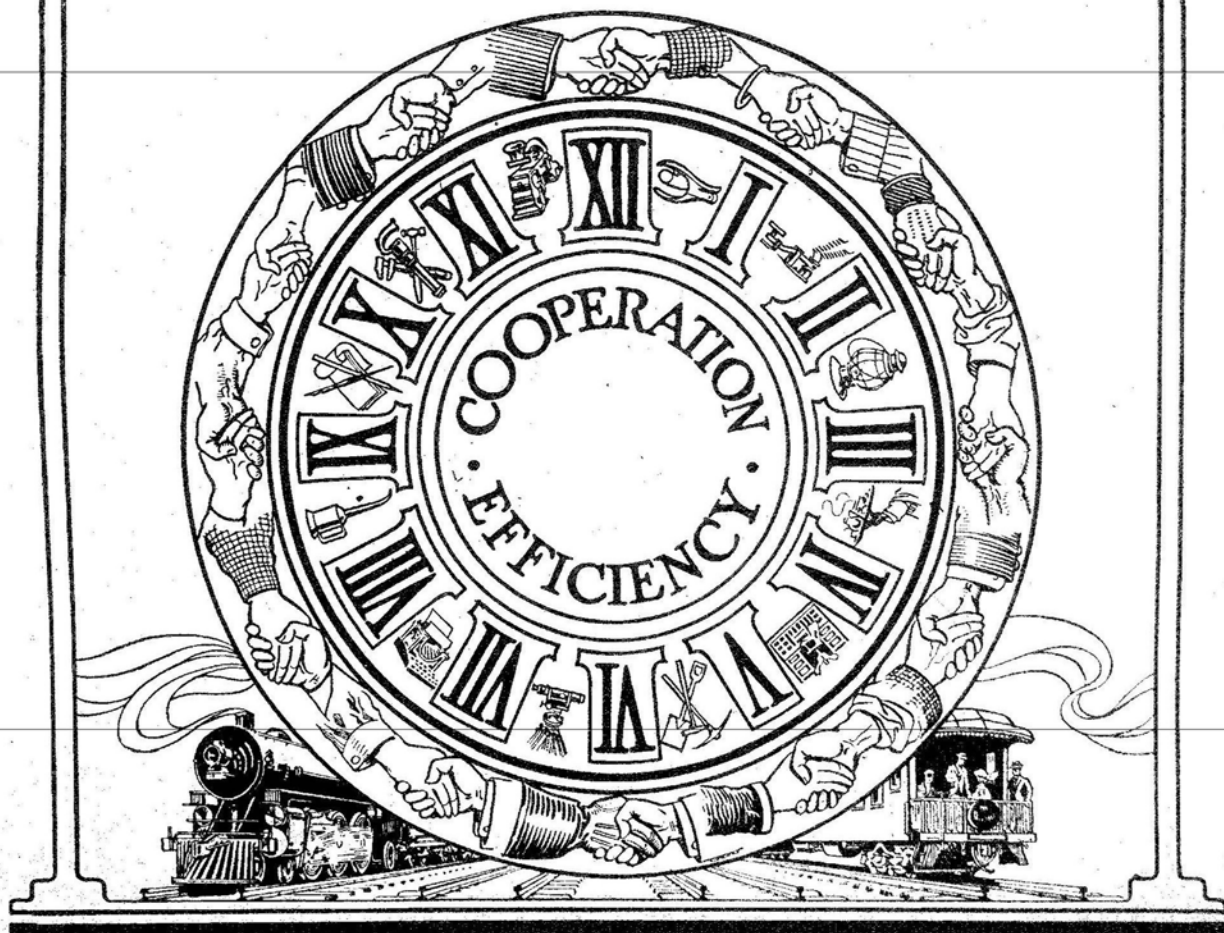


THE MILWAUKEE RAILWAY SYSTEM EMPLOYEES' MAGAZINE

February

1916



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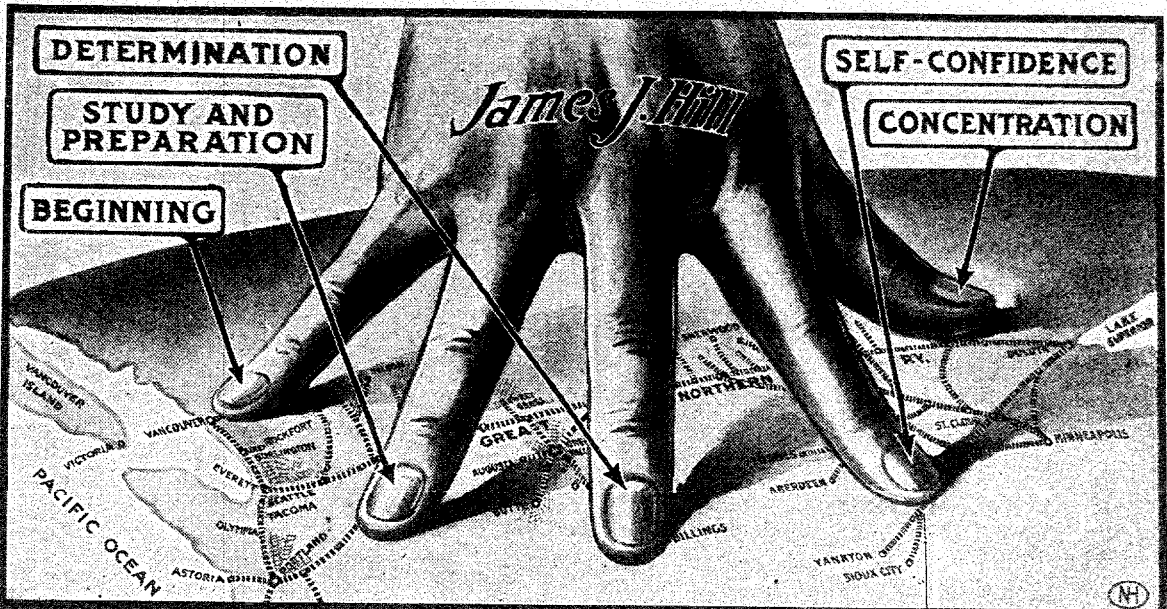
MILWAUKEE RAILWAY SYSTEM

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The Milwaukee System

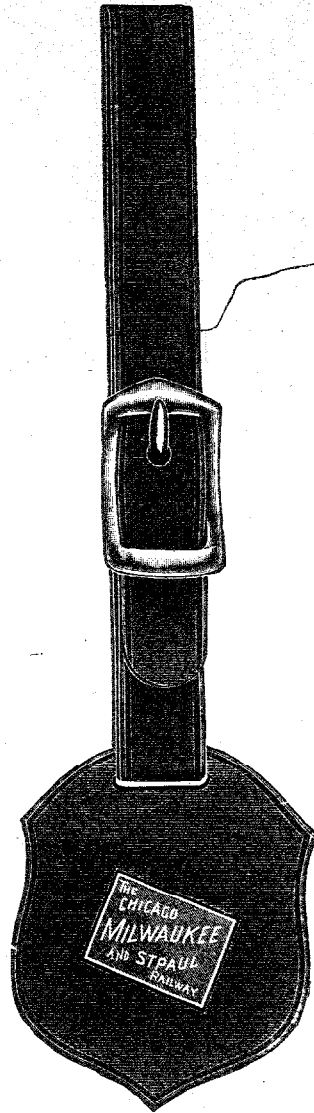
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The Milwaukee Railway System Employes' Magazine

Railway Exchange Bldg., Chicago

Published monthly, devoted to the interests of and for free distribution among the 65,000 employes of the Chicago Milwaukee & St. Paul Railway System.

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VOLUME III

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A Handwriting on the Wall

By The Editor.

The year 1915 marked the centenary of the steam locomotive, and it also proclaimed the dawn of a new age of dynamics, the latter to Milwaukee employes especially being of particular interest. To the electrification of 440 miles of our main line through Montana a certain sentiment attaches deserving of some attention, as well as the inestimable scientific and economic importance of the movement, and its historic value as a marker on the highway of progressive railroading. In the sentimental interest all members of the Milwaukee "family" participate, for without doubt the successful operation of electric motive power on the Continental Divide, and the triumphal test which took place there on December 8, 1915, will be a prominent paragraph on the foremost page of a history not yet written.

The Erie Railroad Employes' Magazine for January of this year produces an interesting story of "One Hundred Years of the Locomotive," a part of which is reprinted in this number of our magazine. With the story we see a picture of the "Steuben," a locomotive of the vintage of 1846, and one of the "Matt H.

Shay," the present pride of the Erie, and the largest and most powerful engine ever built. The "Steuben" is a curiosity among its kind, especially in the matter of smokestack, which is a most imposing frontal.

It looks as if it might have been the original railroad "tea-kettle." The "Shay" is a proud achievement—handsome, impressive and full of majesty—the *ne plus ultra* of this branch of mechanics.

Standing as we now are before an opening door, do we seem to see a handwriting on the wall heralding a power that is to overshadow the great deeds of the steam locomotive? Was history only repeating an age-old chronicle of every forward movement being a stepping stone to greater and grander things, when two massive electric machines energized by nature's most mysterious force glided easily and silently over the Continental Divide with a load at its heels which had baffled the extreme efforts of three powerful mallet engines? Certainly considering what steam has accomplished in its hundred years of remaking the world, no man can forecast the future with this new force to guide us, any more than Captain Meriweather Lewis, leader of the Lewis & Clarke Expedition,

when on a June day of 1805, standing for the first time at the great falls of the Missouri River, could have foreseen the Montana Power Company's huge dam and power house that now stands on the brink of the big cataract, while the impetuous waters, as they rush over, are turning the wheels of a railway locomotive and pushing a loaded train over the crest of the Rocky Mountains—miles away; nor than Benjamin Franklin, flying his historic little kite, made of sticks and silk, with a key tied to its tail, dreamed of the potentiality for mankind in the lightning he was seeking to prove could be chained.

Looking backward at what steam power has accomplished in the world, how are we to prophesy coming events with this mysterious force, of which even the most learned know so little? A hundred years ago, wiseacres shook doubting heads and raised pious hands in protest over a world deliberately in league with the powers of darkness, bent on its own destruction. It is on record that the selectmen of a certain district in an eastern state, in the early years of the last century, were asked for the use of the district schoolhouse for some lectures concerning steam engines and railroads. After due deliberation, with meditation and prayer, the pious worthies made reply that the schoolhouses were for the purpose of disseminating useful learning and inculcating high moral principles, under neither of which heads did information concerning railroads and steam engines properly belong—that railroads and steam engines were clearly an invention of the devil and should not be upheld by a God-fearing people.

Electric street railway traction has long since demonstrated its feasibility; but those who still recall the tinkle of the horse-car bell also remember that there was wagging of apprehensive heads when the modern "Car of Juggernaut" went clanging through city streets with no visible means of locomotion, and nothing unusual in its appearance but a long broomstick pole overhead, a small brass wheel and a copper filament strung from poles after the manner of the telegraph wire.

Thus has electricity flashed its handwriting on the wall, but in the midst of the present triumph on our line, it is difficult for us to properly estimate the great event we have been celebrating. The Milwaukee is making history, but the perspective demanded for "values" is denied to this generation. We have, however, the inspiring assurance that when the centenary of electric traction is celebrated the name of the Chicago, Milwaukee & St. Paul will lead; for the project in which we are now engaged is the first undertaking of such great magnitude in the world of electric tractive power. If the picture of electric locomotive 10200 should be displayed, in that future time, with its queer looking pantagraph atop of it, it will probably meet with the same derisive smiles as now are bestowed on the pictures of the ancient steam engines; but, like them, it will also receive its due share of honor as a pioneer in the forward movement of human affairs.

Montana, the scene of our latest triumph, has been a fruitful field of endeavor for us, ever since the Milwaukee crossed her borders. True, the pioneer railroads were there ahead of us, but it was largely reserved to our company to "discover" even to the Treasure State herself the tremendous resource she possessed in her great agricultural possibilities. It was, therefore, not alone the event of the moment, which brought together many of Butte's representative men on the evening of December 8th, to meet President Earling and other officials and directors of the Milwaukee Company, who were in the west to witness the trial tests of electric train operation. The meeting was quite as much an expression of their appreciation of the benefits Montana had enjoyed because of the coming of our line—in the development of lands and resources that she scarcely knew she had possessed. Mr. Earling, therefore, was given a splendid ovation when he arose, at the call of those present, to respond on behalf of The Milwaukee. He said:

I hardly know how to express my feelings over the magnificence of the exhibition I see before me and the whole-souled cordiality with which we have been favored.

I need not assure you that it is an unusual pleasure to have the privilege of meeting so many of the leading citizens of Butte. I feel that the hearty welcome extended by your committee earlier in the day on the eastern slope of the mountain along the so-called trail of the Milwaukee is one that is not ordinarily accorded to the visitor, and you will therefore pardon us if on this occasion we are vain enough to regard ourselves as somewhat distinguished guests. And if it should appear that in consequence of this delicate attention our heads are larger, or our hats are smaller than they were yesterday the responsibility must rest with you.

Your presence in witnessing the movement of the first passenger train over the continental divide by electrical power is one of the many evidences of the interest the citizens of Butte have always taken in the development and use of the unlimited resources of the great state of Montana.

It seems but yesterday since the utilization of Montana's vast water powers were considered in connection with the transportation problems of a great transcontinental railway. Today the most ambitious electrification project in the history of the railroad world has become an accomplished fact, and in a very short time you will find that the steam locomotive on the line of the Milwaukee in your city has become a thing of the past.

With all their enthusiasm and unbounded faith in the future of this great state, little did those pioneers, Jay Cooke and Henry Villard, dream of the multitude and variety of its possibilities. And in this connection I cannot refrain from referring to that earliest of pioneers, Jay Cooke, who first conceived the idea of connecting the great lakes with Puget Sound; and to Henry Villard, through whose indomitable energy the task was accomplished.

Far seeing as those men were, I doubt if in their fondest dreams they ever expected or hoped to find that among its many other vast resources Montana would develop into an agricultural state to such an extent as will, in my opinion, within the next decade produce more small grains than any state in the Union. And right here let me say that in this respect the Milwaukee claims to have "discovered" Montana. It seems almost incredible that in 1903 there had, except in the Gallatin Valley, scarcely been a furrow plowed either along the present line of the Milwaukee or elsewhere, and that this year the Milwaukee Railway alone will carry at least 15,000,000 bushels of grain from this state.

While much has been accomplished a great deal yet remains to be done for the continued growth and prosperity of the state. Among other things many hundreds of miles of additional railway lines will be needed from time to time to properly serve this great empire. It is to be hoped that the attitude of the people and their representatives toward the railroads will at all times be manifested by such fairness and justice as will continue to encourage the investment of capital in all such undertakings. Within the past eight years the Milwaukee has constructed and reconstructed a system aggregating over 1,100 miles in this state at a cost of over \$75,000,000 and yet our activities have apparently only just begun.

From the time of its advent the Milwaukee system has always felt a deep interest in the future of Montana. And I venture to say that in its loyalty to the state it is second to no interest within or without your borders. And I am happy to say that, in return, we have been met on all sides with a genuine and unstinted spirit of reciprocity.

Allow me to again express our appreciation of your cordial reception and generous hospitality, and also to express the hope that this delightful meeting may be the forerunner of many more.

That the work we are doing has been watched and followed with attention from the laboratories of electrical science

and by the foremost men of the country is apparent from the following telegrams:

New York.
A. J. Earling,
C., M. & St. P., Chicago.
Your work of electrification of the four hundred and forty miles of the Rocky Mountain Division of the St. Paul Railway is one more of the great achievements permitted by the wedding of science and business. I congratulate you and admire the nerve of the railroad's financial backers. THOS. A. EDISON.

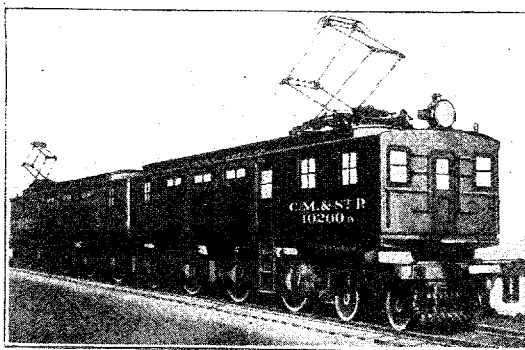
New York.
A. J. Earling,
Pres. C., M. & St. P. Ry., Railway Exchange,
Chicago Ill.

To have exceeded in a single undertaking the annual result of combined enterprises is a monumental achievement, both in the technical and business sense. I wish to extend my congratulations and express the hope that you and your associates will receive all that gratification and material reward which so great and courageous a pioneer effort deserves.

NIKOLA TESLA.

New York.
A. J. Earling,
Pres. C., M. & St. P. Ry., Railway Exchange,
Chicago, Ill.

Making it possible to deliver hundreds or thousands of horsepower at a rapidly moving point is one of the greatest developments in industrial electricity. To utilize this in transportation on a large scale is evidence of a broad vision and a wide appreciation of its possibilities and usefulness. I congratulate you on your work. THEO. N. VAIL.



Engine 10200.

Along the Steel Trail—A Greeting.
B. W. Graham.

The year 1915 has drawn to a close. Another page in the history of the C., M. & St. P. Ry. has been turned, another milestone of its existence passed with its joys and sorrows. To many of its employes it has been a year of prosperity and pleasure, while to others it has been a year of disappointment and sorrow. From the section laborer to the highest officials we each have our disappointments and troubles as well as pleasures. Many of its employes during the past year have passed to the great beyond, and the white marble stone in yonder cemetery marks the last resting place of many a noble, true employe of the Milwaukee, who perhaps has devoted his life to its welfare. To them we bow our heads in reverence, for they have left behind an example which we may well follow, and their deeds of valor and loyalty to the Milwaukee will long be remembered. From the beautiful shores of Lake Michigan westward toward the setting sun, are its thousands of miles of steel rails reaching nearly every part of the west, until it ends on the shores of Puget Sound, and the Milwaukee employes some sixty-five thousand people, comprising one great family, all working hand in hand to make the Milwaukee the best, most prosperous and greatest railway in existence.

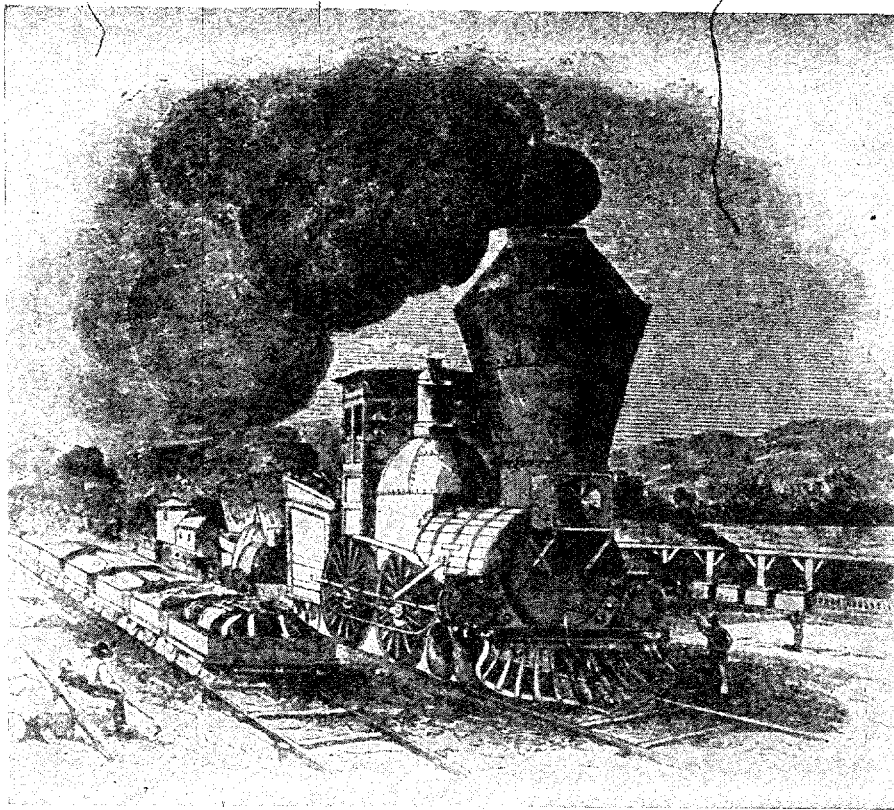
One Hundred Years of the Locomotive

Reprinted from the Erie R. R. Employes' Magazine.

The year just completed was the centenary year of the completion of the first locomotive to be operated by the direct transmission of power to the driving wheels as locomotives are driven to this day. One hundred years ago, in 1815, George Stephenson—the father of the locomotive—built his first practical engine and set it to work at the Killing-

worth Colliery. He was unable to write his name. By dint of hard application, he managed to secure the rudiments of an education and gained some knowledge of mechanics, advancing as a result to the foremanship of the Killingworth Colliery, where he built his first engine.

This was a crude and primitive affair called the "Blucher," but it worked. It



The Steuben.

worth Colliery, where it continued in service almost half a century. This important anniversary passed unnoticed by railroad men and locomotive builders until the Erie took cognizance of the event in November by issuing a souvenir publication, which chronicles the development of the locomotive since Stephenson's invention.

When Stephenson began his experiments in engine building he was a mine foreman and at his eighteenth year he

succeeded in drawing eight loaded wagons of thirty tons weight at about four miles an hour and it was the most successful machine of its kind constructed to that date. Stephenson's first engine operated upon smooth rails but the motion was transmitted by means of spur wheels, a method that limited its speed and finally proved to be impracticable. The engine made so much noise through the escapement of steam that the authorities threatened to condemn

it as a nuisance, and to overcome this defect Stephenson devised the plan of discharging the excess steam into the smoke stack, an improvement which incidentally created a better draft and thereby doubled the generation of steam.

Recognizing the defects of this engine, Stephenson set about the construction of a second machine, "Billy No. 1," which ultimately solved the problem of practical locomotive construction. It was patented in 1815. In this engine the inventor at first substituted a chain gear for the spur wheel, but soon discarded this plan for a method of transmitting the power to the driving wheels directly by means of connecting rods and cranks with ball and socket joints. This device served its purpose well and provided the model upon which locomotives have been built ever since.

It was not until 1829, fourteen years after the completion of Stephenson's engine, that the first locomotive came to America. This engine was a queer contrivance called the "Stourbridge Lion." It was brought over from England and put into operation by Horatio Allen, who later became president of the old New York & Erie, now the Erie Railroad.

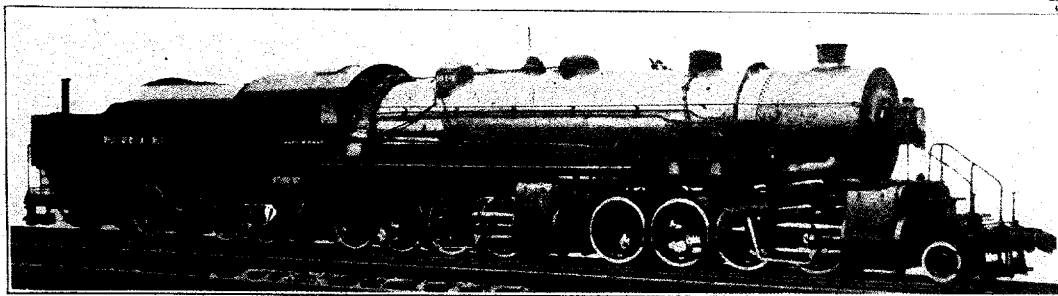
Peter Cooper designed the first locomotive to be built in America. It was a diminutive machine, weighing about a ton, named the "Tom Thumb," and it was run once or twice only in 1830 for the purpose of demonstration on the Baltimore & Ohio Railroad, at that time in the early stages of construction.

Soon afterwards the West Point Foundry in New York completed the "Best Friend of Charleston," which was the earliest American-built locomotive to draw a train of passengers in actual serv-

ice. Its first trip was made under the direction of Horatio Allen on the South Carolina Railroad January 15, 1831, which it ran six miles out of Charleston and back.

The first American railroad to be actually opened for operation by steam was the Baltimore & Ohio, which had a section open for general traffic as early as 1830, although the road was not completed until 1852. The first great trunk line connecting the east and the west was the Erie Railroad, which was opened in part for general traffic in 1841 and was completed in 1851. President Fillmore and many distinguished persons in all walks of life took part in the celebration of this event, which was hailed as the beginning of a new era in the development of the nation, as it actually was. It is said that Daniel Webster, who accompanied the President on the first trip over the completed road, insisted upon riding on an open platform car, seated comfortably in a rocking chair, so that he might miss none of the memorable experience.

The earliest Erie locomotive of which any pictorial record exists is the "Steuben." The original of this sketch is in the possession of the Minisink Valley Historical Society. The "Steuben" was the sixth locomotive to be put into operation on the Erie. It was of a type fearsome and strange to railroad men of this day, and on account of its huge size was known far and wide as the "Giant." The cab and pilot were built on in 1849 and the locomotive was run as late as 1856, when its engineer was Colonel John S. Bell, who is still very much alive after rounding out a busy career as engineer.



The Matt H. Shay.

secret service man, Chief of the Secret Service Bureau of the United States, Chief of Police of Newark, N. J., and officer and director in many corporations.

Following the completion of the Erie, railroad building in the United States increased by leaps and bounds until last year there were more than 260,000 miles of railway track in operation throughout the country. Over these tracks were carried in 1914 one billion passengers and over two billion tons of freight and since 1829, when the "Stourbridge Lion" came to America, the exports of the nation, born of and stimulated by our traffic system, have grown from a few hundred thousand dollars to the grand total of \$2,500,000,000 annually. Incidentally, 1,733,000 persons are employed on American railways and out of gross earnings of \$3,000,000,000, these employes receive in wages and salaries more than \$1,400,000,000 yearly.

How far the locomotive has progressed in the hundred years since the completion of Stephenson's engine may be gathered from a comparison of the "Billy No. 1" and the great Erie "Centipede," Matt H. Shay. The Stephenson engine had a length of nine feet, a weight of four tons, and its hauling capacity was ten wagon loads, with a combined weight of 8,000 pounds. It had four driving wheels of twenty-four-inch diameter. The Matt H. Shay has a length of 105 feet, a weight of 410 tons, and its hauling capacity is 640 gondola cars, with a total weight of 90,000,000 pounds. It has twenty-four driving wheels of sixty-three-inch diameter. If the Shay were put at the head of a train of its maximum capacity, 640 cars, the train would be four and three-quarter miles long. It has actually hauled 251 fully loaded gondola cars, the weight of the train being 35,284,000 pounds, at a speed of fifteen miles an hour.

The Matt H. Shay is the largest and most powerful locomotive ever built. It represents the highest point that has been reached in the development of the locomotive—a fitting tribute to George Stephenson's genius as he expressed it one hundred years ago in the "Billy No. 1."

Again the Trespassing Problem

J. J. Rada, Galewood.

Recently society has been considerably agitated over the question of right and wrong as it relates to protecting and saving the lives of defective children, and we have had much citing of the commandment, "Thou shalt not kill."

It is remarkable that society, to which the public morally looks for guidance, is willing to protect the hopelessly defective, and to spend much time in argument and investigation, while good, and particularly useful, lives are lost by the thousands in trespassing on railroad property, that for such matters no time is found nor space on the front pages of the newspapers for possible remedies of this evil—probably because it is not a novelty.

Is it not appalling to know that 5,000 people are killed annually, and many injured, by the railroads of the country, and yet the railroads are not able to stop the crime? In this connection it may be emphasized that perhaps 80 per cent. of these trespassers killed are respectable citizens of their community, contributors to society and its existence, but society offers no remedy for this neglectful slaughter.

As every individual is to a great extent guided by the laws of the land which point out a path on which he shall travel, trying to guarantee rights between individuals, there is no reason why any member of society, because of the negligence of society, should be allowed to risk his life by trespassing on private property. If the law can protect defectives, it ought to point out right and wrong, enact a law and enforce it with punishment or fine for every individual who risks his life at the expense of others. If all the people had knowledge of right and wrong, and the moral and ethical standards were equal, there would be no need for courts of justice. But as society is constituted, there must be guidance, and this guidance must be the sentiment of the public, and not the sentiment of the legislatures, or, as in the case in question, the railroads, which is merely the expression of public opinion or public representatives.

It seems, in these days, that the average individual does not care as long as a law does not affect him directly, or as long as he is within the law—losing sight of the fact that, in some degree, nearly all laws that are passed and enforced affect him more or less remotely. For example, a man trespasses on railroad property and is accidentally killed. Who is responsible? Certainly not the railroad company, nor the dead man. Society then, and society pays the penalty in some way—to his dependents—while it misses the fruits of his labor.

If, then, it is true that society bears the burden of responsibility due to negligence of 5,000 trespassers killed annually, why do not some of the constituent parts of society fight the evil of trespassing by appealing to their representatives in the various state legislatures. Wisconsin seems to be the only state traversed by the Milwaukee system which has anything like an adequate law on trespassing. That law provides that track-walking shall be a misdemeanor punishable by a fine not exceeding \$50.00. But even so, does not that law seem far too lenient, when society permits an individual to shift his responsibility, by risking his life and only fining him \$50.00, when that risk in the case of the man's death costs society a much greater sum? If a hobo is killed, society must bury him; and if a respectable citizen, his dependents have to be taken care of. So let us agitate this question of trespassing in every state until adequate laws are enacted and enforced prohibiting an individual from trespassing on railroad property, thus guaranteeing to each individual the right to bear his responsibility, as well as to pay the debt he owes the world, acquired at the beginning of his life and continuing to its natural end, and we will ask no more.

The Puget Sound Extension

F. H. Buffmire, Roadmaster, La Crosse Div.
Dear Editor:

Since the completion of the Puget Sound Extension of our railway, it has been my desire to make a journey over that portion of our system to discover how well the modern methods of railroad construction can overcome the obstacles of a new country. My desire was

consummated during the early part of November, I was granted a leave of absence and provided with the necessary credentials of transportation that enabled me to satisfy my curiosity, and determine how well the builders had builded. Many encomiums have been bestowed upon the management of the Milwaukee Railway for the wonderful constructive features plainly evident in the Extension and they are richly deserved, though I believe that the ordinary person not in touch with the actual construction of railways cannot entirely comprehend the magnificent culmination of the project conceived by a master mind.

To one like myself whose half century of service with the Company has been in the one line of endeavor—that of the Maintenance Ways—there may come a tendency to be hypercritical on conditions as they exist. Even though they in reality merit commendation, we often in an over zeal for perfection attempt to construe a minor deficiency for a fault of some consequence.

However critical I may have been at the outset of my journey, I candidly acknowledge that I arrived at the western terminus of our railway agreeably disappointed. There was nothing in the road or track conditions to invite a just criticism and the hallucination I harbored that all new railways must of necessity be imperfect has been dispelled by my journey over the extension. Other new constructions may have their imperfection, but not the Puget Sound.

The track conditions are excellent, this is apparent in the smoothness of the riding of trains and by observation to the experienced eye.

Old timers, like myself, marvel at the finished construction and it is difficult for us to realize that so well a performed task was accomplished by a younger generation, who had direct supervision of the work and yet on second thought we remember where and under whom their schooling was obtained and we feel somewhat the better for the recollection.

The future for the Extension and its parent should be of the brightest, but it appears to me the Extension is bound to produce greater results in proportion to its newness; it traverses a country that must of necessity develop more each year and with normal conditions obtaining in the next decade the increased tonnage for the Extension by reason of development should exceed the forecast of the most optimistic.

For passenger travel the Extension will encourage a healthy increase by reason of its scenic beauty, its comfortable equipment and the courtesy of its servants. In each locality that I visited west of the Missouri, the friends of the Extension are many. This fact together with the corps of zealous officials and representatives of the Company located at the western terminus who are making every effort for a continued and an augmented prosperity for the Company, must surely fulfill the fondest hopes of the builders.



On the Golf Links—Excelsior Springs.

Excelsior Springs

G. McEdwards.

When the people of Excelsior Springs, Mo., wanted Julian Street, of Collier's, to "write up" the town, they offered as inducements paved streets, beautiful scenery, modern fireproof hotels, flourishing lodges, live churches, fine saddle horses, an eighteen-hole golf course, second to none, four distinct varieties of mineral water—and Frank James.

Those people proved how live the town really is by their successful effort to get Mr. Street to visit the Springs.

They began writing him almost as soon as his first articles on "Abroad at Home" appeared. He found letters awaiting him in every new city. They got Ban Johnson, president of the American Baseball League, to write. The baseball man said: "I believe Excelsior Springs to be the greatest watering place on the American continent." W. E. Davey, chief correspondent of the American Yeomen, wrote: "Excelsior Springs is one of the most picturesque and interesting spots in that portion of the country." There were letters from congressmen and senators and others until Street wired the Excelsior Springs Commercial Club to call off its letters and he would come.

But those people who wrote letters to Street did not tell him of the exquisite charm and restful beauty of the place. It is practically impossible to find words that will do justice to the mountain freshness of the air, the tranquil beauty of the landscapes, which are fresh and nat-

ural and unharmed by any formal touches of a landscape architect.

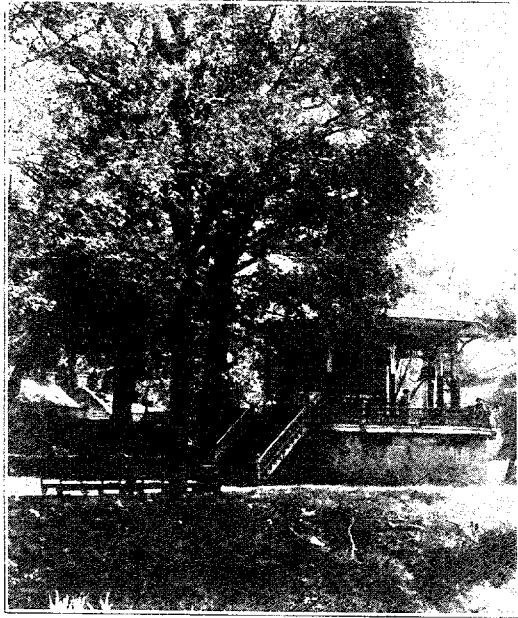
An Englishman who had gone to Excelsior Springs for the waters, told Street that the landscapes reminded him of home.

"But to me," wrote Street, "they were not English, for they had none of that finished, garden-like formality which one associates with the scenery of England. There was no haze," he continued. "The air was clear, yet by some subtle quality in the light, colors which elsewhere might have looked raw were strangely softened and made to blend with one another. Blatant red barns, greenhouses, and the bright blue overalls worn by farm hands in the fields did not jump out of the picture, but melted into it harmoniously, keeping us in a constant state of amazement and delight." He was speaking of one of the drives about Excelsior Springs—the drive that leads from the Chicago, Milwaukee & St. Paul depot down past the new high school, the big hotels and winds in and out gracefully beautiful to the golf course.

Street did not go into the question of the hotel life. He could have told as fascinating a story of the hotels and the social life as he did about the landscapes and the springs. That there are fine hotels is a matter of course—palaces where the country's millionaires love to go for rest and for water cures; yet they are not so expensively conducted that a man need be rich to go there. It is the same

with the bath-houses—finely fitted up with all the necessary "modern conveniences," the attendants as good as the best and yet moderate in their charges.

The company's surgeon, Dr. T. N. Bogart, is one of the country's best known authorities on diseases of the liver and



Regent Spring Park.

kidneys and a little conversation with him is sufficient to prove the cause of his immense popularity. It is said that Dr. Bogart alone has treated more than sixty thousand rheumatic cases and he is still a young man.

Excelsior Springs is not an old town. It was a comparatively short time ago that the springs were "discovered." Back in the early eighties, the negro farm hands on the farm of Anthony Wyman used to call "Siloam" the "old pizen spring." They were afraid to drink from it no matter how thirsty. Then a minister of the district thought he would find out "what was the matter with the spring." An analysis was made and it was the first step in the fame of Excelsior Springs.

In 1888 the Milwaukee began to operate a line through Excelsior Springs. From that has developed the railway service marked by our famous train, the Southwest Limited, which leaves Chicago at six o'clock and reaches Excelsior Springs the next morning at seven. Everything about that train is satisfying

and especially the dining car and the good service there. No hotel or restaurant chef has ever surpassed it, no matter what the prices paid might be. And no dining cars anywhere have more hospitable and efficient conductors than William Dolphin and C. H. Baker.

If a man is after rest and comfort, he gets it from the time he glides out of the Union Station bound for Excelsior Springs until he returns. One pleasant feature of the getting off the train at the Springs is the district in which the railway station is located. It is at the edge of the town. The railroad comes in among trees and hills and valleys. Machines are waiting to take travelers to the hotels, to boarding houses or the golf course at the other end of the town.

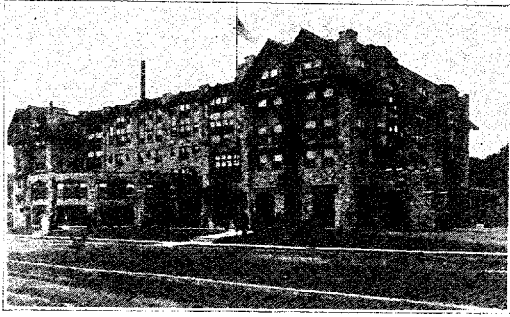
The town itself is a clean, pleasant city of about ten thousand inhabitants. In the last two years more than \$2,000,000 has been spent in making the place a spot attractive to any who in the past have seen fit to go to Carlsbad, Baden-Baden; Schwalbach and Pymont in Germany; Spa, St. Moritz, Ems, and Vichy, for the same, or inferior waters.

The whole place has been built up on the strength of the mineral waters there. Broadway has a dozen springs. The price of a drink from any one of them is one cent. Siloam, the original iron spring, belongs to the city and drinks are free. The city at present is building a boulevard from the Milwaukee Station through the town to the golf course. When it is finished, Lake Shore Drive itself will have nothing on it for beauty.

You experience some of the joy that comes to a man afflicted with rheumatism when you are treated with the sulpho-saline waters. You get into your bath robe in your room, pass down the corridor to the elevator, with other bath-robed figures, and descend to the baths, immaculately clean.

"Good morning," says the attendant, and as he helps you across the floor, he adds, "We'll get that out of you in a few days." And he does.

There is always a tub of warm sulpho-saline water waiting. From the tub the attendant takes you to a bed, where hot packs are applied to the afflicted parts. From this bed the patient is taken to an-



The Elms Hotel.

other to cool and to dry. After that he is taken to a table for a massage or alcohol rub.

Excelsior Springs has a great future before it. It will be patronized not only by Americans but by foreigners as well. The scenic beauties of America are beginning to be appreciated as never before. Americans are "seeing America first." Europeans will come, too, when the war is over—thousands of them.

It seems likely that many English men and women, and French and Belgians and Italians as well, will feel out of place when the world war is over at the baths of the Teutonic countries. Excelsior Springs already is known to the Europeans. In a short time it will out rank every other springs on the continent and not only be known, but will be famous, both abroad and at home.

A Strenuous Night on the Pioneer

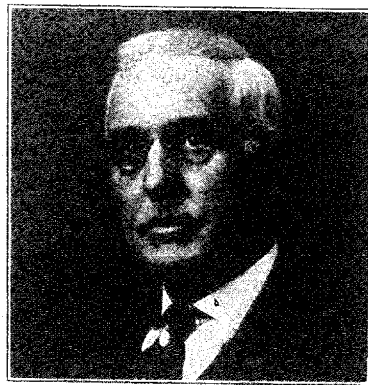
An Old Timer.

The following story of a strenuous night on The Milwaukee's crack train between Chicago and the Twin Cities was told and vouched for by the sleeping-car conductor, who was master of ceremonies at the passing of a human soul and the entering of another into life.

One night about twelve years ago, the Pioneer Limited stood in the Union Station, almost ready to go. Conductor "Billie" Harrison, (now long with the silent majority), had given the preliminary call, "All Aboard," when one of the porters informed me that a passenger in one of the sleepers was in a dying condition. I immediately went to the car and found the passenger, a man about 80 years old, had already passed away. The depot master was notified, and the body of the aged man was removed. Of

course there was some little excitement, which soon subsided, and the train left the depot very nearly on time, and we proceeded without incident until about ten o'clock that night, when it was whispered about that an "interesting event" would take place before many hours. I had noticed a woman attired in the garb of a trained nurse, in another car, and I at once secured her services for the sick woman and the expected new passenger. The nurse was in every way competent and everything was done to make the patient as comfortable as possible. The passengers, most of them, had retired, all taking a kindly interest and all assured that everything possible was being attended to, and no attention would be omitted. The child was born in the early morning hours, as the train was approaching Winona, Minn. Conductor Parkhurst took charge of the train at La Crosse, and was a prince of good fellows, looking after the welfare of all concerned. Before the train reached Minneapolis, the occupants of the car had raised a snug little sum of money for the benefit of the nurse, and to "help the baby out." The child was named "Winona" after the car in which she was born, and the latest reports from the distant Montana village which is her home, convince me that in the near future, she will be the belle of the place.

This trip of various adventure, however, was not to end with the birth of little "Winona," for after we left St. Paul, a porter notified me that a woman with a small child in her arms lost a handbag containing about seventy dollars, and other articles of value. The woman claimed she had no money to buy food, so I arranged to have her take breakfast at the restaurant in the depot at Minneapolis. Mr. Dougherty took charge of the case, and when he opened the woman's suit case, the handbag was neatly packed away with some of the child's clothes. She identified the money and valuables, took up her baby and was put in charge of the matron of the station until her train left for the west.



L. & D. Engineer, Rush A. Eddy.

The Broomstick Train

(Written by Oliver Wendell Holmes upon the advent of the electric trolley car in Boston.)

Look out. Look out, boys. Clear the track.
The witches are here. They've all come back.
They hanged them high—no use, no use.
What cares a witch for a hangman's noose?
They buried them deep, but they wouldn't lie still,

For cats and witches are hard to kill;
A couple of hundred years or so
They knocked about in the world below,
When an Essex deacon dropped in to call
And a homesick feeling seized them all;
For he came from a place they knew full well,
And many a tale he had to tell.
They longed to visit the haunts of men
To see the old dwellings they knew, again,
And ride on their broomsticks all around
Their wide domain of unhallowed ground.

In Essex County there's many a roof
Well known to him of the cloven hoof;
The small square windows are full in view
Which the midnight hags went sailing through
On their well-trained broomsticks mounted high,

Seen like shadows against the sky,
Crossing the track of owls and bats,
Hugging before them their coal-black cats.

For a couple of hundred years or so
There has been no peace in the world below;
The witches still grumbling, "It isn't fair;
Come, give us a taste of the upper air;
We've had enough of your sulphur springs,
And the evil odor that round them clings;
We long for a drink that is cool and nice,
Great buckets of water with Wenham ice;
We've served you well upstairs, you know.
You're good old-fellows—come, let us go."

I don't feel sure of his being good,
But he happened to be in a pleasant mood,
So what does he do, but up and shout
To a greybeard turnkey, "Let 'em out."
To mind his orders was all he knew;
The gates swung open and out they flew.
"Where are our broomsticks?" the beldams cried.

"Here are your broomsticks," an imp replied,
They've been in—the place you know—so long
They smell of brimstone uncommon strong;
But they've gained by being left alone.
Just look, and you'll see how tall they've grown.

"And where is my cat," a vixen squalled.
"Yes, where are our cats?" the witches bawled,
And began to call them all by name;
As fast as they called the cats, they came;
There was bob-tailed Tommy and long-tailed Tim

And wall-eyed Jacky and green-eyed Jim,
And splay-foot Benny and slim-legged Beau,
And Skinny and Squally and Jerry and Joe,
And many another that came at call,—
It would take too long to count them all.

All black—one could hardly tell which was which,

But every cat knew his own old witch;
And she knew hers as hers knew her,—
Ah, didn't they curl their tails and purr,
No sooner the withered hags were free
Than out they swarmed for a midnight spree.

Now when the Boss of the Beldams found
That without his leave they were ramping around

He called,—they could hear him twenty miles
From Chelsea Beach to the Misery Isles.
"Come here, you witches, come here," says he,—

"At your games of old without asking me.
I'll give you a little job to do
That will keep you stirring, you godless crew."
They came, of course, at their master's call
The witches, the broomsticks, the cats and all.

He led the hags to a railway train
The horses were trying to drag in vain.
"Now then," says he, "you've had your fun,
And here are the cars you've got to run.
The driver may just unhitch his team,
We don't want horses, we don't want steam;
You may keep your old black cats to hug,
But the loaded train you've got to lug."

Since then on many a car you'll see
A broomstick as plain as plain can be;
On every stick there's a witch astride,—
The string you see, to her leg is tied.
As for the hag, you can't see her,
But hark, you can hear her black cat's purr.
And now and then, as a car goes by,
You may catch a gleam from her wicked eye.

Often you've looked on a rushing train,
But just what moved it was not so plain.
It couldn't be those wires above,
For they could neither pull nor shove;
Where was the motor that made it go
You couldn't guess, but now you know.

Remember my rhymes when you ride again
On the rattling rail, by the broomstick train.

Obituary.

Peter Tomkins, the veteran agent at Milton, Wis., died January 13 at his home in Milton. Mr. Tomkins has been continuously in service at Milton since 1852, when he commenced with the company at that point as baggage and warehouse man. He was made agent there in 1859, and had remained there in that capacity fifty-six years. He was one of the Milwaukee's reliable men, of sturdy character and faithful at all times to his charge. He will be greatly missed by officials and employes and by his fellow townspeople, who will scarcely know Milton station without their old friend Peter Tomkins. A short sketch of his career, together with a photograph of Mr. Tomkins, appeared in the Magazine exactly one year ago.

On December 6 occurred the death of Andrew Johnson, agent at Westby since 1879. Mr. Johnson was a thorough railroad man and was popular with his co-workers and the public which he served at Westby, by whom he will be greatly missed. He is survived by four sons and two daughters, to whom La Crosse Division friends and the Magazine extend sincere sympathy.

Faith, Hope and Chicanery

Sted.

Some readers possess an idea which is nurtured by some writers, that a squirt of the foreign injected into a tale adds interest to the narrative. Using the above formula as a literary fact, we will open this story of the rail amidst rural surroundings; in other words, we will hie to the barnyard and acquaint ourselves with certain human nature characteristics which endowed one John Soil, honest farmer and husbandman.

John did not confine his talents to that class known to political aspirants as the "poor farmer." Not he, by several furrow fulls. He was progressive with a big "P." He owned acres of rich land that had been developed from the virgin state by scientific methods until it was productive beyond that of his less progressive neighbors, and he reaped the benefit in dollars and cents. His pastures and pens teemed with swine and kine; his large stables sheltered fine-bred horses and stylish harnesses; he possessed heavy draft and light roadsters, while his automobiles and farm machinery were the last word in style and efficiency. His house was large and comfortable; his fare plentiful and substantial; his front room was not one of the old sort that was only opened up for weddings and funerals, but always welcomed friends and neighbors. His bank account was sizeable and as he entertained a certain pride in its dimensions was always adding to his pile and was counted a pillar in the province.

John's specialty was cattles. I guess that is right, as he specialized in two kinds—feeders for the market and white-faced, hornless specimens for breeding purposes. The fame of his breeders was known the length and breadth of the state and he always took a trunk along to carry home the blue ribbons he snatched at the county and state fairs. His feeders always "fetched" the top price on the market.

This is a rather lengthy introduction, but I have got to work in a lot of extra words somewhere in this talk in order to gain the length a short story is supposed to require and it has seemed meet to spread the ink over the foreign atmos-

phere in order to gain the attention of that certain class of readers referred to at the start.

One day John took down the Hagerstown almanac and figured out he had in his possession a bunch of feeders about ripe enough for picking, so at supper that evening he informed the hired man and his wives—I mean the hired men and his wife—what I do mean is that he informed his wife and the hired men he intended driving a car load of steers to market the following morning. As this promised part of a day in town for the hired men, they were pleased; and as the receipts would swell the family's bank account, his wife should also have been pleased; we will grant her the benefit of a doubt and say she was. You can always do this safely in a story if you think of it. It takes nerve to try it in real life.

Next morning there was great commotion among the kines as Farmer John and his men rounded them up from the back pasture and shooed them through the front gate and on to the country highway. With the yelling of horse straddling cowboys and Farmer John trailing along behind in his auto, the cavalcade hit the trail for the nearest railroad stock pen. About half way to town the highway crossed a railroad track at the mouth of a big cut. When Farmer John's herd was scattered about half on one side of the crossing and half on the opposite side, a train came dragging through the cut and in a remarkably short space of time some of John's critters resembled sausage in the rough.

Right here occurred one of the most remarkable cases of absent mindedness of which I have ever heard. John and his men had intended to, and thought they were driving to market, a load of beeves, and trailing along in his auto John had estimated their weight, the price he would receive and the profit accruing therefrom and was happy. But when the train dashed into his herd and he witnessed the slaughter he and his men were dumbfounded to behold that instead of a lot of maimed and mangled

feeders scattered around they were gazing at the bodies of some of John's fancy, high-priced breeders.

Then came the claim agent. He had an idea that the stock killed and crippled were feeders, but John and his help were positive they were breeders. The price of feeders would average around seventy-five dollars per head, while the estimated value of the breeders ranged from three hundred to eight hundred dollars. "There's a reason."

The claim agent was unable to accomplish much and returned to his office to think the matter over. Later he made another visit in the vicinity and had another talk with Farmer John. By this time John had received several free will suggestions and advised the claim agent that on the date of the accident the engineer of the train responsible for the slaughter had failed to sound bell or whistle approaching the crossing. The claim agent grasped the situation. They generally do. He asked John if it were customary for engineers approaching the crossing to sound the warning signals. John said he was not keeping tabs on the trains or crossings, but there had been several times that he had noticed the omission. Then the claim agent got down to bread and butter.

"We have been running this road fifty years and one of the first orders ever issued by our company was about ringing the bell and sounding the whistle on approaching a public crossing. Our road was a pioneer in the Safety First movement and printed in all their time tables is a rule that an engineer must sound his whistle with half a mile of the approach to a highway crossing and within eighty rods must again sound the whistle and ring the bell until the crossing is covered. A failure to observe this rule is considered sufficient cause for dismissal and in the fifty years of our existence only three men have been dismissed for failure of its observance. Those three cases happened over thirty years ago."

Farmer John replied they had better be getting busy with the hook again, as the trusted employes were getting careless and he had witnesses to prove it in court if necessary.

"I have a great deal of faith in our engineers," replied the claim agent, "and will make a proposition to you. We will station ourselves at the crossing and wait until a train approaches; if the engineer fails to sound the warning signals I will pay you your price; if he does give the warning signals you will agree to accept my offer."

"By the holy poker, I cotton to that. I'll be a sport myself this time and take you up. It must be understood, however, that the first train decides the question. There can be no comeback. If your engineer neglects his duty you will not be permitted to plead for a second chance and I am holding the same kind of a hand."

So it was agreed, and they hastened to the crossing, where Farmer John insisted they should seclude themselves from view behind some bushes as a shield so the engineer, or rather the company, should not possess any advantage in the business transaction.

They waited; maybe ten minutes, maybe an hour; anyway it seemed a long time before they heard the rolling sound of a train coming down the valley. Right here is the proper place for Farmer John and the claim agent to hold their breaths in suspense for in the next few minutes something is going to happen that has a direct bearing on the faith of the claim agent and the hopes of John. Naturally, the train approached nearer; they are raised that way, and when the engine was within just exactly one-half mile of the crossing by measured distance, it jumped the track and the rolling stock behind was scattered all over the right of way.

Frank C. Lowry, an employe of the President's office, and also an able proofreader for The Magazine, is agent for the recently published *Life of Booker T. Washington*, the man who has done more than any other man or agency to elevate the negro race in this country. This book can be read with profit by anyone, and will be found particularly interesting and helpful to the colored employes of our line; of whom we have many, who are highly educated and well informed. The price of the book is \$1.75, and orders can be addressed to Frank C. Lowry, care C. M. & St. P. Railway, Railway Exchange Building, Chicago.

The uniform man from Hirsch's is out on the line, and it is expected that new uniforms and shiny brass buttons galore, will appear with "the flowers that bloom in the Spring."



Concrete Viaduct and Steel Span.

Rose Street Viaduct at La Crosse

C. U. Smith, Assistant Engineer.

The Rose street viaduct at North La Crosse, Wis., over this company's tracks, which had long been contemplated, has finally been completed. After considerable investigation and comparison both by the city engineer of La Crosse and the railway company's engineers, this viaduct plan was selected to eliminate the Mill street grade crossing of street cars and main traffic in preference to a subway plan for Mill street.

After the necessary arrangements had been made between the interested parties, namely the railway company, the city of La Crosse and the La Crosse Street Railway Company, the work was started on June 28, 1914. The work was then carried on until January 12, 1915, at which time there still remained to be completed the installation of the Street Railway Company's tracks and overhead equipment and the brick paving on the approaches along with some minor additions. This work could not very well be done in cold weather, so it was then deferred until spring, giving the filling in the approaches ample time to settle before the paving was done.

On May 10, 1915, work was again resumed, and the structure completed in August, 1915. Since that time traffic on the old grade crossing at Mill street has been reduced about 70 per cent, which has added considerably to the efficiency of operations in the company's yards, as well as reducing the chances for accidents, which were always liable to occur. In addition to this, the North La Crosse street cars are now routed over this viaduct.

The viaduct structure consists of a 140 foot steel span composed of three trusses which have their bearings on two large concrete piers.

These piers are connected to the main approaches by reinforced concrete trestles, affording sufficient width and headroom under the viaduct for roadways. The main approaches consist of concrete retaining walls on both the north and south sides of the main span, being 302 feet and 400 feet long respectively. Fills were made in back of these retaining walls and a vitrified brick paving was laid on a concrete base with 4 per cent grades on each side of the main span.

On the approaches the entire clear width of 36 feet is devoted to roadway for street cars and vehicles, there being two tracks in center, with roadway on either side. Pedestrians are taken care of by sidewalks on each side of the main span, which are reached by reinforced concrete stairways at each end. These stairways are shown in one of the accompanying photographs.

The entire structure is 1,005.5 feet long over all and contains 3,200 cubic yards of plain and reinforced concrete. There are 4,000 sq. yards of paving all of which is vitrified brick on concrete base, with the exception of that on the steel span, which is creosoted block.

The structure was designed and built by the Railway Company's forces under Chief Engineer C. F. Loweth. The writer, from District Engineer Chas. Lapham's office was in direct charge of the work, with R. R. Lundahl, inspector, and J. E. Gleason as foreman on construction. The steel work was erected by foreman John Melcher.

Concrete balustrade is used on top of the walls, near the stairways and iron pipe railing on the stairs and elsewhere.

On the Trail of the Columbian

The following is a *real* letter written by a little girl of fourteen years, during her journey on The Columbian, from Chicago to Seattle. It is intensely human and delightful, beside being a very excellent bit of narrative.

Nov. 6, 1915.

Dear Mother:

Am having a grand time. The man that had my upper berth was moved to No. 9, so I have a full section to myself. Am kind of glad he has moved because all he does is play on a dummy piano all day and I don't know what we would have done, me with all my luggage and he with his dummy piano, which takes up a whole section. I have met a real nice lady on the train. Her name is Miss Florence Bush. She is the one that sat behind me. She had a seat in the parlor car, but that being crowded she took a seat in the sleeper car. She only goes to Tomah; leaves the train about 4:30 today. She and I had lunch together and then we went on the observation platform. Around three we came to the Dells. They are simply wonderful. Some projected way out into the river. At Portage the train made a stop of ten minutes and Miss Bush and I strolled up the platform at the side of the train. Miss Bush is a Christian Scientist.

I have started the book *Cousin Madge* gave me and it is fine. Have read around fifty pages. Took a taste of Margaret's candy also. It is quite hard writing on the train as it jars a good deal. We passed through a tunnel. Miss Bush left me about 4:45 at Tomah. She is visiting some friends out on a farm near there for a week and asked me to drop her a card when I reached Seattle, which I will do. After she left me I read for a while, then ate my supper from the box *Cousin Madge* gave me. Tell her for me that everything in the box was simply lovely. After supper I wrote for a while. About 10 I went to bed. It was fun watching the porter make up the berths. I had a fine sleep.

November 7.

We were in St. Paul when I went to bed and I woke up in Aberdeen. Aberdeen is quite a town; in fact you could call it a city. After leaving Aberdeen we came to the prairies. For miles and miles you can see nothing but dried up grass; and here and there a farm house. It must be real lonely for the people living there.

I dressed in my berth. It wasn't hard at all to do so. There are a couple of ladies across the aisle who I think from their talk are going to Seattle or some where around there. I ate an orange for breakfast also some sandwiches and pickles and olives. The conductor tells me that the prettiest part of my journey will be Monday afternoon when we enter the Bitter Root Mountains. He also says that we go through 28 tunnels before we reach Seattle. One is over two miles long. The prairie is now more rolling. At St. Paul they put on some more sleepers that will go through to Seattle. At Mobridge we came to a beautiful bridge. The porter says that most of the people on the train eat their dinner at noon and a supper at night. I wore my glasses while I was out on the observation platform Saturday afternoon and could see fifty times better with them; though when I write or read I take them off.

We had afternoon tea yesterday. I ate the little crackers but left the tea. The conductor you saw goes way through, so does the porter. I wrote a postcard to grandma and am going to give it to the porter to mail. The ladies that I was telling you about spoke to me. They are a Miss Konner and her aunt, Mrs. Taintor. They are going to Seattle for a visit, but may stop off at Spokane for a day or two. That man that had my upper berth is a great musician. His name is Harold Henry. He is going to Spokane and then down to San Francisco. He is going to play in all those places. He has been all over the world. Took lessons in Germany.

Mrs. Taintor and her niece and I had dinner together also breakfast, Monday morning. Last night we got off the train to stretch our legs

at Miles City. At Marmarth, N. D., it was snowing real hard. All day Sunday we passed prairies, so after a time it became rather tiresome.

November 8.

When I woke up this morning I was in the mountains. They are wonderful, so tall and every way so massive. At Piedmont we had the double header, and climbed way up into the mountains, and could look down into the valley. We sat out on the observation platform most of the morning. Most of the mountains have snowy peaks. At Butte a bride and groom got on the train. We made a stop of ten minutes at Butte and got off. Our next stop was Deer Lodge. That is quite a nice little village, with a sidewalk and electric lights. We then came in and ate lunch. Tell *Cousin Madge* the sandwiches tasted just as good on Monday as they did on Saturday. In the afternoon we played cards for a little while but mostly watched the beautiful scenery. I never could describe the mountains; they are so magnificent. At Alberton we got off for ten minutes. It is a little village nestled down in the heart of the mountains. Some of the houses are built up on the mountain sides. There were quite a few little log cabins, so small you could barely see them, on the mountain side. I can now see how the Rocky Mountains get their name.

The sides are made of nothing but rocks, and evergreen trees grow in every available spot on the mountain side and also on the top. The train is rocking a great deal. Around 5 o'clock we began to climb the Bitter Root Mountains (I think that is what I heard them called). They are not so pretty as the others, but are more fascinating because of their greatness. I never dreamed of anything so high up as those mountains were. They are very rugged. About six years ago there was a fire in those very mountains. You can see the remains of burned trees and logs still.

Around 5:45 we went through a tunnel that is two miles long. We entered from the Montana side and came out in Idaho. It is a very wonderful tunnel; it took I forget how many million dollars to build it. There is another similar to it in the Cascade Mountains. I think I will arrive late in Seattle because on Sunday the train had to make all the local stops, which it does not do on week days; anyway we are something like one hour or more late as it is now. The conductor says we will catch up but I hardly think so because most of the journey from now on is mountainous. (The train gave a jerk when I was crossing the "t" in "mountainous" so that is why it is so long.) After dinner I sat down and wrote some of this letter.

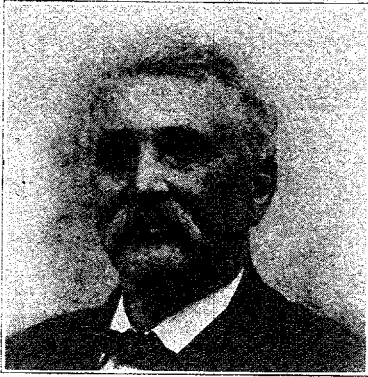
November 9.

This morning we awoke in the Cascade Mountains. I got up real early so as to see all I could of them. It was snowing real hard. The mountains were covered with snow. It was a very pretty sight to see the white mountains dotted here and there with pine and evergreen trees. I simply love the mountains. After breakfast I finished up packing my duds and what do you think, the strap on the wicker bag broke; but I guess I will be all right. Oh! if you only could see those mountains. They are wonderful. We went out on the observation platform. While at breakfast we went through a three-mile tunnel under the Cascades. The train used to go over, but the snow on the mountains was fifteen feet deep and it was real hard for the train to play through that heavy. We made up the time lost now so we are not late. After we left the Cascades we also left the snow and instead there were very green forests with the mountains in the distance. We stopped at Cedar Falls. About six months ago there was a flood there. It is very pretty there, with the green forests and mountains for a background and Seattle only forty miles away. The scenery from then on was mostly woods. Everything now is very green. Have arrived in Seattle and met Aunt Annie; she is simply ideal. I do not know any other way to describe her.

Oceans of love and kisses for you and all the folks.

Lovingly,

HELEN.



Wm. R. Creighton.

A Carnegie Medal Hero.

The medal and cash prize awarded by the Carnegie Hero Fund to William R. Creighton of Elgin, Ill. for saving the life of James Depew, is the sequel to a strange romance.

Creighton, who is the oldest line man on the Chicago, Milwaukee & St. Paul Road, was standing at a grade crossing last May while "The Pacific Limited," a California-bound train, thundered westward. From out of the group of people who were waiting stepped Depew, who is 90 years old, onto the eastbound track and into the path of a speeding train which had about twenty-five feet to travel and Depew's life would have been measured in the fraction of a second. The crowd shouted a warning—some closed their eyes—those who did not saw a white-haired man leap with the agility of a tiger, make a flying tackle and snatch a victim from certain death. In the narrow space between the tracks two swaying forms were blotted from the vision of the onlooker by speeding east and westbound trains. When they passed they found Creighton's powerful arms clasped around the shoulders of Depew. The old man winced with pain as the grip relaxed—five discolored blotches showed purple and sore where Creighton's fingers bore into the old man's flesh. The bewildered gaze of the man saved, steadied as he saw on the coat lapel of his rescuer the badge of the confederate veteran. Creighton, whose faculties are keen and alert, sensed the object of the scrutiny—he returned the gaze and on the lapel of Depew discovered



The Medal Won by Mr. Creighton.

the round, copper insignia of the Grand Army of the Republic. Depew's days as a soldier, however, antedate the Rebellion, as he is the only living veteran of the Mexican War in Kane County, and Creighton has the distinction of being the only Confederate soldier in his part of the state.

With modest reluctance Colonel Creighton told of having three horses shot from under him in the battle of Pea Ridge, and of stringing a chain across the Mississippi to block the Union gunboats. Among his prized possessions he has a medal awarded him for bravery by the Confederacy. As you scan

the record of this powerful and well preserved old man of seventy-five, you don't wonder that he promptly and bravely hurled himself in the path of a whizzing train to save a life. Though the gray hairs and infirmities that come with advanced years are an inevitable toll, the valor and stout heart of these heroes is always young and vigorous. Colonel Creighton's quick acceptance of a hazardous opportunity is a proof that the spirit of '61 still lives.

Association of Veteran Employees.

The January Magazine announced the first regular meeting of the Association of Veteran Employees, for January 22, which was the date first set by the committee on organization. It was, however, found, that no room suitable for the large number which would attend, could be secured before February 5, and the date therefore, was changed. The meeting, commencing with a luncheon, will be held in the red room of the La Salle Hotel, Chicago, on February 5, at 1 o'clock. A full report of the proceedings will be published in the March number.

Memories of Savanna.

The following from the Savanna (Ill.) Journal was sent to the Magazine by Engineer Chas. W. Greene, of the C. B. (Iowa) Division who desired it reprinted because it is from "Our Own Sted," and will be of interest, not only to all Savanna railroad men, but to employees everywhere, all of whom are Sted's friends:

I'm glad to write this letter. I'm pleased to write to you, I'm happy that you asked me, I'm feeling good all through; I'd like to see your faces, to call you all by name, to ask you how you're feeling—I'm feeling just the same. I'd like to see old Main street, I'd like to walk its length, I'd like to see the river, I'd like to test my strength against the gentle current, I'd like to feel the oars, I'd like to take a boat ride along its wooded shores. I'd like to see Doc Schreiter, the other doctors, too; it's not because I'm ailing, it's not because I'm blue; it's simply just a longing for a glimpse of folks back home, a longing for Savanna and the town I call my own; the faces I remember, the names that come to mind, where every one sounds friendly and all ring true and kind. Some ways this life is fleeting, the years go speeding on, our wayward feet go plodding forever and anon; but all through life's bright journey there never is a day but a memory of Savanna helps brighten up the way. I'd like to drop amongst you, hear what you've got to say, I'd like to join the talking, my tongue is built that way; I'd like to hear the gossip that's daily passing round, it's home to me, Savanna, no matter where I'm bound. I like to get the Journal, I read it every day, it tells me what you're doing and sometimes what you say; I read it and I'm happy for there I see your name, it tells me you are living and playing at the Game. Again a chord of sorrow, read on the printed page, recounts some one's misfortune while death o'ertakes old age; some dear friend has departed, some one is left to weep, it's a touch of homely longing for friends we'd like to keep. It's a friendship, deep and lasting, for the ones we grew among, it's a thought of home and home ties where our childish songs were sung; it's a memory of the hearthstone where as boy we lived and grew, it's a thought of childhood comrades where as child I played with you. To you, one and all, I'm wishing every good that is your due with a merry, merry Christmas and a happy New Year, too.

E. K. STEDMAN.

Card of Thanks.

Spokane, Wash., Oct. 25, 1915.
I wish to thank the boys for the flowers and their kindness during the bereavement of the death of my father

LEONARD E. HIPPLER.

Memorandum of C. M. & St. P. Ry. Electrical Train Operations, Beginning at 9 A. M. November 30, 1915, and Ending at 4:30 P. M. December 8, 1915.

Prepared by Geo. M. Hayden.

November 30—Trolley and feeder system energized for the first time at 9 a. m. between Piedmont and Eustis. Locomotive movement began immediately. Train made up at Three Forks, consisting of Mr. Goodnow's business car, caboose and electric locomotive No. 10200, Rogers conductor, Cleveland engineer. Departed from Three Forks for Eustis at about 9:30 a. m. Left Eustis for Piedmont upon arrival of No. 34 at 11:05 a. m. Arrived Piedmont at about 12:40 p. m. About three hours spent at Piedmont testing and energizing trolley and feeder system from Janney and Piedmont substations between Piedmont and Alloy. Left Piedmont at about 4 p. m., arrived Butte at 7:30 p. m. Mr. Goodnow asked for run to Deer Lodge on following day.

December 1—Left B. A. & P. depot at 2:30 p. m. after morning of hurried preparations, as work for initial run had been concentrated between Three Forks and Butte, Rogers conductor, Cleveland engineer, locomotive No. 10200. Arrived at Deer Lodge at 4:45 p. m., stopping to look over Morel substation. Left Deer Lodge at about 8 p. m. Deadheaded electric locomotive No. 10201. Arrived at Butte 9:45 p. m. Train consisted of Mr. Goodnow's car, Mr. Murphy's car, caboose and two electric locomotives.

December 2—Left Butte yards at 10:07 a. m. with 1,016 ton train, Rogers conductor, Cleveland engineer, locomotive No. 10200. Regenerated braking used on 2 per cent grade between Donald and Piedmont. Arrived at Three Forks at about 3:45 p. m. It was calculated from electric locomotive meter reading that the cost of handling this train from Butte yards to Donald for power was \$9. On the same basis the amount of power returned to the line from regenerated braking amounted to \$5; therefore the net cost of handling this train from Butte yards to Piedmont for power was \$4. Mr. H. B. Earling's car, Mr. Goodnow's car and Mr. Murphy's car were carried in this train. Sliding members on pantagraph had to be changed at Three Forks owing to roughness of trolley from soot and smoke. These showed serious wear. Left Three Forks with three business cars and caboose at 5:45 p. m.; arrived Butte 9 p. m. Running as second No. 15.

December 3—Left Butte yards at 10:15 a. m. with 1,650 ton train, Rogers conductor, electric locomotive No. 10200, three business cars in train. Arrived at Piedmont at about 2 p. m. Started to return to Butte at about 3:30 p. m. with 1,250 ton train. Pulled draw bar at starting, which caused considerable delay. Broke into again at Donald, finally set out train at Donald and returned to Butte at 7:30 p. m. with three business cars and caboose. The average speed attained with this 1,250 ton train between Piedmont and Donald on 2 per cent grade was 14.5 miles per hour.

December 4 and 5—Given up to General Electric representatives, making pump back tests between Janney and Piedmont substations and other adjustments which could not be made prior to this time.

December 6—Left Butte yards with 2,800 ton train, Rogers conductor, locomotives No. 10200 and No. 10201, Cleveland and Burnett engineers, at 10:34 a. m. Good trip to Penfield; air test made here and splendid start made. Locomotive No. 10201 was used as helper in rear of train from Butte yards to Donald. Ran around train at Donald, using two locomotives in regenerative braking from Donald to Piedmont. Parallel regenerative braking speed 17 miles per hour successfully carried out for the first time in the world. Arrived at Piedmont at 1:10 p. m. Locomotive No. 10201, Cleveland engineer, Rogers conductor, continued on to Three Forks with freight train. Locomotive No. 10200, Burnett engineer, conductor and brakeman, brought business cars back to Butte, arriving at 5:30 p. m.

December 7—Handled Olympian No. 16 from Butte passenger depot to Three Forks, Burnett engineer, locomotive No. 10200. Left Colorado Junction at 11:10 a. m. and made regular running time to Three Forks. Some 12 minutes' time was made up over the mountain grade, but this time was lost between Piedmont and Three Forks, as freight locomotive was geared too low to make passenger time on level. Mr. Goodnow's business car was handled on No. 16 during the run. Arrived at Three Forks at 1:42 p. m.

On arrival at Three Forks while changing engines switchmen lined tracks for the coal dock in order to permit No. 33's engine to get out. Coal dock at Three Forks not wired; pantographs on electric locomotive, after leaving trolley, shot up and caught in overhead structure, breaking one pantagraph on locomotive and damaging overhead considerably at this point. Repairs to both pantagraph and overhead made during the evening.

Concrete foreman in tunnel No. 11 installed piping, through which he was forcing cement into the roof of the tunnel, too close to feeder carrying 3,000 volts. This condition finally caused a short circuit to ground, burning off one feeder, steel messenger and two trolleys about 800 feet in from east end of tunnel. Shortly after this accident occurred and while we were attempting to locate it, a freight train going east passed through the tunnel, caught loose ends of overhead structure and practically tore the whole thing down. Services of about 20 men and work trains were required from 11:30 p. m. December 7 continuously until 12:30 p. m. December 8 to make temporary repairs in order to permit President Earling's special to be taken through the tunnel on electric power.

December 8—President Earling's special with three private cars left Three Forks at 8 a. m., Allen conductor, Burnett engineer, and arrived at Piedmont at 9 a. m. Picked up three private cars from Butte on arrival of No. 34 from Butte and proceeded leisurely to Janney substation, arriving at 1:10 p. m., where a comparison between two electric locomotives, handling 3,000 tons, and three steam locomotives, handling 2,200 tons, was witnessed. Electric locomotives No. 10201 and No. 10202 handled 3,000 tons on 1.66 per cent grade at an average speed of 16 miles per hour, while the speed attained by steam locomotives with 2,200 ton train was estimated to be between 9 and 10 miles per hour. The maximum alternating current demand noted during this test was 6,200 kilowatts, and the maximum direct current demand 5,400 kilowatts, showing an efficiency of combined motor generator sets of 87 per cent. After witnessing tests at Janney and examination of the Janney substation, President Earling's special departed for Butte, arriving at 4:30 p. m.

December 9—Regular operation of electric locomotives in helper service between Piedmont and Butte yards commenced.



Missoula Division Engineer, C. S. Daniels.

At Home

Anna M. Scott, Editor.



John L. Murphy, Son of Superintendent J. J. Murphy, R. M. Division.

Signs of the Times.

Immediately after the Holidays the shops appear in Spring attire, and as it is only a couple of months away we are getting various hints and predictions of what is to be worn. Silks, cottons, linens and serges are the materials displayed, taffetas and foulards promise to be very popular, and it seems to be a question which will be the smarter. There is very little apparent change in the styles, although a few differences may be mentioned. To begin with one sees a decided inclination towards smaller waists. This may be seen particularly in the coat suits, where the coat fits the waist snugly and then flares out noticeably below. This is also evident in the party frocks, with their tight fitting bodices, narrow waist lines and wide flaring skirts, all of which give the appearance of the slender waist line. Some modistes decree that the proper length of a jacket should be twenty-six inches. Hoop skirts and capes are to be very much in evidence this season. Most of the skirts are made to flare by being corded at the hem with cotton cording. The newest sleeve is a combination of kimona and raglan. Much fullness is being used in the sleeves, the fullness being placed in the center.

A few suggestions in regard to shoes:

Buttoned shoes have always been the rule for tailored suits, but recently the laced shoe has been considered smart. A good looking laced model in a walking shoe with vamp of patent leather, and grey calf uppers can be worn with almost any gown. Another striking style is the Bronze shoe, it is also laced. Very frequently you see them laced on the sides. Spats of all colors are much in vogue,

the white ones being especially appropriate for young ladies.

An interesting feature in millinery is the fact that much of the trimming is found on the crown. Braids of all description are popular; also jet; malines and taffeta are very much favored.

This is the time of the year when a serge dress is most comfortable and acceptable. Here is an easily made one. A deep yoke is used, front and back, piped with black satin. Onto this the serge is box-plaited and hangs loose and straight. A black patent leather belt, run through serge belt straps, confines the plaits to the waist line. The sleeves can either be made of black satin or with serge finished off with a satin cuff. The neck line can be cut to a V and worn with white collars. This dress with stiff white linen collar and cuffs certainly looks attractive.

Spice Cake—For a delicious spice cake with dates that will keep moist indefinitely, use one cup sour milk, one-quarter teaspoonful soda, two cups flour and one teaspoon baking powder mixed with it, spices to taste, one-half cup chopped dates, two thoroughly beaten eggs, two tablespoons melted shortening. Salt. Mix well and bake in gem pans.

Mrs. W. E. Dunlop,
Montevideo, Minn.

Eggless Frosting—Stir one cup sugar into one-fourth cup sweet milk over a slow fire until it comes to a boil. Let boil five minutes without stirring, remove from the fire setting the sauce pan in cold water, stirring it to a cream, then spread quickly on the cake while it will run. It will not dry or break as easily as frosting containing whites of eggs.

Mrs. W. E. Dunlop.

Carrots and Bacon—Pare two large carrots, slice and boil till tender. Put one tablespoon butter in frying pan. When hot put in carrots diced; and three slices bacon; when browned good add one pint milk, two tablespoons flour, stirred smooth. Enough for six.

Mrs. W. E. Dunlop.

Bran Biscuits—One quart bran, one pint flour, one pint sour milk, six tablespoons blackstrap molasses; salt; bake in gem pans.

Mrs. W. E. Dunlop.

Instant Dessert—Here is one to use in a pinch when unexpected guests drop in. It is delicious and easily and quickly prepared. One can blackberries, four common crackers crushed to a fine powder. Serve in separate glass dishes, putting a dessertspoon of cracker dust upon a service of the berries with their juice, then pour rich cream over all.

Mrs. W. E. Dunlop.

Date Pudding—One cup dates, one cup English walnuts, three-fourths cup sugar (scant), one teaspoon baking powder, one tablespoon flour (heaped), three eggs (well beaten). Bake forty minutes. Serve with whipped cream. Mrs. F. V. Winsor, Miles City, Mont.

Salt Pork and Apples—Wipe large apples and slice without peeling, into quarter-inch slices. Fry in a skillet one dozen slices of salt pork until light brown in color and very crisp. Put on platter and set in oven to keep warm. Fry apples in the hot fat, taking care not to break. Put apples in center of platter and arrange pork around edge. Serve with cream potatoes.

Household Hints.

When rolling out cookies, use a pancake turner to pick them up with and put in tin to bake. When done use the same to take them out of pan.

It is a good plan to clean the glass over pictures with a cloth wrung from hot water and dipped in alcohol. Polish them immediately until dry and glossy with chamois or tissue paper.

When frosting boils too long and becomes grainy, add a teaspoonful of butter to the sugar and water. It will then become smooth and creamy when beaten.

If you wish to keep the gloss on your linoleum, use luke warm water into which you have added a tablespoon of coal oil to a half bucket of water. You will find this to be an excellent cleanser, and also a great preserver.

The more water used in boiling cabbages, greens, etc., the less objectionable will be the order given out by them. A piece of bread, tied in muslin and boiled with the cabbage also mitigates the odor. It should, however, be removed after fifteen minutes' boiling.

Amber Marmalade—One grape fruit, one orange, one lemon. Slice all thin, measure and add three times the quantity of water. Let stand over night. In morning bring to a boil and let cook about one-half hour. Add pint for pint of sugar and cook until thick and jelly-like. This makes twelve glasses. Mrs. W. K. Wise, Miles City.

Orange Marmalade—Four oranges, two lemons, sliced thin, add two quarts water. Let simmer one and one-half hours. Add two and one-half quarts sugar. Boil about twenty minutes. Put up in glasses. Mrs. W. K. Wise.

Chocolate Loaf or Layer Cake—Four tablespoons of cocoa or two squares of chocolate, two tablespoons of water, one and one-fourth cups of sugar, one-half cup of butter. Melt together, and when cool add one cup sour milk, one teaspoon soda, one egg, two scant cups flour, sifted with one teaspoon baking powder. Mrs. W. K. Wise.

An example of "Optimism" is our old friend "Cap" Moulton, whose familiar figure is known to every man, woman and child in La Crosse.

H. J. B. made mention of his accident which confined him to St. Francis Hospital in this city.

I wish that every one on the Milwaukee system could call on the captain. For years he has walked as straight as an arrow and on his 87th birthday had the misfortune to slip and fracture his hip. In my capacity as chairman of a visiting committee of one I have called on him several times. On the first occasion he said, "He felt as fine as any school ma'am." On another occasion he said he was going to get well, but they told him he would be lame.

His optimism still stayed with him for he replied that "he had walked straight for 87 years, guess he could walk lame a few years more."

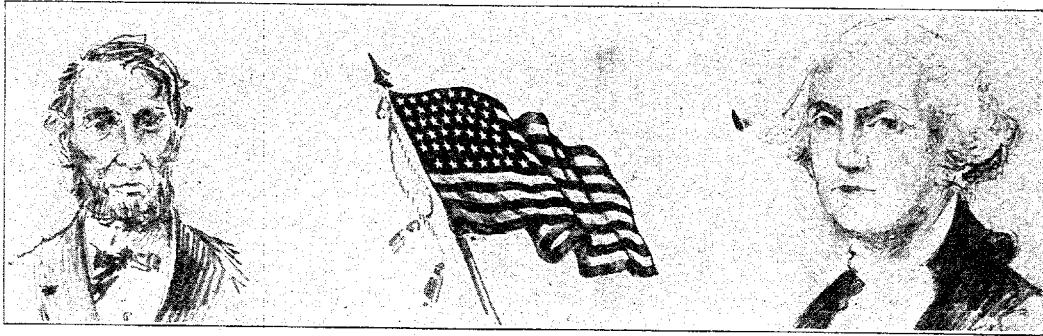
How many of you give up when your troubles are little insignificant ones. Just forget them and think of the doughty Captain with his unflinching cheerfulness.



Staff Physicians and Nurses, Three Forks Hospital.

The Children's Page

Jennie B. Ginet.



My Dear Boys and Girls:

We celebrate the birthdays of three famous Americans in February: George Washington on the twenty-second; Abraham Lincoln on the twelfth and Henry Wadsworth Longfellow on the twenty-seventh. We also have St. Valentine's Day on the fourteenth. Now is this not a great month, altho it is the shortest of the whole year?

George Washington was called "The Father of His Country." People also said of him, "He was First in War, First in Peace and First in the Hearts of His Countrymen."

I wish you would all get a book from mother or your teacher that tells about George Washington. Read about him and you will learn why people said these fine things about him.

Abraham Lincoln's life story I want you to read too. He was a very lovable man and he did so very much for our country, that we all must know about him. Read the little story on our page about him. It shows how kind and tender he was.

Longfellow was one of our best loved American poets. One of his shorter poems is on our page. He has written many beautiful poems. Most of you have read parts of his "Hiawatha." Ask mother to read "The Children's Hour," by Longfellow, to you some night, before she tucks you in bed.

St. Valentine lived many years ago. He was always kind to boys and girls and so it has been the custom, for a great many years, for boys and girls to send little loving greetings to each other on February Fourteenth to honor him.

I will close now with My Valentine to you. This is my message of love, dears,

A message of bliss and cheer,
Our Father God, all-loving dears,
Is ever, ever near.

AUNT JENNIE.

The Arrow and the Song.

(By Henry Wadsworth Longfellow.)

I shot an arrow into the air,
It fell to earth, I knew not where;
For, so swiftly it flew, the sight
Could not follow it in its flight.

I breathed a song into the air,
It fell to earth, I knew not where;
For who has sight so keen and strong
That it can follow the flight of song?

Long, long afterward, in an oak
I found the arrow, still unbroke;
And the song, from beginning to end,
I found again in the heart of a friend.

A Little Story of Abraham Lincoln.

One day Abraham Lincoln was riding with a friend. They had come to two little birds lying on the road. The wind had blown them from their nest. One man rode on. But that man was not Abraham Lincoln. He stopped and put the little birds back into their nest. Then with a happy heart he rode after his friend.

Selected.

After Study Hours.

A man built a fence with boards set upright, and a quack doctor painted an advertisement on the boards, thus:

B	O	S	T	O	N	P	I	L	L	S
---	---	---	---	---	---	---	---	---	---	---

The man removed the boards, then put them all back again so that the same letters appeared as a notice. What was it?

E. W. D.

Word Square.

The five words when guessed right and placed one under the other will form a square.

- 1—Something with a face but no nose.
- 2—Why you go to school.
- 3—A joyous sight for a desert-traveller.
- 4—Lincoln's first home.
- 5—A noise.

Answers to January Puzzles:

Charade—Henry.
What is it?—Clock.

Get Together

Loss and Damage Claims.

According to the returns which are beginning to come in, the crusade in the interest of a reduction in loss and damage claims against the company is having its effect. To continue the figure used by Mr. Waugh last month—the needle and thread is being applied, and the hole in the pocket is being drawn together. A substantial reduction in the number of claims is shown, and an encouraging decrease in the amount of money the company has paid back to shippers as the result of loss and damage. From July 15 to December 15, 1915, the reduction in the number of claims averaged two thousand per month, in round numbers, or ten thousand for the five months, which was about the total reduction for the full previous fiscal year. The actual reduction in amounts of freight claims paid for the first five months of the current fiscal year, over the same period last year, was \$97,624.82. Continuing that average for the year, we would have approximately a saving of something over \$200,000; or getting at it in another way, the ratio of freight claims to total freight revenue, for the fiscal year ending in June, 1914, was 2.64, for the year ending in June, 1915, it was 2.37; while for the five months ending as above, the reduction was on a basis of 1.91 per cent for a full twelve months.

This indicates that agents, station forces, trainmen and all engaged in handling freight, are exercising greater care. There was, however, \$615,000 paid out the first five months of the fiscal year 1915-16, so there is yet room for improvement. In gathering statistics on this subject the fact most clearly evident, and the matter to be emphasized, is that the vast majority of the claims are for small amounts, showing that it is a carelessness which at the time seems negligible, which foots up the big total.

What is a deluge of water, but millions of little drops all flowing in one direction; and what could most nearly bring about the complete eradication of the loss and damage evil but concerted co-operation all along the line. It is a matter of handling this business as if it were your own, of making the interests of the company your interests. If you consider it desirable, for selfish reasons, that the company you work for should be prosperous, isn't it your business to do your utmost to bring about that desired end? No man can be utterly selfish and thoughtless about other people's rights and property, without having his attitude reflect, sooner or later on his own welfare.

As you know, this is not a campaign confined to our own particular railroad—the evil

exists everywhere, other railroads are getting a strangle hold, and we want to be sure that our own showing is not less creditable than our neighbors. The Chicago, Burlington & Quincy Railroad, which has been pursuing a plan somewhat similar to that in operation on our line, has announced to its employees that a reduction of \$275,000 had been effected within eleven months of 1915, as compared with the same period of 1914, and at the same time, asks for concerted effort to make the reduction at least \$1,000 a day, which would give them at the end of the next eleven months, a reduction of \$335,000.

The reduction of claims also acts as a two-fold benefit—it not only conserves the money we have earned to our own uses, but by making better service, helps to get more business. You all know how much better you feel since "business picked up," and there is work for all; shops running full time, train crews all busy, warehouses full and lots to do. It puts the "pep" into your veins, and the most efficient way to help this condition of things along is to treat your employer's work as if it were your own. Be as careful of the property of the company and the business confided to its care, as if it were your own personal affair, and the money which accrues from the shipments you handle, was revenue for your own pocket. That kind of service makes reputation, and with reputation for the best service of any railroad in the country, we can weather many a storm of hard times—although Heaven grant we are not soon again to see another period of such depression as the last few years.

In this campaign, we need absolute co-operation. It's a call to the colors.

Anonymous Contributions.

Again I want to call attention to the fact that anonymous contributions cannot be received. If a contributor does not care to have his name appear with his contribution, he may so advise the editor, and the article can be used; but nothing which comes in without a letter or other means of identification, for the Editor's information, will receive attention. This announcement has been made through the Magazine many times, but occasionally something comes in, which is really good and which I would be glad to use if I knew its authorship; so I again call attention to the invariable rule that every contributor must "register" with the Editor, or one of the regular division correspondents.



Delegates to Section Foremen's Convention at North McGregor.

Just Gossip

AND GENE IS MARRIED.

"Women are always on the lookout for bargains," said Gene Webster, chief clerk, Seattle G. P. office, "That's why they take such a keen delight in making a man feel cheap."

SO SAY WE ALL.

"I never lied to my wife in my life," recently declared G. S. Cooper, district baggage agent, Spokane, and then after the sarcastic laughter had subsided, he added, "that I didn't get caught at it."

THIS MAY BE "STED."

Behold the Fisherman.

He riseth up early in the morning and disturbeth the whole household. Mighty are his preparations. He goeth forth full of hope.

When the day is far spent, he returneth, smelling of strong drink, and the truth is not in him.—Adapted.

THEY SELDOM MISS.

"Did that fellow strike you for a loan?" asked Percy Kellogg of his co-worker, "Scotty." "Not exactly," said "Scotty," "he struck at but never touched me."

"I know I'm no beauty," says Linn Criswell, "but when a strange child smiles at me, I'm always in doubt whether the baby merely wants to be pleasant or whether it has a well developed sense of humor."

F. A. Valentine, C. P. A., Tacoma, has long had the reputation among his most intimate friends of being a most resourceful "Chicken fancier," but it was a genuine surprise to us all to learn recently that Val has a pen of real chickens which took first prize at the Tacoma Poultry Show.

Editor—I sent you a poem three weeks ago and it has not yet appeared in the Magazine. What is the matter? Was it too long?

Ans.—Yes; also too wide and too thick.

Editor—Is tobacco injurious to the health?

Virgil G.

Ans.—Tobacco will never harm any one unless he smokes it or chews it.

Editor—I spent three hours composing this verse for you. What do you think of it?

"When Mary goes to light the fire,

I croon an anthem sweet and low,

For Mary uses kerosene,

And no one else knows where she'll go."

Maggie Murphy.

Ans.—It's funny what some folks will do to kill time.—J. H. G.

While the thermometer registers around 30 in the sub. basement we will endeavor to throw out a few smiles and jests to lighten the burden of active duty.

Smile and the world smiles with you, weep and you might as well go on the "Rip" track. No one cares a "Rip" about your troubles, anyway he has lots of them of his own so don't bother him with yours.

Cheer up, Josephine, I am due to arrive in Milwaukee February 15 or early on the morning of the 16th, and doubt not I will make a call even though I am somewhat noted for my modest and bashful disposition.

Too bad, and this is leap year.

Keep it up, W. F. M., your "pebbles" interest us immensely, as we used to work the same "Owl trick" extra at "M. C." when "M. S." was in its infancy.

Suppose you are batching it while the wife's away.

Same way I do, hike to the nearest "eats" establishment and wish I had gone to some other one, and then "count" the days until the "Cook" returns. Not "Doc" Cook by the way.

Oh you, "Sted," do you expect us to believe you are green as all that. You better take a correspondence course on all the "Comforts of a home."

Yea, verily, fair Josephine, I was once upon a time addicted to the sad, sad habit of tripping the light fantastic until twelve bells then it was my wont to hurry to this imitation insane asylum better known as a train

dispatcher's office, whose inmates are classed as lunatics, fools or even stronger terms by the unfortunate train crews who get help or held up as the case may be; and there, while away eight pleasant hours listening to the troubles of such pleasant affairs as being undertaken at the funeral of a "deceased" or "diseased" engine seven miles from some station and a "relief" engine stone cold in the roundhouse.

Since arriving at the sedate age to which I have now attained—namely, thirty years—I have thrown the aforesaid tripping pleasure over to one of our well known detainees here, C. M. A., and from all reports he fox trots right along in "High Society," even as I was wont to do in days of "old."

"Eats" are sort of a habit with me, too, and I would have enjoyed being present at the Y. M.'s annual ball, but 12 a. m. is the bane of my existence, for, instead of going into the "hay," to "work" I needs must go if I would "eat" again.

A little laughter now and then

Is relished by the best of men.

Whate'er your lot in life may be,

Just have a smile with "One T. P."

Josephine:

When I saw my picture on the Christmas cover of the Magazine I wondered who had sent it to Mrs. Kendall, and yet I should have known. That was a happy day in one's short life. As I sit here by the fireplace and look upon the picture I snapped of you that same eventful day, the whole scene, every little event of that glorious holiday, comes back to me and I wonder if you, too, recall the merry incidents that livened up our excursion through the winter woods as a-skiing we did go. That was one day for which one should be thankful he had lived; it was complete happiness, and we both enjoyed it to the limit. Would that such days could come to you and me more often.

And say, Jo, do you remember when we were coming down the hill back of the old quarry and one of your skis caught in a snow-covered rut and you let out a Minne ha ha and one ski started out to meet Doc Cook, returning from the North Pole, and the other advanced to meet Steffanson, who was sojourning around the Antarctic polar resorts? Say, Jo, you never knew it, but I snapped you then, and gee, but it is a funny picture. Maybe Mrs. Kendall can use it for a cover for the Easter number. Quien sabe?

STED.

Heard on the Northern Division.

An old lady accompanied by a small boy on a certain train was very much excited for fear she would be carried by the station where she wished to get off. At last the brakeman entered the coach and called out something. Not understanding, she asked the boy, "What did the man say, Johnnie?" "Nothin', Grandma," said Johnnie; "he just sneezed." At this the old lady began picking up her wraps and grips, exclaiming, "This is where we get off; it's Oshkosh."

SAMPSON.

Our Annual "Owed" to the Weather.

'T was fair and mild in last September,
An Indian Summer, I remember,
But holy smoke this last December,
Snow was "kink."

The trains are never now on time,
Like New Year's Eve the tourists whine,
Oh Spring, Oh Spring for thee we pine,
But snow is kink."

In days gone by I'd take my spinner;
Go home and get a good hot dinner,
But here of late I'm getting thinner
For snow is "kink."

The weather man (I'm goin to tell)
Is the one to blame for this cold spell.
Why don't he shift these storms to—well,
Where snow is (not) "kink."

V. B. R.

Safety First

A. W. Smallen, General Chairman.

Bureau of Safety.

Are you a Safe Man?

When you gamble, with money as the stake, and lose, you may win your money back when you gamble again.

When you gamble with life as the stake, and lose, you cannot win it back next time—there is no next time—the game is closed.

Teach the NEW MAN to be safe, you may save his life—and your own.

REMEMBER that the reputation and prosperity of your Company depends upon the manner in which its business is handled by its employees, and REMEMBER that you are one of them.

ACCIDENTS MEAN CRIPPLES, WIDOWS, ORPHANS, POVERTY AND DESPAIR. WHY NOT AVOID THEM?

Bad example is dangerous. When you take a foolish chance you invite some one else to do likewise. You may escape—he may not.

CAN YOU AFFORD TO TAKE CHANCES?

It is a splendid thing to risk your life when duty demands it, but only a fool does so when there is no reason.

The Best Safety Appliance is A SAFE MAN.

The proper inspection of tools and machinery by employees using them will do much to reduce accidents.

MR. FOREMAN, are you doing all you can to prevent injury among your men?

Look out for the other man; MAYBE HE HAS A FAMILY, TOO.

Remember that it is better to cause a delay than it is to cause an accident.

Remember that it takes less time to learn to do a thing right than it does to explain why you did it wrong.

Exercise of care to prevent accidents is a duty which you owe yourself and your fellow employees.

You are responsible for the safety of others as well as yourself.

Better be careful than crippled.

The greatest risk of injury a careful man runs, is through the carelessness of some thoughtless or reckless fellow worker. When you find such a man, try and teach him to be careful. If he will not be taught, get him out of the service before he kills or injures himself or someone else. Perhaps it may be you.

Clean up obstructions alongside the track and between tracks and platforms and fill up holes in the track or ground adjacent thereto. Grade stakes should be driven down.

Clear platforms of baggage, freight, trucks and keep same in good repair.

Keep platform and space around stand pipes and water tanks clear of ice and snow.

Remove obstructions of view at highway crossings.

Always go back the full required distance when flagging trains and be sure to have the necessary torpedoes, fuses, lanterns, and flags and sufficient clothing on to stay out if it is cold. *Do not be afraid to use torpedoes and fuses.*

Cars on side tracks should be into clear and brakes set. Stockyard gates secured.

Every accident is a notice that something may be wrong with the man, plant or method and should be immediately investigated by person in charge of work to ascertain cause, and apply remedy.

Cover culverts inside of switches or within 300 ft. of switches.

Cut off switch ties properly, ballast track at switches, entrances to hand car houses and approaches to bridges and culverts.

Report telegraph, telephone wires, or any obstruction over track that will not clear a man on top of cars.

Blocking in frogs and guard rails should be kept in good condition.

Report any defect in track, bridge or equipment or conditions that will cause accidents.

Every time an employe is killed or injured it brings suffering and sorrow to himself and family, and necessitates the employing of an inexperienced man in his place, thereby increasing the risk of injury to all other employees.

Tracks are not made to walk on, but for cars and engines to run on, so when you are walking about trains taking numbers, giving signals or anything else, stand outside of the rails.

Do not leave torpedoes on public highways or where children can get them to play with.

Any employee finding any dangerous condition that he cannot remedy himself, should immediately report same in full to the chairman of the Safety First Committee.

W. E. CRAMER,

Conductor, Des Moines Division.

"Safety First."

S. A. Gobat.

For a number of years the officials at Dubuque Shops have worked with untiring effort to promote that "Safety First" feeling amongst the employes. They have done all in their power toward the prevention of accidents, and have acted upon many suggestions offered by the "Safety First" committee. But have all their efforts been fruitless? Have the employes at Dubuque Shops refused to listen to the advice tendered them by men interested in this most serious matter? The year 1915 has passed from us. Let us look back over those 365 days and try and solve that perplexing question.

Perhaps the one place where the employes of Dubuque Shops can show their interest in regard to the "Safety First" proposition is in going to and from their work. In order to get to and from the various shop buildings it is necessary to cross the switch yards, where all Dubuque Division trains are made up. When one considers that over 600 employes cross these yards four times a day, six days of every week, and the records of 1915 show only one accident occurring, and that not of a serious nature, I am quite sure that the efforts of all concerned in the promoting of this "Safety" feeling were not in vain, and both they and all who co-operated with them in making such a splendid showing in the year 1915 are to be congratulated.

In the various departments of the shops a number of minor accidents occur each week. While it is not to be expected that these can be done away with entirely, if each and every employe would take it upon himself to be more careful in all his undertakings, there would be a noted decrease in the number of smaller injuries. It is our utmost duty to do all in our power to prevent injury to ourselves and to our fellow workman.

Memories only remain of that "Banner" year 1915. "1916" is now in its infancy. Let us all, therefore, co-operate in instilling that spirit into the heart of every employe. Let us look upon all matters pertaining to this vital problem more seriously in the future than we have in the past. Let our motto be "Safety—First—Always," and when this year is coming to a close and we are about to usher in another, we can truthfully say that we have worked earnestly for the interest of "Safety First."

A well attended meeting of the Milwaukee Terminals Safety Committee was held in the office of Superintendent Hinrichs on January 12th.

The following members of the committee attended: A. W. Smullen, General Chairman; W. B. Hinrichs, Chairman; W. G. Breckenridge, E. F. Rummel, D. J. McAuliffe, J. Schneider, Chas. Tuft, A. M. Anderson, E. A. Brown, K. Wagner, J. B. Riley.

Among the matters brought up for discussion were the following:

Mr. Breckenridge called attention to the fact that the headlights on the "C" class of engines were not as efficient as they should be, owing to same being located too high on the engine and also to their not being properly cleaned and taken care of. This matter was directed to District Master Mechanic Young's attention with a view of having a remedy applied.

Mr. Tummel stated that the switch engines in the Chestnut street district were working their injectors when passing over street crossing at Commerce and Walnut streets, and also at Third street, causing the walks to become very slippery in freezing weather. A bulletin has been issued to all the engineers in the Terminals not to work their injectors while going over street crossings.

Mr. Tuft believed that it would be a mat-

ter of Safety First to have the target on the switch located at east end of Air Line yard, just west of the superintendent's office, painted. Chief Carpenter Eggert has been instructed to paint the same.

The committee also recommended the painting of all main line switch targets, and the matter was taken up with the general superintendent for his approval.

Mr. Brown stated that in the freight erecting shop at Milwaukee Shops, lumber, etc., taken from repair cars was left lying close to the track and that it was dangerous for switchmen to walk along and couple up the cars. This matter was directed to the master car builder's attention.

He also reported that La Crosse Division trains were paying no attention to the slow board in the Soldiers' Home yard. A bulletin was issued some time ago limiting the speed to 8 miles per hour, and he was directed by Superintendent Hinrichs to report any violation of the bulletin so the guilty party may be disciplined.

Mr. McAuliffe brought up the matter of engineers working their injectors on the Hump, and this was incorporated in the Bulletin to engineers not to work their injectors on street crossings.

The matter of furnishing stronger and better push poles for staking cars was brought up and thoroughly discussed. Yardmaster Lomblot, in Reed street, stated that they broke as many as four and five push poles in a day at Reed street. The reason for this was because the push poles were made out of cross grained lumber. It was stated that the ferrules on the ends were an improvement but did not do much good if the poles were made out of cross grained lumber. This matter was taken up with G. G. Allen, general storekeeper.

General Chairman A. W. Smullen then made an eloquent address in regard to the Safety First movement, stating that the results obtained on the C., M. & St. P. Ry. were very gratifying. He impressed upon all present to be careful and to urge others to be careful in the performance of their duties. He suggested that the employes form the "Thrift" habit and in that way improve their conditions.

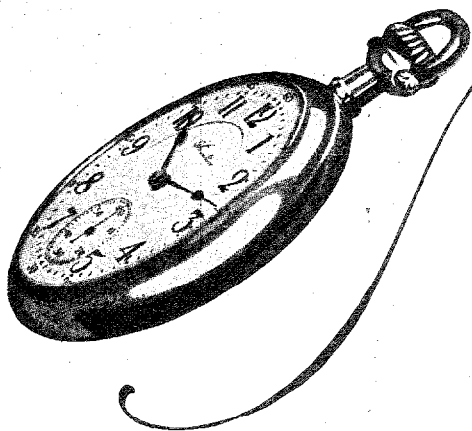
Disinfecting Stock Cars in Chicago Terminals.

Since cleaning and disinfecting stock cars is being carried on by nearly all roads engaged in the transportation of live stock and by various divisions of the Milwaukee, it might be worth while to note that from July, 1914, to December, 1915, over twenty-one thousand stock cars were cleaned and disinfected in the Chicago terminals, the highest number cleaned in one day being 375, although the average was only 269 cars a week.

Using 90 cars as a basis for a train, it would require 233 engines and crews to handle them on the Bluffs Division, and, if they were coupled in one drag, that drag would reach from Chicago to Savanna and leave enough over to worry the yardmaster at that point if the balance were dumped into his yard, and it would require the work of a good number grabber, doing nothing else, about a week of ten hours a day to hop this train.

Hamilton Watch

"The Railroad Time Keeper of America"



Railroad men have the right to demand absolute reliability in a watch. Many thousands, who do so, find their demands met by the accurate Hamilton. It's the kind of watch *you* need. You can put your trust in the Hamilton all your days.

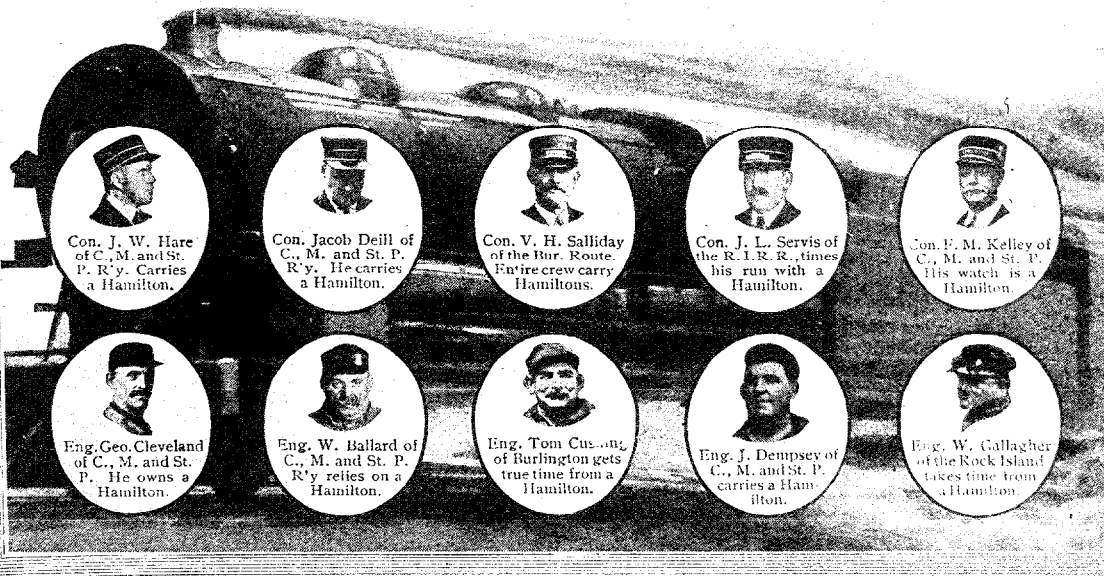
Write for the Hamilton Watch Book, "The Timekeeper"

It pictures and describes the various Hamilton models and gives interesting watch information.

The Hamilton Watch is made in all standard sizes and sold by jewelers everywhere. For Time Inspection Service, Hamilton No. 940 (18-size, 21 jewels) and No. 992 (16-size, 21 jewels) are the most popular watches on American rail-

roads and will pass any Official Time Inspection. For general use you can buy a Hamilton Watch from \$12.25 for movement alone (in Canada \$13.00) up to the superb Hamilton masterpiece at \$150.00 in 18k. heavy gold case. No extra charge for Safety Numerical Dial on new railroad grades of Hamiltons. A Hamilton movement can be fitted to your watch case.

HAMILTON WATCH COMPANY, Dept. 20, Lancaster, Pennsylvania



Con. J. W. Hare of C. M. and St. P. R'y. Carries a Hamilton.

Con. Jacob Deill of C. M. and St. P. R'y. He carries a Hamilton.

Con. V. H. Salliday of the Bur. Route. Entire crew carry Hamiltons.

Con. J. L. Servis of the R. I. R. R., times his run with a Hamilton.

Con. F. M. Kelley of C. M. and St. P. His watch is a Hamilton.

Eng. Geo. Cleveland of C. M. and St. P. He owns a Hamilton.

Eng. W. Ballard of C. M. and St. P. R'y relies on a Hamilton.

Eng. Tom Cusano of Burlington gets true time from a Hamilton.

Eng. J. Dempsey of C. M. and St. P. carries a Hamilton.

Eng. W. Gallagher of the Rock Island takes time from a Hamilton.

The Deer Lodge Letter.*From "Sigh."*

In order to keep apace with the exigencies of modern sport sheet journalism, which demands a whale of a send-off every time a new plug of tobacco makes its appearance at the switch shanty or when the New York Nationals win a ball game, the local correspondent of the Magazine will now step into the breach, so to speak and inform the readers of the latest wonder we have been developing right here in this good little burg of Deer Lodge.

The wonder of which we speak is a young gentleman, who travels under the pseudonym of Lou Bodie, who for the past four years has been squeezing brake wheels on freight trains along the Missoula Division. He stands 6 ft. 6½ in. in his stocking feet and in perfect trim balances the scale at 235 pounds. This together with the fact that he enjoys a reach of 1½ inches greater than Jess Willard, the present heavy-weight champion of the world, makes Bodie "some kid." Unlike most gentlemen of fistic ability, Bodie is good looking and better still, a gentleman in every respect.

While Bodie's regular vocation is that of brakeman, he has made a specialty of putting a number of "would-be" hopes to sleep via the K. O. route, in fact this K. O. specialty became such a habit it attracted the attention of a number of dignitaries in charge of the business end of the "padded circle" game, with the result that Bodie is now in New York City under the tutelage of Harry Pollock, manager of Freddie Welch, where he is "watchfully waiting" for the chance to bounce that good old right of his off the dome work of some of the eastern artists. And while we think of it allow us to rise to remark, that every employe on the Missoula Division is hoping he makes good.

It is still a case of single blessedness for Walt Smith. Walter recently returned from a four week's vacation, which he spent visiting the scenes of his boyhood days near Wilmington, Del. For certain reasons Walt had been contemplating the trip for some time, but alas, the little girl who had promised to remain true, when he left that wintry day, 'way back in '76 had become tired of waiting and married the other fellow.

"Micky" Blackmore of the local boiler shop is considered some athlete, but he over estimated his strength lately, when he endeavored to balance a Mallett locomotive on one hand. Result, "Micky" is now going around with his hand done up in splints.

With Washington, Idaho and other surrounding states gone "dry," we might add that the Rocky Mountain Division is not included, owing to the fact that all the "juice" has been turned on between Deer Lodge and Eustis.

The merchants of Deer Lodge put on a "big clearance sale" the latter part of the month and the local office force can now make the assertion that they are the best shod bunch of clerks on the system.

Auld Lang Syne.*"One T. P."*

When I saw Ed. O'Malley's smiling face in the January Journal, it brought to mind the time when the present aristocrat of the Olympian was running freight on the I. & M., opposite to "Way Bill" Harter, now gone to his eternal reward. Perchance if Ed. sees these lines he will recall how No. 92 used to get the staff on the fly and the code of signals we had which betokened which particular track they should use for a head in. Those were the happy days and we knew it not. No 16 hour law bothered the train crew then, nothing then to make a run to Mendota and back sometimes 22 or 23 hours on the run. Conductor Nelson looks just the same as he always did when he used to step off I. & M. 3, and ask when S. M. 23 would arrive. Even "Bill" Finnicum hasn't changed a bit since the time he used to come up to Vienna in the fall and assist in "threshing" the pumpkins and hauling the wheat to market. I note from the Des Moines Division items, he still runs up for an occasional squint at the M. & B. Line. McGee looks just as youthful as he did the first time I saw him

way back in the days when we used to have just No. 3 and he was "it," and west of Miles "nothing but Nos. 7 and 8." Geo. Cobb, no doubt, recalls when "Kelley" ran Melstone Pit, and we used to have to wait for them to mine the coal at Roundup and shovel it onto the KiYi's before we could run the trains. I note they say the Montana men were exempt from the law. I think every one else was exempt from the law west of the Big Muddy, or the Extension would never have been built, "Nuff Sed."

Each succeeding issue of the Magazine recalls to my mind names which had slipped from my memory.

Wonder if Pete Mickelson remembers when he used to be on the S. M. in days gone by. "Tam" MacFarlane gets into print pretty often in his capacity as traveling engineer, but he will recall how he used to pull No. 63, and with smiling face inquire of yours truly "How's No. 8 Tam." We were both "Tams" then, now he's T. E., while I am simply "One T. P."

Items from the S. C. & D. Division.*B. A. Manley.*

F. C. Mason, our chief clerk, went to Chicago to a meeting in Mr. Harvey's office December 16 and 17. He was accompanied by Steve Keane, chief clerk in Mr. Melin's office, and after they got there they found the meeting had been postponed until later. It didn't daunt them, however, as they report a good time, and say they saw quite a bit of the big city.

Superintendent Beardsley went to Omaha December 7 and 8 on a little business trip. It started out as a business trip but as he was gone two days we wonder if he didn't get in a little pleasure, too?

Fred Filmer, ticket clerk in Mr. Curtis' office, accompanied by his wife, made quite an extended trip recently, taking in Dubuque, Kansas City and St. Louis.

H. J. Mann and wife went to Lincoln, Neb., for New Years. We never could see anything in going to a town like that until this year. Iowa is dry.

John Hurni, the day caller, was going to spend Christmas with his grandmother at Odebolt, but says he had to work all day Christmas, so stayed at home. Too bad, John.

Blanche Manley, Supt. Beardsley's steno., went to St. Paul for Christmas, but didn't show up at the office for about a week afterward. She really got hurt coming home, but it is hard to make people believe it.

Sleeping Car Conductor A. H. Johnson had to be relieved last week on account of coming down with the grippe. It seems every other one we meet is having it. Mr. Wooley, city ticket clerk, advises he has been home for two days with it, and every one is complaining of some ailment. B. I. Salinger, district adjuster, also says he is having it, and from the looks of him, we believe it truly.

J. E. Shoemaker, chief clerk to the local agent, and his wife spent several days recently at Correctionville, Iowa.

Mabel Mason, steno. to Agent Hurlbut, went to Meckling as usual to spend Christmas.

Gladys and Esther Reeves, expense clerks, went to Sioux Falls to spend Christmas and New Years.

L. A. Cline and daughter, Katherine, recently went to Huntington, W. V., to be gone for some time.

Clara Mickelson, steno. to the agent at Sioux Falls, is going to Belle Plaine, Minn., for a visit.

Engineer Jas. Crasswell's wife and two sons, Herbert and Claire, left recently for Watertown, S. D., over the S. D. C. Ry.

J. H. Sutherland and wife left recently for a trip to Minneapolis, intending to stop over at Worthington, Minn., for a visit.

Conductor J. W. Dunham and wife expect to leave shortly for a trip to Tacoma. We certainly envy these conductors who can travel when they want to.

Harry Wiley, son of Engineer Wiley, was home for the holidays from Champaign, Ill., where he is attending school.

Brief Items from the H. & D.

S. A. Keane.

A number of changes will be made within a short time in agents on the H. & D. Division. J. F. Zobach, formerly at Granite Falls, has been appointed agent at Milbank, relieving A. H. Bingham; W. E. Cole of Selby has been appointed agent at Granite Falls; M. O. Jochum, agent at Java, has been appointed agent at Selby; W. X. Krasinsky, formerly agent at Twin Brooks, has been appointed agent at Chanhassen, relieving H. A. Parsons, who goes to Summit as operator; W. J. Hall, now acting as relief agent at Monango, has been appointed agent at Peever permanently.

The officials on the H. & D. Division are congratulating themselves on the showing made on the December tonnage report, which shows that the H. & D. East handled the heaviest tonnage per train eastbound on the system; the H. & D. Middle was second, and the H. & D. West, fourth. On the west bound tonnage the rating was not so high, comparatively. In tonnage per train in both directions the H. & D. East is second, the H. & D. Middle, tied for third place, and the H. & D. West, is sixth. The H. & D. Middle was also second, and the H. & D. third, on the total ton miles eastbound.

A. M. Phelps was at Aberdeen January 13, being introduced by C. E. Lennon, as his successor representing the freight claim department on the H. & D. Division; Mr. Lennon's territory being reduced to cover the River and I. M. Divisions only, Mr. Phelps to have the part of the H. & D. Division formerly handled by Mr. Lennon.

Dispatcher Thomas A. Boyce, who has been on the sick list in Thomas Hospital, Minneapolis, sends the following:

CARD OF THANKS.

Minneapolis, Oct., 30, 1915.

Through the Employee's Magazine I desire to send my heartfelt thanks to the boys on the H. & D. Division for their great kindness

extended to me in the contribution received from them this morning with their expressions of friendship and good-will. I shall always hold them in grateful remembrance and shall keep the list of names which came with the gift.

THOMAS A. BOYCE,
Train Dispatcher.

(The foregoing has been somewhat late in getting to the Magazine, but perhaps better late than never.—Editor.)

An admirer of the H. & D. boys submits the following:

I have just been reading your November Magazine

And the different items from the H. & D. seen. Did Andreas, and Lollis, and Gillick get ducks? Why yes;

For there's excellent service via the Wells Fargo Express.

We are glad the boys are back for there's lots of work to do,

We need their help each day to get our trains all through.

I heard a railroad man say there was now plenty of work,

And not a bit of opportunity for any one to shirk;

The Milwaukee sure does get its share of the Biz,

In fact we think it is the only railroad, what is.

Excuse me Mr. Editor for butting in this way, But I just could not help having something to say.

I see Isely has got his name in the Magazine again.

You are a great hero, Charley, I think that is plain.

All the boys on the H. & D. aren't doing so worse,

For they are always practicing Safety First. Now Mr. Keane if this succeeds in getting by

At writing another poem sometime I may try, But if it does not you had better beware,

For I will try again anyway, for I don't care.

—O. I. C.

Relief For Sensitive Feet

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

Mayer

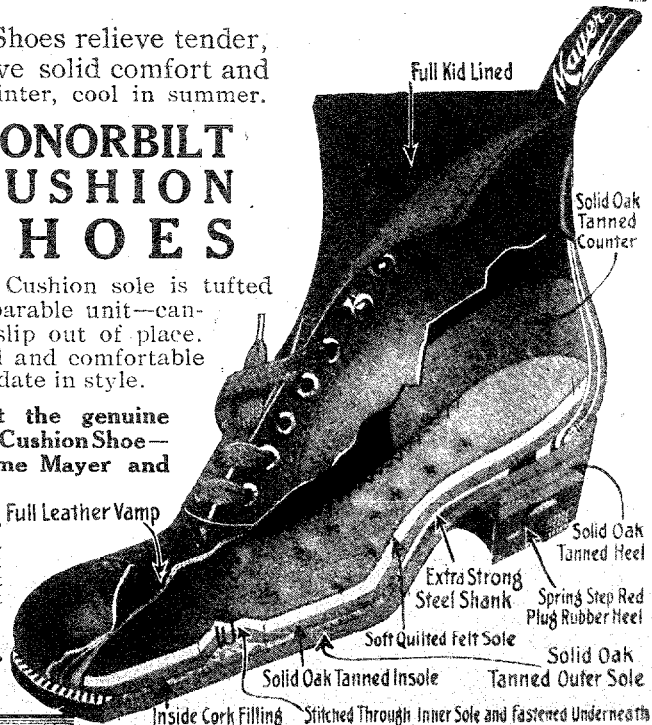
**HONORBILT
CUSHION
SHOES**

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

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

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

F. MAYER BOOT & SHOE CO.
MILWAUKEE, WISCONSIN



Special Commendation

Section Foreman Smith, Twodot, Mont., noticed wheat leaking from St. Paul car 86618 while car was standing in train at that station on October 24. There being nothing at hand with which to repair the leak, Foreman Smith went home and procured the necessary tools and material, repairing the car before the train left Twodot. Mr. Smith received a letter of thanks and commendation for his loyalty to the interests of the company.

John Dalton, flagman at High street, Janesville, has received a letter of thanks and appreciation for his prompt action in rescuing a woman who had stepped on the tracks directly in front of Mineral Point train No. 8. Had it not been for Mr. Dalton's timely assistance, the woman would have been either killed or very seriously injured.

Superintendent G. R. Morrison reports that on December 15 Mr. Henry Boyle, an aged resident of Springfield, Wis., took extraordinary pains to notify the agent at that station of a piece of damaged track which he had observed near his home. Mr. Boyle had to walk nearly a mile to give the warning, and Superintendent Morrison has written to him, expressing his personal thanks and the appreciation of the company for the interest he took in helping to avert a possible accident.

Columbia Division Engineer Wm. Reinking, Fireman C. B. Service, Conductor Geo. Steiner and Brakeman R. Leyde have received letters of commendation for their hard work and efficient service on the occasion of a derailment on the night of December 25, when they took prompt measures to assist in every way possible to get trains to moving.

Columbia Division Brakeman J. Lawrence has received a letter of commendation for his careful attention to the track on January 16, when he discovered a brake beam which had fallen from a passing train across the track and was buried in the snow so that only a little hump indicated its presence.

Special commendation is due Baggageman M. Sullivan at Sparta and Flagman P. Toohey, who simultaneously discovered a dragging brake beam on St. L., I., M. & S. car 18820, in extra west, as train was passing the station. Both signaled the crew and succeeded in getting the train stopped, when the damage was repaired.

Special commendation is due La Crosse Division Conductor W. Graham, who recently discovered a dragging brake beam as his train was pulling into Portage yard. His timely discovery, no doubt, saved a serious derailment, as the train was just about to pull over several crossings and switches.

LaCrosse Division Engineer Ed Donahue recently saved what might have been a serious loss to the company. While taking coal at New Lisbon he discovered that a fire had started in the shed from a lighted torch. By quick action on his part and that of Fireman Swartz the hose on the engine was soon playing on the blaze, which was quickly extinguished.

Roger Stewart, operator at Berlin, Wis., has been specially commended by Agent G. M. Heilman for his prompt transmission of messages and courteous treatment of the members of the Cranberry Growers' Association in the vicinity of Berlin. The association recently passed the following resolution commending the operators at Grand Rapids, Mather and Berlin for their uniform courtesy: "Resolved, That whereas the telegraph operators at Grand Rapids, Mather and Berlin have rendered valuable services in the transmission of report messages from the cranberry districts to Chicago, they hereby be tendered a vote of thanks by the Wisconsin Cranberry Growers' Association. By J. W. Fitch, Secretary."

K. C. Division Brakeman Clarence Gillespie has received special commendation and credit in the service roster for his watchfulness in

discovering a broken arch bar in truck under S. F. R. X. car 207, train 62, at Lawson, Mo., December 25th.

K. C. Division Engineer Roy Oakes has received special commendation and credit in the service roster for his careful attention to the working of train 72 December 15, when he observed something was wrong under the seventh car back of his engine. Stopping the train, he found a truck broken down under A., T. & S. F. car 115454. This undoubtedly prevented a serious derailment, and his attention to duty is much appreciated.

Special commendation and credit in the roster has been given I. & M. Division Brakeman J. P. Donley for saving the life of the aged father of M. H. Sadler of Rose Creek. Mr. Sadler is 87 years old and quite deaf, and attempted to cross the track while train 93 was switching at Rose Creek. Only the prompt and energetic action of Brakeman Donley prevented a serious accident.

On the evening of December 4 a passing train quite badly damaged a portion of main line track west of Gratiot, Wis., the same being discovered the following morning by Carpenter Jesse Shaff, who had been sent out to flag. In walking down the track, he noticed the damaged track, but upon examination found it would be safe to permit a train to move over slowly. He flagged a light engine and explained the situation to Engineer J. Hummel, requesting him to report the matter to the section foreman and the train dispatcher, Shaff in the meantime remaining to protect the track. Mr. Hummel took prompt action and the damage was repaired without further trouble. Messrs. Shaff and Hummel have received letters of thanks and commendation for their devotion to the company's interests.

The following certificate was submitted by Frank O. Davis of Drummond, Mont., concerning the excellent treatment which he received, the good run made by our trains and the courtesy and attention on the part of our employes, with a shipment of stock made by Mr. Davis from Drummond to Helmer, Ind. The shipment consisted of four carloads, and Mr. Davis certifies that the agent at Drummond promised him "a good run on the through freights, good connections, etc. All this I found to be absolutely correct and far beyond my expectations. Never had such a good run before, never was handled so nicely and easily by the engineers in charge of the different trains. I found the feeding yards to be absolutely perfect in every respect. The very highest quality of hay always on hand, with plenty of good water supplied in abundance. The crew of each individual train, as well as the yards, were courteous and everything was to my entire liking and satisfaction. When I ship any stock again I will say that I certainly will ship over the C., M. & St. P. Ry. Many thanks to Mr. Tyndel (agent at Drummond) for his advice and information in connection with this shipment. (Signed) Frank O. Davis."

On January 15 Foremen Peter Albert, Garden City; Nels Holm, Elrod, and J. Reck, Vienna, succeeded in rerailing P. R. R. car 18390 at Naples, which had one pair of trucks off and the track full of snow. By the use of jacks and chains they got the trucks on and railed the car without the help of an engine and train crew. By this act these men saved a delay to the car of at least 36 hours, and the expense and delay of an entire crew, which is only another example of the wide-awake men who are enrolled on the Milwaukee's famous roll of honor. May their shadows never grow less.

The following letter was received by Superintendent F. M. Melin, Aberdeen, S. D.:

Hutchinson, Minn., November 26, 1915.

Dear Sir:

I wish to take this opportunity of expressing to you my appreciation of the thoughtfulness

and honesty of Mr. Charles Davis, a brakeman employed by you.

I was a passenger this morning on the train that leaves Minneapolis at 8:10 for Glencoe. When I left my seat to get my baggage I left my wallet on the seat.

Mr. Davis found it there and came to me and returned it. I have given him my verbal appreciation, etc., but I think that your company likes to know of such services and courtesies that are extended to your patrons. So I am taking this method of bringing it to your attention.

It is such service that makes the "Milwaukee" one of the best roads in the country, and one that the West can be proud of.

I am a traveling man, and you have my assurance that I will do all in my power to put whatever business in your way that I can. A road that employs men of the caliber of Mr. Davis deserves the patronage of every one.

Very truly yours,
(Signed) MAWRICE R. COLLINS.

Brakeman J. Shields on the I. & M. Division has been given a credit mark for discovering a broken switch rod on the connection track switch at Mendota, on the morning of November 22, and for his prompt action in notifying the section foreman.

W. V. Division Conductor D. E. Callahan is deserving of special commendation for detecting defective appliances in his train, thus avoiding serious derailment.

A. G. Elverson, employed as operator at Sitka, S. D., while walking home on the track, discovered a broken rail and flagged extra, Chamberlain conductor, also reported the broken rail, and it was repaired before any accident occurred.

H. & D. Engineer Ed Champlin, on train extra east, was commended by the superintendent for bringing in his train under unusual circumstances. At Bowdle the drawbar casting on the rear end of tender broke, and Engineer Champlin turned the engine at Bow-

dle and brought the train in with the engine backing up. This was done during cold weather and at considerable inconvenience to the engine crew.

Operator C. A. Brookshire, employed at Appleton, Minn., discovered a hot box on St. P. 61076 in train first 76 and signaled the train crew so that it could be given attention.

Brakeman W. C. Burnett, head brakeman on No. 65, December 21 was watching train 64 pull by at Great Northern tower, Granite Falls, and noticed a steel brake beam dragging on C. B. & Q. car 101236. He signaled the crew of No. 64 and the train was stopped and the brake beam removed before any accident occurred.

Operator H. C. Torbinson, employed at Minnesota Falls, in going home to Sacred Heart on a velocipede car November 22, discovered a broken rail one-half mile west of Sacred Heart. He reported it to the train dispatcher, and repairs were made immediately without accident or delay to traffic.

E. L. Taylor, agent at Kenwood, deserves creditable mention for discovering steel brake beam dragging on extra east December 26 when passing his station. This is not the first instance of Mr. Taylor's watchfulness, which has, no doubt, prevented derailments.

Signal Maintainer A. E. Long received a letter of commendation January 17 for his attention to duty in patrolling the track and flagging No. 19 three miles east of Keystone January 16, when he found a broken rail. W. O. Dunn, the signal maintainer at Capron, also flagged No. 19 and 20 east of Rhodes when he discovered broken rails on January 16. Mr. Dunn was also given a letter of commendation.

Brakeman Sam Fyfe received a letter of commendation and credit in the roster for firing an engine from Ferguson to Madrid January 12. Earl Holdridge, the regular fireman, injured his hand so that he was unable to complete the trip, and Brakeman Fyfe volunteered his services until a relief fireman met the train.

The Watch that Backs the Schedule!

In every branch of railroad service, from the chief dispatcher's desk to the man in the tower, from the yardman to the train crew, the lasting dependable accuracy of South Bend Studebaker watches helps make schedules effective.

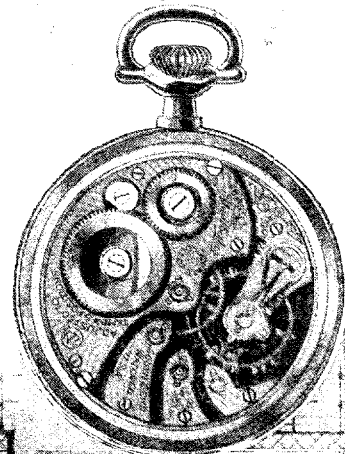
The only watches that are insured to pass railroad inspection for five years. Our guarantee protects you against cost of changes in time requirements no matter what road you may be with.

Look for the watch with the Purple Ribbon at your jeweler's. Learn about the guarantee. Then you will know why this is the best watch for you to buy. Interesting Watch Book free on request.

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The South Bend
'Studebaker' Railroad Watch
(Illustration three-quarters actual size)



MOVEMENTS ONLY

16 Size—12.5	—3.45	22.50
..	20.00
..	40.00
18 Size—17	24.00
..	20.00

Placed in your own case
if desired



On The Steel Trail

Truth and Fiction Made in "Hash," S. M. News. Dot and Dash.

Am very sure the gentle reader will pardon me if the column doesn't contain everything that happened on the S. M. East.

Truth to tell the Stork Special rather fractured all schedules and called for running orders January 15.

"One T. P." being used to issuing orders and having them "obeyed," was equal to the emergency—the Stork arrived at La Crosse Hospital and left an eight pound train detainer, whose lung power would out do the lung tester at Spokane.

Some consolation for working the "Owl" trick is the fact that whatever else may befall, yours truly won't have to walk the floor nights. Cheer up! Josephine, my oldest boy will soon be grown up and this second one, promises to be a good looking kid so there's hopes for you. I will need lots of assistance in the future, if I continue my commercial activities. For further information see ad., for which we transferred a portion of our monthly stipend. Keeps the money in circulation, anyway.

George B. Turner, agent at Fulda, but for the present sojourning in Chicago, informs us that he is nursing the little toe on his left fork, and the reason, therefore, is that upon depositing the valuables in the company's safe, slammed the door shut, but neglected to withdraw the aforesaid digit. Glad we let George do it and not us.

Engineer Frank Schaller, one of Kaiser Wilhelm's doughty compatriots, accompanied Mahinists E. Blomley and J. Lange on a recent hunting trip of two days' duration at Isinours, the village of which "Bill" Burnett is Mayor and Chief of Police.

The depot force at Jackson, consisting of Agent H. R. Laugen, R. H. Solberg, F. R. Bloom, Ben Woolworth and Geo. Lee, roundhouse clerk; and the Switch Crew W. Malone, the "fire fighter" of whom you will hear more anon, Frank Malone, E. O. Long, L. Earp and Paul Stevens, roundhouse machinist, bowled a match game January 7. The freight rustlers cleaned up the car herders to the tune of 1352 to 1777, thereby earning an oyster supper, which the losers furnished after the game.

Frank Bloom had high average with 180 and L. Earp, 154.

Each team agreed, so they took one man from the roundhouse to make five man teams.

The depot force seemed to enjoy the "eats," but there was a look of sadness on the faces of the defeated ones. Their reputation as the crack team of Jackson County is badly bent. They have asked for a return match for January 15, and if our "cub" reporter doesn't overeat, we promise to print the outcome at some future time. To the victors belong the spoils, we are neutral.

Agents Wood from Lanesboro, Steves from Houston, and Horton from Fairmont, journeyed to La Crosse December 27. The first two were able to be present at the banquet, but had to return on No. 1, thereby missing the "doings." whereat "One T. P." was the official "chief mourner." For further information inquire at 8th and Main, most any old night in the week.

My space will not permit me to chronicle all the cases that have come to my notice, where the "grippe" has grasped so many of the workers. Suffice it to say that those who escaped it's clutches were far apart. The present sub zero "snap" has put the run on the "enemy."

Wish to thank all those who by their items have assisted me in filling up space and their efforts are appreciated even though I sometimes fail to mention each individual in the column. Fact is the editor has been splitting my contribs about fifty-fifty, and thus far I haven't been able to tell whether the "stuff" has been permanently "deleted" or just held in abeyance until she prints a few more pictures of the handsome and distinguished passenger captains.

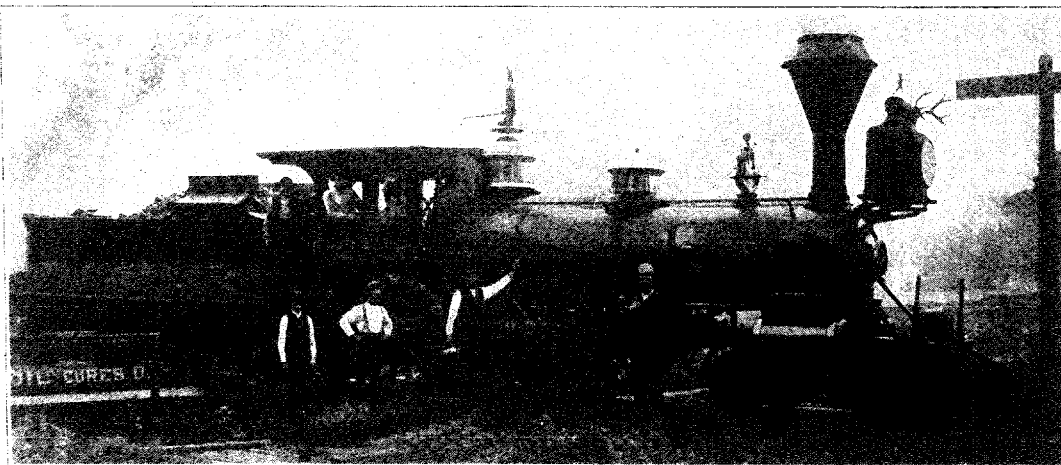
The 7 a. m. awaits my touch,
The FTR and others such,
So Au revoir from "One T. P."
Till we meet again just bide a wee.

Bill the Corn Planter.

You've read of heroes like Casey Jones,
But this hero brave belongs to the Malones.
Bills regular job is G. Y. M.,
At Jackson on the old S. M.

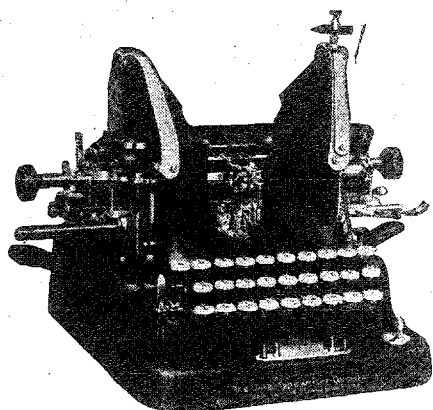
Ike Graves works hard, early and late,
Transferring many a piece of heavy freight.
While filling a heater with John D's stuff
The car caught fire all in a puff.

Seizing a sack of corn, owner unknown,
Watch our brave hero Billy Malone.



A Freight Engine of the '80's. Billie Emerson, Engineer and Son "Billie," Fireman.
Ed. Templeton, Conductor.

7 CENTS A DAY BUYS THIS STANDARD VISIBLE OLIVER TYPEWRITER



Much Less than Half Price FREE Trial—10 Year Guarantee

This is the best typewriter offer ever made. The typewriter is the genuine model No. 5 Standard Visible Oliver with complete, brand-new equipment. Perfect machines only. Not shop worn, not damaged, not inferior. Back spacer and tabulator—no features lacking. Warranted to be the equal in quality of any other \$100 typewriter.

This offer is not on some ancient style of blind typewriter, but on an up-to-date, standard, visible machine, the same kind of typewriter that many thousands of the world's best business firms are today using.

Oliver Points:

Nearly one-half million Olivers have been sold. Its record has never been equaled. It is easily "The Favorite."

Its simple efficiency, lightness and durability place it in a class ahead of all others; writing always in sight; writes in many different colors without changing the ribbon. Has the universal keyboard, back spacer, tabulator, ruling device, disappearing indicator. The type is beautiful; it is so hard that nothing can mar it. It outwears type found on other machines.

It is the lightest of all the standard typewriters. It is the only practical, portable typewriter. It has the lightest key action. Its speed is unlimited. It has the patented "U" shaped type bar which insures perfect alignment of the letters. One can write on ruled lines with it or it can be used to draw lines. It makes an efficient billing machine as well as correspondence machine.

The downward stroke of the type bar gives greater power. The Oliver is nearly always chosen for manifolding—some firms write as many as 20 copies at one writing. It does any practical thing which any typewriter can do.

It has the fewest parts. It requires the least adjustments. There is nothing to wear out. We guarantee it for 10 years.

While it is the choice of the experts, it is so simple in its design that anyone can learn to write on it in 10 minutes' time.

Sensational Reduction

Many thousands of purchasers paid \$100.00 for typewriters of this model. They were satisfied that at that price they were getting the best value that the market afforded.

Now, without any reduction in quality and with brand new standard equipment, our price to you is but \$39.80, a saving of over half, and we give you over a year in which to pay.

Our Offer Is This

Send the coupon and we will forward one of these typewriters with complete equipment on five days' trial. We will ship it by express. When it arrives you leave \$3.80 with the express agent to be held while you try the typewriter.

If you do not find it to be the best typewriter that you ever examined, satisfactory in every respect, the best value offered anywhere, then you simply return it to the express agent, who will give you back the \$3.80 and return the typewriter to us at our expense.

If you decide to keep it, the express agent will forward the \$3.80 to us and it will be deducted from the \$39.80 price, leaving a balance of \$36.00, which you can pay at the rate of \$2.00 per month, the first monthly payment not being due until one month after date of delivery.

There are no interest charges, no red tape, no salesmen, no collections, no bother. The simple coupon is all we require.

The typewriter we will send you will be delivered in the original package as put up in the factory of the manufacturer, perfect in every detail.

Send the coupon today. Make sure of getting this bargain, as we will only supply 100 typewriters at this price.

United States Typewriter Exchange
Dept. 344, All Light Bldg., CHICAGO, ILL.

Trial Order Coupon

United States Typewriter Exchange

Dept. 344, All Light Bldg., CHICAGO, ILL.

You may send me a No. 5 Oliver Typewriter on approval.

When it arrives I will leave with the express agent \$3.80 with the understanding that if I do not wish to keep the typewriter the \$3.80 will be returned to me by the express agent when I return the typewriter to him within five days from the date I receive it.

Otherwise I will keep the typewriter and the \$3.80 will be forwarded to you to apply on your special purchase price of \$39.80, and I will pay the balance of \$36.00 in 18 consecutive monthly installments of \$2.00 each, commencing one month from date of delivery.

The title of the Oliver Typewriter remaining in you until it is totally paid for.

Name

Address

References

Ripping the sack open wide
Threw corn on Ike and saved his hide.

Brave Billy deserves a medal of gold
For quick action and a deed so bold,
He saved the life of Faithful Ike
And kept one more car on the "Pike."

I. & W. N. Notes.
V. B. R.

H. E. Dotson has resigned as agent at Spirit Lake and will engage in the "moving picture" business at Coeur d'Alene. W. R. Russell, former third trick T. D. at Spokane assumes the reins of the station.

We had a bad cold the first part of the month and Mrs. V. B. R., says it was caused by our annual shampoo. We hope so, and can only say if such was the case, we'll have a new calendar adorning our wall before we have another spell.

W. A. (Bill) Munroe, (the man without a home) has finally been assigned to a regular berth as third trick T. D. in the Maiden office.

Yes, Josephine, I think myself "T. P." would have gone home "right" after the eats. To go home otherwise us stags have to stay for the "drinks."

J. A. Deuster has been appointed agent at McGuires. W. H. Ashton relieves him at Spirit Lake as weighmaster.

General Master Mechanic F. Rusch, and General Car Foreman F. D. Campbell were at Spirit Lake the latter part of December.

Will Josephine please wear a silk waist to the convention. We want to try out Sted's recipe.

Phil King has been put on as Car Repairer at Spirit Lake, relieving Walter Boyer, who has entered a business college at Spokane.

Thanks, friend Kratch, for the "inro," but "hully gee", remember our wife reads the magazine as well as ourself.

Assistant General Superintendent, E. Clemmons was a Spirit Lake visitor recently, stopping here for a few hours after having made a tour inspection over the line.

Where's the proof of your assertion about Schrup, F. J. J. K. If not suitable for "copy", mail it to us.

Agent A. W. Snure, of Metaline Falls, has returned from his vacation. Again he came back alone. This is the "steenth time" Archie has disappointed us.

B. E. Dolan, machinist, and John Sobeski, handyman, took in the K. C. doin's at Spokane, January 16th.

H. Sparshott, store clerk at Spirit Lake shops, underwent a serious operation recently and has at this writing almost entirely recovered from its effects. Pretty soon we'll hear his familiar voice again: "Whatchagointodowithat", "Wherestheoldone", "Haveyougotanorder", etc.

We would like to hear more from the correspondent of the Woodenshoe Doin's, Woodenshoe?

It was with great interest that we read the article on the P. S. & W. H. line in last month's issue. R. G. Webb, engineer on the first passenger train is an old I. & W. N. boy.

We have had 97 inches of snow at Spirit Lake so far this winter. Our coldest night was 16 below. Of course this can't be appreciated by our friends in the Dakotas and other eastern states; to tell the truth we don't appreciate it ourselves, but it makes a news item nevertheless.

Congratulations and welcome to the ranks of us benedicts, Robt. G. Webb of the P. S. & W. H. line. May all troubles henceforth be of a minute character.

We are in receipt of a letter from Geo. J. Graham, now boilermaker at Port Angeles, in which he states all the old I. & W. N. boys up there wish to be remembered to their friends still on the job at home.

Engineer C. G. Marvin and wife are visiting with relatives in Minneapolis. They expect to visit Chicago before returning home.

Engineer F. J. Keller is relieving Engineer Marvin on the North Local.

O. Dolan is employed as air brake man at Spirit Lake shops during the absence of J. A. Frazier, who is visiting with relatives in Coal Creek, Tennessee.

Owing to the unusually heavy snow this year, I. & N. W. trains, formerly noted for their "always-on-timeness," have been blockaded on several occasions.

Now comes Mrs. V. B. R. forward and speaketh as follows: "Will it be possible to have a 'Wife' number of the magazine?"—i. e., all correspondence belonging to the "Afflicted Mankind K.ub" allow their dictators (?) to write the items for one month, and tell all they know. I'm sure it won't take Mrs. V. B. R. long to tell all she knows, but as she insists she could tell all we both know in the same length of time, I'm in favor of it. The question is now open for discussion. And that's all.

Scraps from the West End.

C. E. Pike.

Apologies for no "Scraps" last month. We shall try to do better hereafter.

Our own poet laureate, Joe Ginot, has turned inventor. We understand he saw a patented phone in one of the ten cent stores, purchased it, took it home and his description of the manner in which he fixed it, if true,—and of course it must be,—shows that our Joe is a real inventor—we don't say of what but he is there all right.

Bachelors are getting as scarce around the general offices as Mallet engines will be in a few years. Elmer H. McAvoy is the latest man to succumb. Mac was married the latter part of November to Miss Alice Maberry. Best wishes and congratulations go to the young people.

Anybody desiring to get on the inside of the war situation, especially to get an earful as to what the Germans have done, will do and are going to do; also proof as to the German superiority in military matters and endurance over their opponents, please come to the freight claim department any noon and listen to Arthur Junkerman. He is a past master, and Haynes is so busy reconsigning lumber and shingles that he hasn't time enough to defend the allies when the Kaiser makes a violent and unsuspected attack.

Something is the matter with Chester Henwood. He and Chet Biggs used to break their necks to get down to the "Dirty Spoon" every noon, but for some reason Henwood's appetite has disappeared. He is slow in getting down to the D. S. and he dabbles around with his food and leaves half of it after he orders same. It is also very hard to make an engagement with him any Wednesday evening, as he states he has to go up on Queen Anne Hill on those nights. We do not know why Queen Anne Hill draws him so much, and would like to find some way of improving the boy's health real quick as he is apt to starve to death. Any one with ideas will please write.

What is the matter with the local freight office? The rest of the offices look for items every month concerning "Frog" Truckee and the rest of the gang down at First and Atlantic. Let us know you are on earth and still doing business.

H. H. Fellows, Agent at Ballard, called during the last of December and kicked because Ballard is always left out of the Magazine. He wants us to be sure and mention in each issue if possible that Ballard is the place where the clams and street cars meet, and that he is over there.

During the trial trips of the big electric, the telegraph department received a message from Assistant General Superintendent Barrett for Car Service Agent West. We are not mentioning names, but the operator who attempted to take the message was stalled. He called on the rest of the operators for help and finally they all succeeded in taking the message. It was delivered to Mr. West's office and no one could master the electrical terms in that office either. Finally one of the stenographers suggested that they go down stairs and get some one from the Seattle Electric Company to come

up and translate the message. Since that time a number of messages have been received, but we are happy to state that both the telegraph and car service departments are now able to handle the electrical terms.

The freight claim department would like to know if dear little Katherine Krueger is still working in the Chicago claim department. Please write.

Although the state went dry the first of the year R. E. Borgan is pretty well fixed for the necessary bottled goods. Some of the boys prepared a Christmas package for him, and sent it to him by a messenger. The smile REB wore when he received it lasted all day; but alas, when he reached home the expression on his face changed. They had wrapped up an empty ink bottle and a paper weight.

Here is another on Freddie Bates. He happened to win a box of candy at the White Building Candy Shop. According to Mrs. Reardon, whose veracity we are sure cannot be doubted, the following occurred: Enter young lady who asked, "Who won the box of candy?" Mrs. R., "Mr. Bates of the Milwaukee." Young Lady: "You mean Freddie Bates?" Mrs. R., "Yes!" Young Lady: "Oh, don't you think he is the cutest little man you ever saw, and he has the dearest wife and baby imaginable." Oh, Freddie, Freddie, why didn't you let us all know, so that we could chip in and buy you a wedding present. (For the benefit of our readers, we might add that the aforementioned young lady has mixed the P. K. up with Mr. Bates of the purchasing department.)

During December the boys of the traffic department finished a handicap billiard tournament, which was hotly contested and furnished considerable amusement. The contestants were: O. P. Kellogg, A. J. Scott, L. S. McIntyre, E. J. Hyett, E. W. Soergel and J. J. Hubel. McIntyre won first prize, a \$15.00 billiard cue, donated by Brown and Hulien, by taking 11 games out of 15. Diminutive "Ed-

die" Soergel won second prize. "General" Scott, after much strenuous effort, won the booby prize, a small swinette. We understand that since the first contest the "General" has secured the signature of enough of the other boys to large enough handicaps, so as to leave no doubt in his mind as to who will win the next tournament.

The writer has been accused of being the author of "Just Gossip" on several occasions. One big 200-pounder threatened him bodily harm on account of one item. We are sorry to think the writer of "J. G." hasn't nerve enough to sign his own name, and trust this will help him regain his nerve and sign the articles.

Marion Roundhouse Notes.

Edw. Griffiths.

Twenty-three below zero, and Marion Roundhouse is still doing business, just as cold inside as out.

Roundhouse Foreman Yates has been on the sick list.

"Davy" Gordon is back from his trip down south but he says that the steam heat at home is better than on the road, these cold days.

New time card December 26, and passenger trains No. 10 and 17 were taken off of the main line, a new run was put on between Monticello and Calmar, on which is used one of the gas electric cars, with Engineer Luke Hammer in the front end.

Roundhouse Foreman Yates spent Christmas with his family at Perry.

John Law returned from a two weeks' visit at Cherokee during the holidays.

Robt. Skelton of Milwaukee is at Marion teaching a few of the "boys" how to operate the motor car.

Firemen Louie Zimpel and Lafferty have been working on the Dubuque division for the past 30 days.

Otto Bensch, the blacksmith, spent Christmas at Dubuque.



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Engineer Vaughn, who has been on the branch line has returned to Savanna, taking a "pool."

Engineer A. G. Voss, veteran K. C. engineer, who has been on the Cedar Rapids transfer job, is taking a 30-day lay-off.

Business is good at Marion Roundhouse; we are working full time, and have increased the force one machinist and one boilermaker.

Geo. Titus, the storekeeper, is still on the job, but finds time to look over his stock, which includes not only the calf, but a few pigs. Tite says that he is going to farm in the spring.

Machinist Joe Brown is again back on the job. Joe's health has improved, so he is able to stand the work again.

Wooden Shoe Doings. Superior Division.

Log business has been gradually increasing, and is now in full blast. Iron Mountain-Menominee log runs have put on two extra switch engines at Menominee and an extra run on the branch besides extra trains on the main line.

"Dick" Ainsworth's run, Nos. 31 and 6, has been bulletined and we understand that M. J. Clarey is the oldest signer for it. We don't know if "Morrie" has accepted the run or not, but if he has, will venture to say that no one will "bump" him—in fact he enjoys the distinction of never having been "bumped." (He is No. 1 on the seniority list.)

A few weeks ago the writer noticed that several of the brakemen of his acquaintance developed an uncanny interest in time card rules and regulations. We had time card for breakfast, dinner and supper with "ruling trains" for soup and "five minute variations" for desert. Whenever two or more of these ambitious young men would gather, the regular line of talk was forgotten and in place of that, we were put on some second-class train going west 23 hours and 45 minutes late with time card going into effect at 12:01 a. m. and after getting us out around Cedarville, Forst, or some pleasant place of like character, they would leave us to get in as best we could. However, there was "method in their madness," for a week or so ago about fourteen of these young men were called in for examination and while the results have not been learned, as yet, we are confident that they are now all first-class ticket punchers.

The grip epidemic has hit this section of the country also; it was especially bad during Christmas and New Year's season, and since this last cold spell and the prediction of a coming one, it has increased at an alarming rate. With the prospects of a coming snow storm and 30 below zero weather, we are much inclined to "get the grippe" ourselves, and taking our "grip" hike for the Wicked City and there do our railroading by the Hazards of Helen route; and at the same time contribute to the support of the great industry—the moving picture business. But on account of our loyalty to the company and the fact that we need the money, we think the storm will find us "on the job."

Leo Lynn, our famous day caller, has been promoted to the position of engine wiper, days. This well merited advancement has been due to his conscientious attention to duty. Whenever you found it impossible to raise 1496 you could be sure that Leo wasn't there or that "Diamond Dick" or "Nick Carter" were just closing in on the villain.

T. P. Adams is off on account of death of his brother-in-law.

I guess F. Swan must have one of Dr. Hick's weather almanacs. He disappeared some time before this cold snap and hasn't showed up since.

Red Gavin, night-hawk caller at the shops, is being considered for the position of day caller, recently vacated by Leo Lynn but on account of his ability to "raise the dead" by his quiet, careful (?) manner of bringing you out of your dreams to stay out, and because of the economical advantage that "top not" of his has

in the way of saving oil, we doubt if the change would be advisable.

First Trick Operator F. Bennett of Ellis Jct. is laying off. Berkstadt is in his place, Anderson has second and LaMere, third.

Sam Caddy has accepted the agency at Fredonia. Carlson goes to mass in Caddy's place.

Engineer C. A. Morgan is on the sick list.

Engineer T. C. Dwyer has returned from a trip to the Panama-Pacific Exhibition.

River Division Items.

H. D. Witte.

Chief Carpenter J. Ostrom made a business trip to the Cities recently.

John Fleming and daughter spent their Christmas at McGregor, Iowa, with M. J. Brennan.

Archie Donaldson, yardmaster at Eau Claire, spent a week at Thief River Falls, Minn., with his family visiting friends and relatives. His place was ably filled by Asst. Yardmaster Clarence Mcmillen.

Ole Loken, section man, had the sad misfortune of losing his wife by death the past week. We extend our sympathy to Mr. Loken in his bereavement.

Signal Maintainer Frank E. Stevens of Wabasha took two weeks' vacation. He was relieved by E. Schmidt. Frank knew the cold wave was coming.

Frank Poeschl, operator at Chippewa Falls, had a bad tooth Christmas week which enabled him to spend Christmas at his home in Durand.

W. A. Winters, third trick operator at Wabasha, transferred to Hastings Yard. Being relieved by Operator Mulhern.

John Monarski, baggageman at Eau Claire, has quit chewing Adams Standard on account of Switchman McMillan having run out of tobacco.

Norman Quandahl, bill clerk at Eau Claire, spent Christmas at Decorah, Ia., where his home is located. His father, N. M. Quandahl, is cashier at that place.

Frank Brown, C. V. baggageman, spent a few days at Winona with relatives and friends.

A fire broke out in one of the bunk cars at Wabasha recently and threatened to do considerable damage but that noble Brigade of Fire-fighters soon had it extinguished.

H. C. Kassabaum, roadmaster, made his semi-weekly inspection trip over the Wabasha Division last week.

A certain man's dog was killed at Wabasha yesterday trying to bite the wheels off a moving freight. Many complications set in. The owner wanted damages and called at the roadmaster's office to have things settled. The roadmaster told him it was off his division and sent him to Foreman Gorny, advising him that a stock report should be made out at once. Mr. Gorny sent this man to the agent, who listened to the story and then told him if he would try long enough he might get a million. Some of our roadmasters and agents have a few liberal thoughts, haven't they?

C. & C. B. Iowa Eastern Division Notes.

J. F. Raymond.

Gerald, the seven-year-old son of Engineer and Mrs. George LeGuire of Savanna, was seriously ill before Christmas with pneumonia. The parent's hearts were made very glad when Dr. Gray announced, Christmas Eve, Gerald had safely passed the crisis. Engineer LeGuire's hosts of friends rejoice with the family that their bonnie little boy is spared to them.

Operator Fred Lindmeier of Green Island was on sick leave for about 10 days. Operator Bollinger relieving.

Conductor H. F. Fox, Jack Higgins, Jack Dignan were all on the sick list for a brief period of time.

Dispatcher Willis Jordan called on us while enroute from Perry to his new home in Wausau, Wis. We are all sorry to lose Willis from the C. B. Iowa Division, but wish him success in his new field of labor.

Operators E. H. Claussen of Green Island and Curtis Marchant of Marion were grippe victims, but are now back on the job again.

Train Baggage man George Glover passed away at his home in Cedar Rapids. Funeral was held Sunday, December 26th. Mr. Glover had charge of a baggage car on Nos. 9 and 30 for a number of years between Cedar Rapids and Chicago. He was a faithful and competent man. The bereaved wife and daughter have the sympathy of a wide circle of friends on this division.

The new passenger run No. 27 and 28 put on between Monticello and Calmar, leaves Calmar 5:50 A. M., arriving at Monticello 9:10 A. M., connecting with No. 23. Returning, leaves Monticello on arrival of No. 24 at 6:50 P. M., arriving at Calmar 9:50 P. M. Conductor Frank E. Pike and Engineer Hanner have this run.

Conductor W. C. Hayward was on the Clinton and Freeport runs Nos. 53 and 39 during the holidays, while Conductor John Briggie enjoyed a visit with his family at Marion.

Baggage man George Woodcox of Marion was ill for a couple of weeks but has recovered and is now attending to duty, with his usual spryness.

Lineman James Tobin spent a very pleasant Christmas with relatives at Columbus, Wis.

Operator W. H. Campbell of Oxford Junction visited with friends in Kansas.

Operator H. E. Ramsey Jr. relieved Agent H. C. Gustafson at Arlington on account of sickness.

A card from Conductor S. G. Lund from Los Angeles says he is rapidly improving in health.

Civil Engineer Arthur Daniels of Milwaukee with his family visited with Marion relatives during the holidays.

We received a group photograph of "Louie" also the lady record clerks and Geo. Titus' calf and they will probably (not) appear in the Employees Magazine. We are afraid if we stood sponsor for the display of this picture, it might be another case of "when a fellow needs a friend."

General Yardmaster W. K. Saunders and Dispatcher F. W. Ray are frequently called

upon to assist us with Magazine items and they always respond. "Thank you gentlemen, and may your tribe increase."

General Master Mechanic J. J. Connors was at Marion recently looking after things in his department. He is always a very welcome visitor and has many friends among the Marion citizens where he used to reside some years ago.

James S. Keenan has gone to Aberdeen to accept steady work as dispatcher on the H. & D. division. Jimmy has received good training on the Eastern Division and is well equipped to give first-class service. We wish him success.

Engine Foreman Wm. Ryan and wife left January 16th for a trip to Live Oaks, Fla. They will stop over at Chattanooga, Cincinnati and other points, returning to Marion about March first.

J. J. Timson, engine foreman Marion Yard, has gone on a trip to California. It is rumored that he will not return alone.

On account of its being now season for carnival companies, Louie Pazor, chief yard clerk, Marion, is shining as a poultry fancier.

John Leming, engine foreman, Marion recently had an attack of blood poisoning, resulting in his being off duty several days.

Herb Price, day caller Marion, was off for a week the fore part of January inspecting the ice supply at Indian Creek.

There is a new driller starting work at Delmar Junction and we hope to chronicle before long a fine supply of water available at this place.

Agent Herb L. Steen of Delmar Junction made a flying trip to Chicago.

H. A. Sutherland of Marion, for many years engaged in purchasing right of way for the Milwaukee Co., has been appointed as one of the agents of the U. S. Government to appraise railway lands. His work begins in Mississippi.

Conductor Millard has been doing extra passenger work on Nos. 53 and 54 and on Conductor Dignan's run.

"One T.P."

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"O. B."

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Both "Old Rails but no rust on us"

Conductor O. E. Torrence is doing extra work on the Maquoketa-Davenport passenger run. Conductor John Reardon has been assigned to the run regularly.

Trainmaster B. F. Hoehn was in Chicago two or three days on company business.

Operator A. J. Campbell was off several days on account of Mrs. Campbell's illness. She was taken to St. Luke's Hospital, Cedar Rapids for a surgical operation.

Operator C. J. Storm of Clinton was away for a week visiting relatives.

Otto Beall who suffered a stroke of paralysis last Fall while employed at Marion roundhouse, wishes to express his thanks and appreciation through the Magazine to his fellow employes at the roundhouse, car shops and on the road, who contributed so liberally to a fund for his assistance. Mr. Beall is improving right along and expects to be able to resume work when the weather is more favorable.

August Peterson has been appointed yard foreman in the supply yard at Marion for the B. & B. department.

G. R. Barnoske has succeeded Harry J. Murphy as clerk in Roadmaster Barnoske's office. Harry has taken leave of absence for two or three months to engage in other business.

The Calmar line ice houses have all been filled with ice, cut at Waucoma, at this date (January 19). The ice is being cut at Oxford Mills for houses on Eastern Division and Cedar Rapids. This ice is of an extra fine quality, about thirteen inches thick.

Operator Minhart of Parata was away on three weeks' vacation visiting relatives and friends in Des Moines and Albion.

We have had severe cold weather during January, but everybody seemed to approach their tasks in a cheerful spirit, notwithstanding the many difficulties that accompany winter railroading. "Safety first" seemed to be uppermost in the minds of all. This is the commendable way.

East Prairie Du Chien Division Notes.

Margaret Murphy.

Engineer Mike Macedon has been confined to his home at Milwaukee with the grippe. Engineer J. Durish has been running Nos. 22 and 7 during his absence.

Section Foreman F. Leonard Whitewater was called to Chicago, Ill. by the death of his sister. Caller J. A. Pratt Madison spent New Years with friends at Milwaukee.

Operator G. E. Schuler has been transferred from Waukesha to Milton Junction. Operator Stephens is at Waukesha.

Machinist Chas. Kerwin, Madison roundhouse is back on the job again after a short illness.

Engineer J. J. Connelly and Brakeman James Connelly have taken a trip to St. Petersburg, Fla. to take a look over their fruit farm there.

Brakeman George Horr laid off a few days on account of illness.

Conductor I. Fuller and wife of Milwaukee visited relatives at Waukesha.

G. J. Callahan, Prairie du Chien, has been appointed freight inspector on the Prairie du Chien and Mineral Point Divisions.

Engineer James McShane has taken a trip to Roadburg, Oregon, to look over his farm there.

Engineer Chas. Doran is upon the W. W. Line in J. J. Connelly's place.

Mrs. J. True, mother of Brakeman Raymond True, died at her home at Milwaukee. The sympathy of the employes is extended to Brakeman True in his bereavement.

Engineers W. E. Wilson, A. J. Graves, Frank Lamphere, and Ollis Johnson have been laid up with the grippe. We all hope to see them back at the throttle soon.

Section Foreman H. Bohrman and wife of Waukesha attended the marriage of their son Albert, at Baraboo, Wis.

Engine Handler John Kelly, Madison, has been laid up with injury received about a week ago.

Pill Clerk C. Micka, Waukesha, spent New Years at his home at Janesville.

Engineer G. M. Gleason is on the pusher out of Madison in F. Lamphere's place.

Conductor J. Fox, Madison, is also laid up with the grippe.

Brakeman Chas. Horr took a short vacation. Brakeman George Horr worked in his place during his absence.

"Doc Grippe" has got hold of Conductor Ed Taylor, Brakeman R. Pedder and William McKeown.

Brakeman and Mrs. Karl Westphal, Milwaukee, spent New Years as the guests of relatives at Waukesha.

Engineer H. Bogard who was taken suddenly ill, is getting along nicely and we hope to see him back with us soon.

Engineer J. G. Hodgson is pulling the yellow cars while W. E. Wilson is off. "Jack" is the proud father of a dandy ten-pound girl but we haven't seen any cigars out yet.

Conductor Geo. Dann has been confined to his home at Janesville, a victim of the grippe. Conductor Ray has been working in his place.

Section Foreman A. Gach Stoughton visited friends at Chicago, Ill.

Paul Lambert, car clerk Madison, has lost his chair. "Reward."

Brakeman Chas. Knight was quietly married at Milwaukee. We are wondering if Charlie was a Leap Year victim.

P. H. Hayes, Yard Foreman, Madison, laid off one real cold day with a "toothache."

P. Tomkins, one of our oldest agents, died at his home at Milton January 13th. He was 88 years old and entered the service of the company in 1852.

M. Dempsev switchtender, Madison, has been confined to his home with injuries received December 31st. "Hurry back, Mike."

While at Waukesha, District Engineer C. Lamphan was a caller at Roadmaster Murphy's office.

E. Lawrence, machinist, Madison, is back to work after spending three-weeks with his parents at Omaha, Neb.

Mrs. H. Bensing, wife of Car Inspector H. Bensing, Waukesha, has been confined to her home with the grippe.

Mike Hardy and Wm. Carroll of Madison roundhouse, are also on the sick list.

Engineer P. Mills is back from Canada. He wasn't raised to be a soldier.

Engineer Geo. Push of the Prairie du Sac Branch, took a week's vacation. Engineer Carl Knope took his place while he was off.

A. Stewart, Baggageman, Waukesha has been laid up with the grippe. Wm. Jones is baggage man at present.

Engineer David Slightam has been confined to his home on account of illness. Engineer E. Barney has been pulling the yellow cars in his place. Hurry back, David, Barney is lone-some for the box cars.

Mrs. A. Smith, gatetender at Waukesha entertained friends from Lauderdale, Wis.

Brakeman "Doc" Forsythe has been laid up at his home in Milwaukee with injuries received when he slipped on an icy walk. We hope he will be back on the job soon.

News of C. & C. B. (Iowa), Middle West.

Ruby Eckman

Machinist J. W. Coil of the Perry roundhouse force has been off duty a few weeks on account of having had a couple of fingers broken when a sledge which his helper was using, slipped and struck Mr. Coil's hand.

Brakeman Gaylord Courtney has been attending business college in Des Moines for a few weeks while business on the road was light.

Brakeman J. A. Gill has been suffering with a badly burned hand. The injury was received while he was assisting his wife with some work about the house.

Rumor has it that Machinist Charles M. Langley has been purchasing considerable jewelry lately. No one seems to know who the fortunate recipient is.

Machinist John Eisle, one of the oldest employes on the Perry roundhouse force has been off duty for some time suffering with an attack of the grippe.

Machinist John McIntosh has been off duty for some time on account of sickness.

Brakeman Chester Henriel was called to Chicago a couple of times during the month

of January in connection with a personal injury case of a brakeman.

Brakeman Frank Upton was in Ogden the latter part of January, having been called there by the serious illness of a relative.

Brakeman Guy Carroll and wife have been spending a few weeks visiting with his parents in Kansas City.

Brakemen Arthur Bowers and Earl Conley are home from Wyoming where they have been spending a few weeks.

Conductor Frank Wagner, who was off duty a number of weeks on account of blood poisoning in a finger, has recovered sufficiently to be able to resume work.

Conductor W. H. Brown and family have moved into their new home which was recently completed in the Hindert Addition in Perry. The new location is much better for Mr. Brown as it brings him closer to the yard office.

Brakemen W. J. Moran and M. B. Moran have been spending a few weeks with relatives at Milan, Mo.

Mrs. O. R. Taylor, wife of Middle Division Conductor, has been quite seriously ill for a few weeks.

Conductor W. C. Hayward was called to Portland, Oregon, the middle of January as a witness in a government lawsuit.

Conductors P. J., J. M. and D. T. Reel and Carsmith Jno. Reel were called to Boone the fore part of January to attend the funeral of an aged aunt.

Machinist Fred Anton and family were called upon to mourn the death of their two months' old baby, death occurring the middle of January. The little one was sick but a few days.

Assistant Roundhouse Foreman Levi G. Swanson was one of the victims of la grippe during January, making it necessary for him to be off duty for several days.

Roundhouse employes report about a fifty per cent increase in condition of the heat in Perry roundhouse since the additional coils were put in. With the thermometer as low as 28 below zero which it has been a number of nights in January, the change in the heating system makes work much more comfortable for the men.

Engine Hostler J. E. Banyard has been off duty during the past month. His place has been filled by extra engineers.

Engineer Frank Hunter, who has been off duty for a number of weeks on account of an attack of typhoid fever, has resumed work. He took Engine Hostler Banyard's place for a few weeks.

Night Roundhouse Foreman Fred Dollarhide was called to Ottumwa Junction to meet his wife and children, who were on their way home from Texas, when one of the children took sick and it was necessary for them to stop at Ottumwa until the child improved.

The extreme cold weather has made it necessary for a number of the reserve men to be put on the list as the tonnage has been greatly reduced and more trains are necessary. A number of the older engineers have been on the sick list and extra men have been taking their places.

Boiler Inspector Ed Young spent a day in Perry the middle of January, looking after work in his line.

Operator J. S. Keenan of the Perry yard force spent Christmas in St. Joe, Mo.

Fireman George Lyon was off duty for several days the fore part of January on account of a sprained back.

Engineer John Heinzleman's family spent Christmas with relatives in Aberdeen.

On December 26 at Douglas, Neb., occurred the marriage of Miss Katherine Smith and H. H. Dollarhide, operator at Neola. After a short wedding trip they went to housekeeping at Neola in a home the groom had fitted up there.

On December 21 Conductor J. S. Knapp of the Middle Division and Miss Ebba Cook were married in Des Moines. They are making their home in Perry.

L. L. Ostrander, former clerk in the roundhouse office at Perry who was recently transferred to Sioux City, returned to Perry during the Christmas holidays and moved his

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family to their new home. Mr. Ostrander reports that he likes his new position very well and that his son, Gerald, is also employed as a clerk in the same office.

A number of brakemen from the reserve list were loaned to the S. C. & D Division to help that division during a rush of business the latter part of December.

Operator Thomas Griswold of Tama was quite sick for some time during December and January with an attack of typhoid fever.

R. D. Baker, signal maintainer at Manning, was compelled to be off duty during the latter part of December and the fore part of January. Mr. Baker was running his motor car between stations when he struck a horse which unexpectedly came upon the right of way. Mr. Baker was in quite a serious condition for several days, but gradually recovered from the effects of the injury.

Conductor P. J. Johnson and family were called upon to mourn the death of their little daughter, death occurring about Christmas time after an attack of scarlet fever. The nature of the disease made it impossible for their friends to assist them or comfort them in their loss, making the case especially hard for them.

Operator J. F. Keoster of Earling was off duty the fore part of January on account of the death of his mother.

John Fish, janitor at the Perry depot, was quarantined at his home during January, his daughter having an attack of scarlet fever. Fortunately the young lady was not very sick.

Conductor George Havill left the latter part of December for Palm Beach, Fla., where he has been spending the last few winters. Mr. Havill suffered the loss of the fingers of his right hand in an accident some time ago and now finds it impossible to work in this climate in extreme cold weather.

Conductor Elmer Gardner was called to Des Moines January 5 on account of the death of his father.

Roy Craig, formerly a brakeman on the Middle Division, who is now working on the Puget Sound line out of Seattle, spent the holidays in Perry with relatives. Roy was recently married and came East on his honeymoon trip.

George Kempf and L. M. Carleton held a series of interesting and instructive air-brake meetings in Perry the fore part of January. The meetings were well attended by engineers and firemen.

Brakeman C. W. Baker and Miss Blanche Curler of Perry were united in marriage in Omaha on January 12. They expect to make their home in Perry until spring when they will probably return to Auburn, N. Y., the groom's former home.

Conductor Joe Slater and wife were called to Donahue, Ia., the middle of January by the serious illness of one relative and the death of another.

J. E. Kent, oilhouse man at the Perry roundhouse, has been unable to work for a few weeks on account of sickness.

D. McCalab, who has been a signal maintainer helper at Van Horne, has recently secured a position as signal maintainer on the El Paso line and left the middle of January to take up his new work.

Facts and Fancies from the S. M. West.

J. W. Malone

Engineer John Crow has been laid up the past ten days on account of blood poisoning in his left arm. While he suffered considerably, we are pleased to state he is now on the rapid road to recovery.

Conductor J. J. O'Brien and Engineer John Crow were called to Farley, Ia., January 17, by the death of a relative. The sympathy of the division is extended to them in their loss.

Lineman J. J. Ashenbrucker and wife are rejoicing over the arrival of a bouncing ten-pound daughter at their home. The congratulations of the division are extended.

Brakeman Paul Cooper is back on the job after an absence of a few months.

Engineer Joseph Gilbert has been on the sick list the past week, but at the present writing is on the road to a rapid recovery.

Joseph Opie, general foreman, who recently underwent an operation at Austin, is back in the game with his usual old-time vigor and dash. We are pleased to see him back in his present good health.

C. J. Hanson, chief carpenter of the I. & D. Division, was transacting business and visiting friends at Madison recently.

Foreman Wm. Stump is erecting a new home in Madison, which when completed will be as cozy and nice a home as there is in the city of Madison.

Chas. Demick has resumed work as boiler-washer at Madison after an absence of ten days visiting relatives.

During the extremely cold weather it has been necessary to increase the force at the Madison roundhouse to take care of the heavy business.

Agent B. G. Bar, Okabena, who has been visiting relatives in the East, expects to return to work about January 28.

Agent A. E. Lambert, Chandler, has taken a ninety days' leave of absence and started for the warmer climate of the sunny south. Relief Agent H. F. Wendorf is relieving Mr. Lambert during his absence.

Chief Pumpman H. E. Powell, Madison, has been laid up the last few days with an attack of influenza.

Mr. and Mrs. John Kutcher are rejoicing over the arrival of a lusty young son at their home. The congratulations of the division are extended.

Conductor N. K. Tuttle is still confined to his home on account of sickness. We hope that he may soon be back in the game.

H. K. Blackford is relieving at Okabena during Mr. Barr's absence.

Clerk Arthur Anderson and family have been visiting friends and relatives at Milwaukee the past two weeks.

Engineer Geo. Lindsay and wife are spending the winter at Hot Springs, Ark.

Engineer John Murphy writes from the sunny west that on January 12 he enjoyed a fine swim in the Pacific. We can envy him here as on January 12 it was 40 below, and all we enjoyed was getting up and starting the Radiant Home No. 2 which had somehow or other gone on a strike.

Agent Hurlburt is now back at his post at Junius, while B. E. Newton, our faithful relief man is holding down the fort at Erwin.

Agent L. E. Baker Forestburg, expects to be off soon to visit relatives in Iowa.

O. D. Theopolis is relieving Agent Turner at Fulda, while Mr. Turner is attending to his affairs in the East. Relief Operator F. R. Bloom is now on second at Jackson, while Theopolis is absent.

E. M. Division Notes

Geo. M. Hayden.

When all your friends promise to send in lots of dope for the Magazine and then forget all about it—well this is the kind of stuff you'll have to read:

New offices opened up at Hamen and Valencia. Another trick put on at Nathan and Martinsdale. Josephine opened again. Too many work trains, and automatic signals taken out replaced by manual block gives a bunch of operators work and helps (?) the train dispatchers.

Charlie Rader, Lennep helper, days, off for a trip to Nevada, relieved by McNaillen, later bumped by Bob Chambers, who was later relieved by Hamilton. Fireman Roberts and wife East on a visit to Ohio and Pennsylvania.

Miss Bee Flynn, third at Lennep, off for a visit home over Christmas, relieved by Mr. Joiner, brother of our popular second trick train dispatcher.

Another trick put on at Summit with G. M. Henderson on second, bumped by H. C. Breckenridge, Charles (Pinkey) Harrold on third, and Mrs. Sill first. If it snows much more at Summit they are going to be short a first trick operator there until the section men dig her out of a snow drift. Just can see the roof of the bungalow now, and winter hasn't started. Bids will be accepted for living rooms in, around, on top or under the depot. Please rush.

Mr. Nash, a new man at Seikirk. Hughes, an old timer, with us, Hamen, days. Paris at

Josephine, and Mr. Hatton (this is Cardinal dispatcher). Bradley, agent Ringling. Elliott second, Soggy third. Curn, Thompson and Phare at Sixteen.

Kearby at Lombard off with Jimmy Campbell on the job; Monthey at Lombard second.

Mrs. Houston working first at Nathan account of shortage of operators, with Ben Ignatz Hollish on second.

Carlson and Cook on work trains between Hamen and Moynes stringing trolley wire. Kirwan between Sixteen and Josephine; Lyons at Nathan; Zeller between Nathan and Cardinal and Progreba between Cardinal and Deer Park. Will soon be stringing trolley Summit East.

Everything—and there are now four or five sections of it—has one or two helpers from Three Forks up the hill. Keeps all the folks busy movin' things with the bad weather and 22 below for several days. It can't last always though.

The helper out of Harlowton—some job, too, doubleheading fifteen and seventeen with the fastest man in the world on the engine—has been pulled off since the holidays. Also Three Forks helper for Nos. 16 and 18 since the first of the year, has been discontinued. Looks like old times with the nice collection of engines up around "SU."

Mrs. Sill at Summitt off about ten days to Butte and for a visit home over Christmas. Relieved by Ben Hollish, a brand new one, who later went to Nathan. G. M. Henderson, a B. A. and P. man, working at Colorado Junction on second Summit, was sent to Butte Yard.

Our friend, Otto, now has what he calls gentleman's hours: first on the West End account "Maggie" acting as chief. Suppose we will have to all say Mr. Magett now. Ain't it awful. This puts C. G. Brown on third, R. E. Joiner second, and the man who keeps 'em moving (no he didn't write this) on first.

Conductor Sterling spent Christmas in Three Forks with his family. He isn't

crazy about working so hard, after living at home and having the work train out of Harlowton for so long.

Conductor Coffin and wife are back from their visit to Kansas.

Whitie Dautremont is a foot higher since the new boy arrived.

Some folks along the east end were going to the masquerade at Ringling New Year's eve. They didn't go. Oh yes, they wanted to, but the train didn't get there; ask them about it. It's awful to sit around all dressed up like a Chinaman or a ghost for five or six hours and then stay home after all. Frances says she is going to start the day before next time.

Coburg Notes.

Night Yardmaster G. W. Harris, Mrs. Harris and son, George, went to Oklahoma to spend the holidays. Mr. Joe Sense relieved Mr. Harris.

The coldest weather since 1912 was experienced in Kansas City in January; the temperature went to 14 below one night. Icy streets and sidewalks threatened life and limb until a good fall of snow covered them.

Jimmy Gorman, former yard clerk and switchman, was married January 10 to Miss Ruby Dockins of Cillicothe, Mo. Jimmy's courtship was so ardent and strenuous that he found it necessary to resign his position of switchman, but his devotion has been rewarded.

Conductor Jerry Brosnihan of the Southwest Limited spent Xmas and New Year's visiting his old home in Wisconsin. "Uncle Del" Parker had the run in his absence.

Swithmen Gus Kellogg and Joe Sence and brakeman Russell Frew have all been off for some time on account of illness.

Switchman Maltby crushed his toes while working in the yard. Though the injury was painful it was not serious.

Operator Frank McCarthy of the yard office lost several days on account of the grippe.

DO YOU LIVE IN MINNEAPOLIS

If you do, it will be easy for you to start a savings club among your fellow workers, to be run in connection with the Thrift Department of this bank. Saving money is not a hard thing to do—but it is easier to do it in a group, with others, than to do it by yourself.

Start a Savings Club

Only one member of the club need make the trip to the bank. He will make the deposits for all the rest, every week or every two weeks, or every month.

This plan is explained in our booklet, Savings Service, page 14, furnished free. Make arrangements at window 24 to start a club or an individual account.

THRIFT DEPARTMENT

NORTHWESTERN NATIONAL BANK

411 Marquette Avenue, Minneapolis

Wedding bells and Xmas chimes mingled in December. The following brakemen were married: W. F. Jasper, Verne Willard, Herbert Stickney and Frank Ledwell. Congratulations, boys.

We are authorized to announce the wedding of John E. Golden and Miss Lucile Moore which took place at Laredo on January 20.

Chick West, for some years connected with the Milwaukee at Coburg as caller and who has been a night yard clerk for several months resigned his position to take up other work. Gus Ball, night carder, resigned to take the position of day yard clerk for the Frisco Ry. at Sheffield. Walter Scott and J. Daniels, yard clerks, are Joe Lieberman's assistants nights now, and Charley Willard is chief night caller.

Mrs. Martha Butler, first trick Suburban Junction, is laying off during the cold weather and is visiting relatives near Sturges. Operator Claude Carey is relieving.

Several new switchmen grace the board now and then, and they have all been kept pretty busy due to the sickness and minor injuries of the regular men and the severe weather.

Chas. A. Holcer, chief clerk at the roundhouse, has been laid up now for over a week with grippe and tonsillitis.

Tacoma Items.

F. J. J. Kratschmer.

Hello, McGinty!

"Dad" Davis had quite a siege of grippe last month.

As a Christmas present to the Milwaukee boys of Tacoma, the Shops went back to six days the week before Xmas.

P. A. Manley journeyed to Mt. Vernon, Wash., last month, presumably to put in an order for a supply of canned milk.

Miss May Gorman, formerly of the superintendent's office, has accepted a position in the general car foreman's office, filling a vacancy left by the resignation of Mr. Wehnes.

Joe Casey is just as big a "kid" as ever when it comes to coasting. Well, I'm with you, Joe.

Viv. Miller denies any knowledge of a "shower" given in his honor in a North End home last month.

Arthur Beinert is still having trouble with his eyes. Arthur is taking another trip over the line, doing a little instructing, and we hope the trip will benefit him.

Al Simons says there is only one thing in the world that he likes better than fudge, and that is more fudge. Thanks Margaret. How about that first box, Al?

Walter Johnson, lately of the Store Department, and at present attending the Bellingham State Normal school at Bellingham, was with us during the holidays, helping out on the upper floor. Walter has gained the distinction of being chosen president of the Tacoma Club at the school.

Chief Clerk Dad, Marvin is again engineering affairs on the lower floor.

Joe Smith, our genial warehouse foreman, had it pretty bad last month. But Joe says, "you can't kill an honest German."

Charles Gojny has cultivated quite a taste for stogies. On a recent trip to South Dakota Charley took four bits worth with him, and he says they lasted no time. Charley said the farmers out there called them "rat tails."

Our office boy suggests that some of the superintendents' and other offices practice a little economy in the use of envelopes, etc. He asserts that he recently received an envelope in the mail, which was so large that "he searched for two minutes before he found the little note which it contained."

Frank Buchanan's new title is Chief Snow Kicker, and Frank says he is so busy these days, that he hasn't time to eat. Cheer up, Frank: just think of the beautiful summer home you have up Sound.

Everybody was wondering why things looked so spick and span of late around the office. That's easy—Mr. Easter is back on the job.

Porkey Heward acted as school teacher for a few days last month, instructing the roundhouse foremen along the line as to the mak-

ing out of reports. We do not know whether Porkey rode in the parlor car, or the "side door Pullman," but anyway on his return he was confined to his bed for a few days on account of the "shakeup" received on the trip. Some seem to think that maybe the "Montana Squirrel" had something to do with it.

W. T. (Bill) Emerson, who hails from the C. & C. B. Division, has been appointed traveling engineer of the Coast Division to succeed Frank Buchanan, the enemy of snow. Bill is no stranger to us out here, however, having served in a similar capacity some four years ago, when "Buck" was acting district master mechanic. Mr. Emerson's friends will also remember that his dad is one of the oldest engineers on the road, and is at present running one of the fastest engines on the C. & C. B. Division.

Nothing new around Tacoma, except the New Year. Ouch!

Fred Lowert's jitney has the grippe.

The latest song hit of the season: "I didn't raise my voice to be a holler."

Firemen King, French, Godding and Cavanaugh of the Coast Division, have been transferred to the Mussellshell Division for temporary service.

J. Vivian Miller has been making "reguular" trips to Seattle of late and Roundhouse Foreman J. E. Brady informs us that he overheard his stenographer making a "date" over the phone on one of these occasions. Circumstantial Evidence.

Charley Eppert was recently seen trucking his own baggage around on the Flats, and it was reported that he and Joe Smith had a "falling out."

Dubuque Division Items.

S. A. Gobat.

The first annual dance given by the Machinist Lodge No. 379 at Germania Hall, proved a great success, there being close to one hundred and fifty in attendance. From the musical and vocal selections that were on the program we would not be very much surprised to hear of a couple of them leaving for the stage. The Shop Boys' Quartette is a credit to the Shops and all those that attended the dance are eagerly looking forward for the next one.

Leo McGovern of the store department accompanied by his wife, returned from Minneapolis, where they spent several days visiting friends and relatives.

Boilermaker Otto Phol of Perry paid us a visit of a couple of days. Otto is a Dubuque boy and his friends were sure all glad to see him.

Miss Mattie Kiebler of the store department spent a few days visiting friends and relatives in Mason City. At least that is what she tells us. We have no right to be suspicious Mattie, but that brother-in-law stunt is getting to be quite a chestnut.

Painter Foreman A. C. Quade is back on the job again after being laid up a couple of days with the grippe.

Carpenter Fred Beyer and family returned from a three weeks' visit with relatives in Hohenwald, Tenn.

Anybody looking for pointers about setting up stoves see our tinner. Bill Oswald. He sure is there getting around the "No Steam" question.

Superintendent R. H. Jones of the News Agency with headquarters at Dubuque, is the proud father of a little "Newsie" which arrived at his home January 8. Business will sure boom now.

Walter Doran of the freight house office force spent a few days visiting in La Crosse, Wis.

George Stern of the freight house office force spent a few days visiting with his parents at Clayton, Iowa.

Chief Carpenter Harry A. Cameron is again back on the job after being laid up for the past four weeks with pneumonia.

Emmett Ryan, clerk in the store department, spent a couple of days visiting friends and relatives in Chicago.

Conductor W. O. Cooper has returned to work after a few days' vacation.

Fred Potterveldt, otherwise known as "Fritz," has the misfortune to have a couple

of boils on the back of his neck which makes it very inconvenient for him to take a second look at a fair one should she pass him by.

Our stenographer, Fred Permantier of the master mechanic's office, is now quite an artist on the roller skates. Here is a fine chance for the fair ones, especially the beginners.

Conductor Golden is spending a few days visiting with his folks in Savanna.

The smiling face of our Yardmaster Eddie Kiesel is again seen on the job after being on the sick list for the past week.

David Laury, clerk in the general foreman's office, spent a couple of days visiting friends at Sioux City, Iowa.

Conductor Chalupka and Brakeman La Tronsch both reported on the sick list, have not yet returned to work.

Carpenter John Grimm and wife spent a few days visiting their daughter at Oerwein, Iowa.

Machinist William Woodward, accompanied by his wife and daughter, spent a few days visiting with friends and relatives at Independence, Iowa.

Raymond Wilberding, carpenter at Dubuque Shops spent a few days in Winona, Minn. From the amount of correspondence received by him at the Shops we are quite sure he was not visiting with relatives. From what we hear Ray has his eye open for a job in Winona as he is very much of the opinion that "two can live just as cheap as one." Try it Ray and let us know.

We are constantly being called upon to call the chief clerk in the B. & E. Dept. to answer the phone. We have since installed a buzzer and Arthur is very prompt in answering the call. The button has been pressed a couple of times by mistake and as Arthur is very good natured we cannot say how he feels about it.

Talk about war, none of them have it on the bowling battles staged in the store department during noon hour.

Did you see the names of Donahue and Walsh amongst the prize winners in that

tournament they started in. I have it from good authority that they figured on coping the dough—got fooled that time fellows, bring on your alibis.

Master Car Builder Phillip Renier has been confined to his home the past three weeks with a bad attack of the grippe.

Machinist Apprentice John Tully, has been laid up for the past week and a half with the grippe.

Tiresetter James Teeling has had the misfortune to have two of his toes smashed which will confine him to his home for a couple of weeks.

Painters Joseph Theobald and Frank Baule are enjoying a few days visiting friends in Milwaukee. No doubt we will hear about "Schiltz's" palm garden after they return.

To Guy E. S.: We have the old-fashioned ball cord kind here, but it seems that La Crosse hasn't either kind, as I notice that two couple from the La Cross Division had to go to Winona to use the ones there. If necessary we can spare a couple to help a needy neighbor.

Charles Karsch, assistant foreman in the car department at Dubuque Shops, passed away at his home on January 12, 1918. Mr. Karsch had been in the employ of the Milwaukee Company at Dubuque since 1896, and was a faithful and efficient employee. The magazine and a wide circle of friends extend their deepest sympathy to the bereaved family.

C. & M. Division News.

B. J. Simen.

On Christmas day old Dr. Stork played the roll of Santa Claus and presented Clerk N. A. Tritz and wife of Rondout with a bouncing baby daughter. I hardly think that many of us in checking over our presents can duplicate Tritz's acceptable gift.

E. L. Sloncer, has been appointed as agent at Glenview. He formerly worked in the Chicago Union street freight office.

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OLD NATIONAL BANK
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Savings Depositors

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The Bank of Personal Service

Fourth and Robert Streets

SAINT PAUL, MINNESOTA

John Quest has been appointed night leverman at Indiana street, Chicago.

On December 22 Peter Mick, train baggage-man on the Janesville line, was called to Madison, Wis., on account of the death of his wife's father.

Mrs. Jackson, wife of Conductor Jackson of Chicago, has been very ill with typhoid pneumonia for several weeks, but is now improving.

Peter Anderson, section foreman at Russell, was killed on New Year's day by No. 7. It was a foggy day and he was riding on a motor car.

Mrs. J. R. Porter, wife of Operator Porter of Wadsworth, met with an accident in Chicago on December 24 which resulted in her death. She was run down by an automobile truck while doing Christmas shopping. The remains were shipped to Wilkesboro, N. C., for interment. We extend to the sorrowing family our heartfelt sympathy.

Enginewatchman John Barbour of Libertyville has been laid up for several days on account of injuries received from a fall. He is getting along nicely and hopes to be able to resume work soon.

Fireman C. E. Anderson while passing through the Western avenue yards, going to the caboose on train No. 161 to deadhead to his home at Libertyville, was held up by a highwayman who struck him over the head, relieving him of what money he carried and left him lying unconscious across the tracks. This occurred at about 11 p. m. and he did not recover consciousness until about 4 a. m. when he stumbled into the roundhouse drenched to the skin, as it had been raining all night. He was able to resume work after a few days.

R. A. Helton, third trick operator at Rondout, accompanied by his wife, spent a day at Stoughton, Wis., visiting relatives.

J. R. Alleman, operator in "CG" Chicago general office, has been nominated as postmaster at Libertyville. All that is necessary to give him his commission is the confirmation of his appointment by the Senate. This is a second class postoffice and pays a salary of \$2,200 per year. Jake accept our congratulations.

Operator George F. Root, first trick man at Rondout, was off for a few days on account of the death of George Haggarty, his wife's brother, who was killed at Arcady Mill at Rondout.

Mrs. Corbett, wife of Conductor J. J. Corbett, has been at Gladstone, Mich.

Louis Gerhart, foreman of signal maintainers, and his brother-in-law, Anton Mattis, of Rondout, were called to Neillsville, Wis., on account of the death of Mr. Gerhart's brother, William. We extend our sympathy to the bereaved family.

Miss Kingsley, the daughter of Conductor J. W. Kingsley, has returned to Beloit to resume her studies at the Beloit College after spending her holiday vacation with her parents in Chicago.

What-Not's from the Milwaukee Terminals.

Josephine.

Everybody had the grippe. You can't belong to the ultra-fashionable set in Milwaukee unless you have suffered the pangs of "la grippe." The correspondent is just convalescing, and therefore begs to be forgiven for the brevity of the Milwaukee Terminals' column.

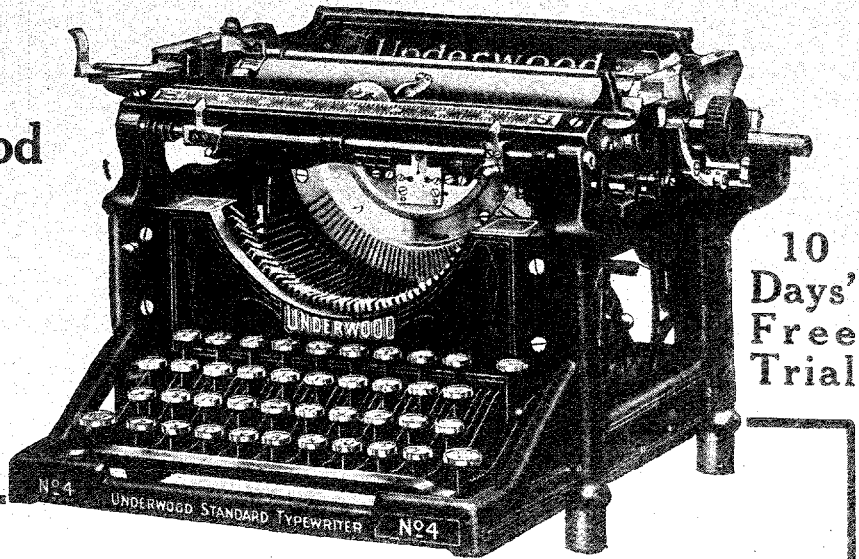
Geo. H. Dickson, yard clerk in the Milwaukee shop district, visited a sister at St. Louis over New Years, and reports having a fine time.

Ask Charley Green about the milk-fed duck that someone sent to him from the Air Line yard, on a switch engine. It was some duck—made of burlap and other valuables—however, Mr. Green insists that the head and feet were the real thing.

Agent Regan, North Milwaukee, is back at his desk after a siege of grippe. You have our sympathy, Mr. Regan.

Mr. and Mrs. H. A. Paulus have been entertaining Mrs. Geo. La Moin, Lind, Wash. Mrs. La Moin, whose home is in Wisconsin, has made several trips east, previous to her last one, and always traveled via some other road

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than the Milwaukee. However, her mind is all made up now to travel via the Milwaukee Road only, from now on, as the service on the Milwaukee is unexcelled. Mrs. Paulus will accompany Mrs. La Moin as far as Portage, on her return trip.

Cupid Kock is writing poems again, and they are "some poems"—Mr. Kock ranks second to none in the Milwaukee Terminals when it comes to making rhymes.

Mr. and Mrs. Earl Marsh spent New Years with Earl's mother, in Oshkosh. He reports Oshkosh is still growing.

Sted, are you really going to spend five big round iron men for a box of candy for me—if I don't get it before the Get-Together, don't neglect to bring it with you at that time. Will Mrs. Sted object?

JOSEGRAM:

News is scare,
Weather's bad.
The slimmest column
I've ever had.

North LaCrosse News.

H. J. Bullock.

Traveling Passenger Agent L. M. Jones of St Paul, transacted business here recently.

Veteran Switchman John E. Wilson has departed for Washington, D. C., to be gone until March, visiting his son and viewing the old military points of interest, where he marched as a Union soldier during the Civil war.

Traveling Engineer A. J. Klumb, General Car Foreman W. O. Davies, Superintendent J. A. MacDonald, were here recently endeavoring to keep things moving during the severe cold spell. This weather made a "heap" of extra work for the heads of all departments.

Roadmaster J. Wagner, who is very busy supervising the laying of new steel on River Division, gave us a pleasant call recently.

Operator Earl Andres of New Lisbon, dropped in on us a few days ago.

Operator Kruger was off a few days account sickness, being relieved by K. D. Smith.

Operator C. J. Higgins spent Christmas at Watertown, relieved by E. S. Manning.

Ye correspondent has had a serious time with grippe and blood poisoning. Improving, but very slowly.

Council Bluffs, Iowa, Notes.

Mrs. Helya Hackstock.

Railroad men were not forgotten in the will of the late General Grenville M. Dodge of Council Bluffs. When his will was filed, it was found that he had left the sum of \$50,000.00 to the City of Council Bluffs to be used to establish a public library, reading room and bath for the free use of all railroad employes in good standing. This is something for which the city of Council Bluffs has great need.

General Dodge, who was the only surviving Major General of the Civil war, passed away at his home in this city, January 3rd, after reaching the ripe old age of eighty-five years.

Mr. Arthur Dunigan of the car department has been called to Kansas City on account of the illness of a sister.

Fireman Lewis Howe and wife are contemplating a trip to Florida to spend the balance of the winter.

Roundhouse Foreman Graff is in receipt of a cigar of gigantic proportions, about the size of the average ear of "Iowa Corn." It is the gift of friends at Dubuque.

Carsmith Nels Anderson had the misfortune to fall at his home recently, and fractured several ribs. He is progressing nicely.

Nels Jensen, veteran car cleaner, has been ill for two weeks with a bad case of the grippe.

The correspondent is very glad to be able to resume her duties after an illness. She takes this opportunity, although late, to wish everyone a very happy and prosperous New Year.

Switchman Jno. Butler has been off for several weeks enjoying a vacation.

Special Officer F. A. Burke, who has been with our company at this station for fifteen years, has accepted a position with the secret service department of the C. B. & Q. Ry.,

which is a promotion over his position with this company. He has our wishes for the best of success.

J. M. Batten of Omaha, Nebr., was appointed to fill the vacancy left by the resignation of Mr. Burke, and he contemplates moving his family to Council Bluffs soon.

Mrs. Jens Jensen, wife of "old Jens," our oil house man has been ill with the grippe.

Car Carpenter Chris Christensen has had considerable sickness in his home. Mrs. Christensen has been sick for several weeks, and there is also a sick child.

E. Collings, chief carpenter, was a business caller on January, 8.

Yard Foreman Wm. Kilgore is busily engaged filling the ice house. Yard Foreman Slack Peterson has just returned from a trip to the coast having visited Portland, Seattle and San Francisco.

Items from the I. & M. Divison.

Katherine McShane.

On the morning of January 3, an accident occurred which proved fatal to John G. Regan, foreman at coaling plant at Austin. While Regan was crossing the yard after attending his duties he was caught by the switch engine and instantly killed. Regan has been in the employ of this company in various capacities for many years and the company loses a faithful man; the most heartfelt sympathy is extended to the bereaved family. His wife and six small children are left to mourn his loss.

Mr. McMillian and W. Smell were business callers in Austin, recently.

Section Foreman R. J. Deneen and sister returned from Taopi, where they attended the funeral of their cousin, J. Liberty.

Roadmaster's Clerk Hanson and Foreman McKinzie of Albert Lea, were in Austin on business this week.

Switchmen Ed. Erickson and J. Skinnion went to Minneapolis to attend the Gibbons-Ahern prize fight.

Brakeman L. Quist and Hockmen are both laying off on account of sprained ankles.

Engineer Sam Jones is planning a trip to the west and south to be gone about three months. Jones has commenced to think that Minnesota weather is not as flowery as it might be so its him for California.

The Ladies' Auxiliary to the B. of L. E. held their annual meeting and election of officers Tuesday, in Austin.

There was a joint meeting of the I. & M. and S. M. Safety First Committees, held in Maureks' Hall in Austin, January 4. There was a very good attendance and good results are showing up from the work along this line. Superintendent Thiele of Minneapolis was among those who attended.

Agent and Mrs. J. E. Ober of Austin are going to Owatonna this p. m. to attend "The Birth of a Nation."

Pete Schaffer and Robert Woolly, B. & B. men are laying off on account of sickness.

Thos. Thompson, section foreman, at Lyle, has returned after having spent a week with relatives in northern part of this state and North Dakota.

H. J. Murphy of the chief operator's office in Minneapolis, spent Sunday at his home in Austin.

Mrs. Al Kurzejka has returned to Minneapolis after spending three weeks with her mother in Cleveland, Ohio.

A. F. Boyles has accepted a position as coalhouse foreman at Austin.

Mrs. A. J. Anderson, wife of Ex-gang Foreman Anderson is expected the last of the week from Sioux City, Iowa.

Miss Lola McShane, daughter of Roadmaster McShane, has returned to Saint Teresa College at Winona, after spending the holidays at home in Austin.

We forgot to mention in our last items the marriage of Richard Taylor and Miss Clare Klopine. Mr. Taylor is one of our genial machinists in Austin shops, and the good wishes of all are extended to the young couple for a long and happy life.

Northern Montana Division.*Florence Morden*

Engineer W. D. Eggleston and wife returned recently from a visit at Oelwein, Iowa, and Mr. Eggleston is now driving the switch engine at Great Falls, relieving Engineer Pendarvis, who returned to the R. M. Div'n.

Conductor W. A. Harnack is spending a few days at Deer Lodge. By way of explanation we might add that Mr. Harnack's stay there is not compulsory; he is there on a visit.

C. D. Richardson, assistant city ticket agent, Seattle, spent a few days in Great Falls visiting at the home of Mr. Breitenstein, secretary of the Great Falls Commercial Club.

Mrs. Verne Cotton, wife of Conductor Cotton of Moberge, is visiting her parents, Mr. and Mrs. Geo. Dollmair, at Falls Yard. Conductor Cotton's mother is also visiting at the Dollmair home. Mrs. Cotton, Sr., comes from the same town in Iowa as does our local correspondent.

L. C. Searle is with us again as second trick dispatcher.

Conductor V. F. O'Dell has gone to Seattle to attend a meeting of the O. R. C.

Conductor J. F. O'Hanlon has been on the sick list for a couple of weeks.

Conductor B. S. Ford and wife are visiting in Michigan and Iowa.

Conductor T. F. Sackett is away on an extended trip.

Engineer W. P. Gleckler spent the holidays in Des Moines, Iowa.

Fireman Wylie Alien has returned from a trip to Albia and other Iowa points.

Fireman B. O. Valentine is spending a well-earned vacation with his parents in Nebraska.

Conductor J. E. Allen and wife were called to Peabody, Kan., by the serious illness of Mrs. Allen's mother.

A. M. Peterson, cashier at Lewistown freight office, will relieve Agent Underwood at Roy, who will visit in Chicago and Seattle. W. F. Detterman will relieve Mr. Peterson as cashier.

H. G. Merkel has returned to his duties

as agent at Geraldine, after a visit in the East.

A. O. Thompson, clerk at Lewistown freight office, and wife, will return soon from Babel, Minn., where they have been visiting.

R. M. Fields, ticket agent at Great Falls, has gone for a visit in the East. Owing to Mr. Fields' evident hesitancy about discussing the matter, the only thing we can say at this time is that his return passes read for two. Particulars later.

Special Officer D. L. McKay of Spokane spent a day in Lewistown recently.

Callboy Archie Hohmann is spending a few days in Butte on business.

Traveling Engineer Cleveland spent a few days in Lewistown recently.

Section Foreman Wm. Quinn, wife and daughter are expected back in a few days from Clermont, Iowa, where they have been visiting.

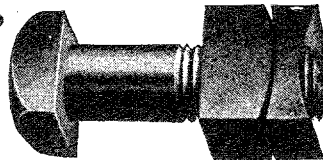
On January 11, Engineer Henry Hansen was passing around the cigars and when questioned, he said there was a "fine, big engineer" at his house.

E. B. Cornwell arrived in Lewistown January 12 to assume his duties as chief train dispatcher, Mr. Welch having been transferred to the Rocky Mountain Division. We wish both of them all success in their new positions. We might say that we miss Mr. Welch very much and also his good advice which he dispenses without fear or favor. Inasmuch as he considers that we still need some he has promised to send it to us whenever he thinks up something especially appropriate to the occasion. "Flossie" is used to it by this time and he can do his worst!

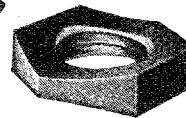
News From the Baggage Dept.

C. O. Jennings, T. B. M., between Butte and Lewistown, has been transferred to the main line running between Spokane and Miles City. We are sorry to lose C. O. as he is a first class man in his line. Our loss is a gain for the main line.

We are sorry to hear that T. B. M. Huseman

Write It Right!***"Boss Lock Nuts"***

When you specify don't say "Lock Nuts"—but write it "Right"—put it down this way:—

***"Boss Lock Nuts"***

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suffered paralysis of the right side not long ago in Great Falls just before going out on his run. He is again on the job, however.

T. M. B. Julien of Nos. 116 and 117 took a well-earned lay-off about Christmas. He claims to have spent most of his time in Lewistown on account of being initiated into the Elks Lodge, but we are inclined to think he is interested in the bookkeeping department of the Montana Flour Mills. Oh, you Al!

The reliable and ever courteous depot express agent, John Martin, has gone to Anaconda to take the cashiership at that place. We will miss Johnnie but wish him the best of luck in Anaconda, or wherever he goes.

R. & S. W. Notes.

H. J. Beamish.

Conductor Hayes and Engineer Callahan spent Christmas with relatives at Elkhorn.

Conductor Tilton off for one trip, Dec. 23; Buege on run.

Assistant Agent H. E. Hayes, Elkhorn, spent Christmas with relatives at Evansville, Ind.

Operator Miller, Burlington, spent Christmas with his parents at Shannon; Unverzagt relieving.

Account regular train delayed No. 10 ran in two sections Dec. 20th, Hayes conductor; and January 1st, Hamer conductor.

Work train with a gang of thirty men picked up old ties on the east end the last of December. Arries in charge of train.

Conductors Horton and Muckerheide took Christmas off—McGarry and J. J. Regan on their cars.

C. Gradt and A. Nelson made a bridge inspection trip, on east end, January 4th.

Baggage man Burke trains 23 and 24, off on account illness the first of the month.

C. H. Bush, ticket agent Beloit, made a business trip to Chicago January 12th.

W. P. Moran was at Beloit January 12th looking up the old cars.

Yardmaster L. W. Carlton, Beloit, off two weeks on account of sickness, relieved by

Helper W. T. Scollard, he assisted by J. T. Barrett.

The telegraph office at Beloit has been treated to a complete new wiring, thanks to Lineman H. Spear.

A. G. Calkins, State street crossing watchman, Beloit, off several days account sickness; relieved by Mr. Walker.

Conductor J. C. Farnum on Nos. 97 and 98, off several days; relieved by Dan Desmond, he by C. H. Phillips; Phillips later relieved by a C. & C. B. Ill. man, account sickness.

Operator Sughrue Rockton off account sickness; relieved January 11th by C. H. Embick from Beloit (P. Pratt working Beloit) January 12th by W. Sloan; later by O. Kline from Mt. Carroll.

Brakeman I. V. Lynch spent New Year's day with parents at Rockford.

Conductor J. T. Regan relieved by J. W. Rossmiller on way freight holiday week.

Brakeman Roy Hixon says he went hunting last fall to learn where and how to find those long-horned, broad jumpers. Next fall he should bag one of them, now that he knows where they roost.

Brakeman H. Artlip off Dec. 16th account sickness; relieved by J. T. Barrett.

Conductor Desmond relieved by F. M. Arries Dec. 16th on work train, account sickness.

Conductor A. Hermes relieved by J. Gregory Dec. 27, 28 and 29 on No. 365, account sickness.

Company Dr. E. M. Cole, located at Rockton, suddenly passed away at his home Dec. 22nd.

Brakeman H. A. Brice and wife spent Christmas with relatives at Freeport.

E. L. McGowan, car foreman, Beloit has a new green hat.

Engineer J. Hagedorn relieved by Engineer Otto, on Nos. 35 and 36.

We would be very grateful to Mr. H. L. Miller, agent New Lebanon, if he would mail us a bottle of those new "mustaches."

Brakeman Tige, 35 and 36, off few days account throat trouble.

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WE PRINT THIS MAGAZINE



G. O. Smith relieved Victor on the day patrol run, January 16th.

Conductor Cavey, 23 and 24, off few days from January 12; Kinney on the run.

Agent Bradway, Davis, has been appointed freight inspector. Davis agency open for bids. Savanna news—Born, to Mr. and Mrs. E. D. Cook, Dec. 18, a boy. Born to Mr. and Mrs. J. D. Voltz, January 4th, a girl.

A correction—"H. J. B.—Correct you write-up of last month; M. H. K. did not go to Indiana for holidays; he went to Milwaukee. He could not talk German so they must have pinched him as he was due back the fourth and didn't show up until the sixth. He has not proven an alibi, to date." (Always glad to acknowledge an error.)

Jack Regan advises all conductors to switch the new spur track, at Union Grove, by hand. Claims the chances of an engineer getting out are slight.

Black Hills Items.

T. A. Biggs.

Miss Katie Klinkner visited her parents at Caputa the last part of December.

Miss Goldie Hynes of Scenic visited at the home of her sister, Mrs. Ed. Roller, at Murdo during the last week of December.

Section Foreman Alger Wendt and wife of Scenic spent Christmas with Mr. Wendt's mother at Murdo.

Lineman E. M. Young made several trips to Sioux City during the last month, where Mrs. Young and daughter, Gertrude, have been visiting relatives for several weeks.

Miss Vera Allen went to Mitchell December 25 to visit her friend, Mrs. Fay Higgins, returning January 8.

Miss Bessie Yerka, who is teaching at Farmingdale, S. D., spent her holiday vacation with her family at Murdo and friends at Sioux Falls. After February 1 she is going to complete her course at the Spearfish, S. D., Normal, graduating in June.

F. S. Rodger, assistant superintendent of motive power; W. M. Snell, general car foreman; G. P. Hodges, master mechanic, and A. A. Ricks, roundhouse foreman, made a trip of inspection to Rapid City January 11.

Miss Frances Younglove of Stamford returned from a visit at Sioux City January 2.

Carroll and Everett Smith, sons of Engineer Smith, returned to their home in Rapid City January 2 from a visit with relatives and friends at Mitchell and Mason City.

Mrs. P. G. Gallagher spent Christmas with her parents at Plankinton, S. D.

Mrs. Jas. Johnson, wife of Engineer Johnson, spent Christmas with her husband at Murdo.

Mrs. D. A. Church, wife of Conductor Church, returned to her home at Murdo January 3 from her visit with relatives and friends at Scotland, Mitchell and Chamberlain. Mr. Church has been laid up for several weeks on account of injuries received by falling on a coach step.

Mrs. J. R. Quass and son, Clement, of Murdo went to Rapid City January 5 to visit at the home of her brother, Agent B. E. Jennings.

Pebbles from the Musselshell.

W. F. Maughan.

J. H. Jesser, second trick operator at Melstone, left December 18th for a visit to his old home in South Dakota.

Mrs. W. F. Maughan, wife of the car foreman at Melstone, has gone to the coast for the winter.

Walter Martin who has been in charge of the water supply on the west Musselshell for several years, has taken a position with the company at Vananda, between Melstone and Miles. Walter, we will miss you around Melstone.

C. B. Levens has taken charge of the water supply between Miles and Harlowton. C. B. has been in the bridge department for several years.

Conductor Wm. Kelley has taken the local between Miles City and Melstone, Sunday lay-over at Melstone.

Conductor Riley, from east of Miles, is now on passenger between Miles and Harlowton.

Superintendent H. Spencer stopped off at Melstone on January 7th.

Making Hotel History

Every Room at the Fort Dearborn Hotel, Chicago, is now \$1.50 per day—no higher. You don't have to ask the clerk the rate when you register.

500 rooms with private bath or private toilet—all with outside air and light.

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Basin Territory*

Mr. J. W. Ross has been appointed trainmaster of the Musselshell Division, vice F. C. Dow, transferred. Fred, we hate to see you go.

Mrs. A. Baltz and son Harry have returned from the old home in Wisconsin where they spent Christmas. Al says it's tough to have to start a fire at 40 below.

Roadmaster H. M. Delhart of the West Musselshell is watching his division closely this cold weather.

A. C. Beinert, chief timekeeper from Tacoma, was over the division the first of January.

Extra Passenger Conductor A. D. Anderson from east of Miles was in Melstone a few hours on January 7.

Conductor M. M. Galvin and wife have been enjoying a visit with Mrs. Galvin's sister, Miss Ruby Doud of Moberidge.

Car Repairer C. G. Mittelle, wife and daughters left January 20 to visit friends at their old home in Winona, Minn. Charlie says he is going to stick his feet under his mother's table once more.

Mr. Roy Doud, dispatcher at Moberidge, was in Melstone January 15, visiting his sisters, Mrs. N. M. Galvin and Ruby Doud.

It is reported that water was standing around the Miles City shops in January, and still it has been 40 below zero. This brings out some of the stories of early days, when the snow was so deep they had to put wood down the stove pipe to keep fires going.

Brakeman McCartney has been handling the night switch job at Melstone for a few days.

Some of the boys wanted to know why your correspondent did not write up a page or two on Musselshell news. We will do what we can if they send us the items. Put them in an envelope and send to the correspondent at Melstone.

Conductor Wm. Kelley of the local has been laying off, Conductor C. E. Van de Vort covering the run.

Mrs. B. W. Goggins and daughter, Lucille, wife and daughter of the roundhouse foreman at Melstone, left on January 20 to visit her parents in Des Moines.

Mrs. Corcoran, wife of the agent at Badow, has been visiting her sister, Mrs. Dr. Hedges, in Melstone.

Our popular assistant claim agent, J. B. Strickland of Miles City, says it's pretty hard to tell how a deer tastes when one has so many friends.

First Trick Operator R. F. Wilson at Melstone is laying off, W. O. Warren from Seattle relieving him.

La Crosse Division Doin's.

Guy E. Sampson.

Passenger Conductor Mat McCormick is reported much improved and able to visit the boys around the depot at Milwaukee. Mat has been off several months and his many friends are more than pleased to see him able to be out among them again.

Your correspondent and family spent the holidays at Wauzeka on the farm. We might tell how many chickens we helped put away and you would no doubt believe it, but no use to tell how many cords of wood we cut for—well those tales are not always swallowed.

Sure "Sigh" you may be right, but why can't you invent some signal of a petticoat variety, for it might be a great help on 35-car trains.

Say Sted have Mrs. Sted try Mrs. C. L. Lauer's recipe for apple sponge cake, same to be found in January magazine. Two hours after I got the magazine home Mrs. Sampson asked us to try a piece of cake made from this recipe and really I think you will like it fully as well as Kitty's Kiss Kake.

A new ice house to replace the one destroyed by fire last fall was erected this month at North La Crosse. While the old one was built opposite the depot, the most convenient place at the time, the new east yard where all trains now pull in made it necessary to build the new ice house between the

C., B. & Q. tracks and the stove foundry adjacent to No. 12 tracks. The building is 38x168x31 feet with a 3,000 tons capacity. It is a C., M. & St. P. standard ice house, all modernly equipped. Air hoist and electric lighted; 1,200 yards of filling was required. The filling and foundation work was done by company laborers. The main body of building done by contractor. Building rushed to completion in order to be put in service this season.

W. P. Long now carries the flash light and other tools needed in his official position looking after car seals and other company business in east yard at North La Crosse, nights.

The Wauwatosa switch run has again been on, also the Oconomowoc switch run. They sure are a relief train for the way freights, as their work besides the local's regular work made an undesirable job on account of long days for way freight crews.

Conductor Geo. Acer has been taking his layoff and Conductor F. Varney is running the M. P. passenger during George's absence.

Conductor Usher on the Madison & Watertown run was off for the holidays. Conductor Francis, who is regular brakeman on the run, took charge of the train during Mr. Usher's absence.

Brakeman J. McDermott was off a couple of trips this month attending the funeral of a brother-in-law at Fond du Lac, Wis.

Brakeman J. B. Monks was off a few days on account of sickness in his family.

Conductors M. McQueeney and H. B. Stowers both had a tussle with la grippe this month. Several others had a touch of it, but kept going.

Conductor Martin Larkin was called to bury his aged mother January 8. Conductors John and Pat Larkin, nephews of the deceased, also accompanied their aunt to her last resting place. The sympathy of all La Crosse Division employes is extended to the bereaved ones.

Engineer Frank Lee had the misfortune to have his thumb badly jammed by a reverse lever on his engine going down suddenly.

Chief Carpenter Wm. O'Brien of the B. & B. Dept. was in La Crosse January 6, and when asked for news items told us of many improvements on viaducts, depots and station buildings within the last year, all of which would now be old news; but, better still, he promised to give us a few items of interest from his department occasionally. Good. We need more news from points on the division which your correspondent seldom visits personally.

Recently while a freight train was passing a section crew on a straight piece of track the foreman waved at crew on caboose which they took for a signal that everything on their train was O. K. Nevertheless while going around a curve within a half-mile of where they passed the section crew they observed two hot boxes on the side of train that section crew stood. Had fine snow been blowing the train crew might not discovered the trouble especially after getting a signal from section men. We again ask all employes to observe passing trains and unless satisfied everything as far as they can observe is all right don't greet the crew for fear they misunderstand your meaning.

V. B. R. Why the very idea! We still are younger than some who do wear long dresses.

The blizzard of January 12 came quick and fast and we know as we left Portage with a summer train just as it struck. Thermometer fell 30 degrees while we were making the trip. Engineer Hamela said he was afraid to let the train stand still long enough to take a full tank of water for fear it would freeze up so he would not be able to start, so averted this danger by taking a part of a tank at each water spout. We just had to hit 'em all.

Switchman Wm. Brockman was called upon to bury his father, who died at Portage January 12. Sympathy of co-workers is extended to the bereaved ones.

Engineer Bert Montieth was called to Milwaukee this month by the serious illness of his father.

What has become of our La Crosse Division, Wisconsin Valley Division and Northern Division boys who went to the lines west of the Missouri River? Occasionally see Harry Adam's name but fail to see Pennewell, Geo. Davenport, Wm. Washburn, Wm. Harneck, Charley Davis and many others who might still be bucking the extra list had they stayed with us. Let us hear of them.

Yardmaster Thos. Bloomfield of Portage made a biz trip to Chicago this month

Conductor Ed Wyman had the misfortune to injure his ankle and is laid up at his home in Portage. Conductor Fred Flanders has charge of Ed's crew on the work train which cares for the wants of the two extra gangs that are laying steel.

The steel gangs are now camped at Lyndon and under Foremen Kelly and Blank are making some new records in rail laying.

Conductor John Steiner, who has been off duty the last year on account of sickness, was able to get back in the harness for a few days this month.

Conductor Jerry Lynam has returned from his annual "big feed" at Elroy and is again on the job. Says he had the time of his life and he sure don't look starved.

January 10 the La Crosse Division lost a beloved employe when Crossing Tender P. J. Toohey of Sparta died at his home in that city. Mr. Toohey had received a great deal of praise from the company for the perfect manner in which he performed his work, also for his careful watchfulness and his interest taken in Safety. Being a lover and expert grower of flowers, this little switch house and grounds about it was a beauty spot admired by all who passed it either by train or team. He leaves a widow and one son to mourn their loss. The sympathy of all employes is extended to bereaved ones.

The announcement of the approaching marriage of Miss Josephine Healy made its appearance in a Milwaukee paper recently. We are wondering if it can be our jolly Milwaukee Terminal Correspondent. Tried to get "One T. P." on the line feeling sure if the worst is true he no doubt had received a "bid." But suppose he has his hands full and maybe his phone bell wears a muffler now. Can't say.

Ex-Passenger Conductor Wm. Brannon got as far West as La Crosse January 17, running second 101. Will is the youngest passenger conductor on the division, but the extra cold weather has called them all from off the box cars to our extra sections of passenger trains.

We understand Operator P. Cull of Raymore is on the sick list, also some other office employes on the division have been off for a day or so at a time during the month, but we are unable to get any authentic reports so if any one is not mentioned please don't put the blame at our door. The invitation to contribute items of interest is still open to all and we will be only too glad if you will tell us or write us at Portage or La Crosse by train mail. Co-operation will give us as newsy a column as any.

Operator B. L. Polson took the first trick (or Mayor of the electric-lighted city) at Raymore during Mr. Cull's illness. Then went to Tomah and relieved Operator Fred Hoker for a week.

C. & C. B. IOWA MIDDLE & WEST.

Ruby Eckman.

Word was received in Perry January 16 of the death of James E. McDaniels, formerly a brakeman and switchman at Perry. He was working out of Mitchell and died from injuries received.

G. L. Bucknam is working second trick in Perry yard for a few weeks.

J. S. Keenan who has been working first trick, Perry yard, and doing extra train dispatching at Perry, has gone to Aberdeen to

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Worth your While to Investigate These Liberal Policies at Once. Don't delay—it may be disastrous to YOU.

General Offices Accident and Health Dept.,
 Saginaw, Michigan.

take a position as dispatcher, doing temporary work. During his absence A. J. Elder is working first trick at the yard office.

Operator Clark Lewis has returned to work at Coon Rapids after a six months' layoff during which time he visited in Florida.

Agent C. A. Case of Panama was called to Harlan the latter part of January to attend a law suit. He was relieved by Wm. Uptegrove, relief agent.

Agent G. L. Arrsmith of Bayard was installed as Grand Patriarch of Iowa of the I. O. O. F. at their annual meeting in Waterloo, in October. The office is the highest in the state which can be held by any member of the I. O. O. F. and Grant's friends have congratulated him upon the honor.

Emmett Hawk of the water supply department welcomed a bright baby girl into his home the fore part of December.

Charles Book of the B. & E. Dept. left the middle of December for a visit with relatives in Seattle and other Washington cities.

Brakeman John Searles and wife visited Christmas with their relatives in Freeport.

E. B. Oehler, freight brakeman on the Middle Division, spent the holidays with relatives in Delhi, Ia.

W. J. Murphy, eldest son of Engineer W. T. Murphy, left December 16 for Anapolis Md., where he will enter the preparatory school. He expects to remain there for a few months and return to Iowa in the spring and take the competitive examination for entrance to the naval academy. His brother Charles has been there for a number of months for the same purpose.

Engineer Joe Calhoun and family went to Sulphur Springs, Ark., to spend the holidays with relatives.

Engineer W. D. Rait spent a few days the latter part of December in St. Paul attending to business matters.

Fireman E. C. Moore deserted the ranks of the bachelors the latter part of December and was married in Council Bluffs to Miss Anna Adams, a young lady of that city. They will make their home in Council Bluffs.

Lineman Charles Robertson's family spent the holidays with relatives in Wabasha and St. Paul.

Signal Maintainer H. E. Shinn, who is stationed at Herndon, is now comfortably situated in his new home, he having recently joined the ranks of the married men.

Wm. DeVault of the signal department is now using a fine fountain pen which he won in a contest held at Herndon to decide who was the homeliest man in the town. Mr. DeVault has made himself quite popular with the railroad men, and they all cast their votes for him.

W. F. Seemuth, signal maintainer at Slater, took a lay-off about the Christmas holidays and when he returned from Nye, Wis., brought with him Mrs. W. F. Seemuth, who was formerly Miss Pederson of that city. The groom had a house all neatly furnished and ready for occupancy on their return from their wedding trip.

Conductor R. L. McGuire's wife and children spent the Christmas holidays with relatives in Salida, Col.

Brakeman A. E. Peterson, left the middle of December for Livingston, Mont., to look after some land interests.

Coast Division.

Mr. and Mrs. L. L. Stewart of Huntley, Minn., are spending the winter with their son, F. E. Stewart, agent, Sumner. L. L. Stewart has the distinction of being the oldest agent and the oldest man in station service on the Southern Minnesota Division of the Milwaukee Railway, having spent forty years at various stations on that division.

Supt. F. E. Willard of Missoula, Mont., was a Tacoma visitor recently.

Edith Israelson, our telephone operator, has been confined to her bed the past week, having a severe attack of the grippe.

Talk about hard luck. Our old friend John Howe surely had his share of it. John copied

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the rotary snow plow and could find no one to relieve him during the holiday season. The lights were burning brightly in Tacoma and Seattle cafes and John was drying his socks behind the caboose stove up in the mountains. But you can't keep a good man down. John's folks took sick at Deer Lodge and of course he had to go. We understand Montana is not a dry state. We cannot say when he will return.

We are all glad to see Conductor A. L. Truher, who was seriously injured in the Rainier wreck on July 4 last, back at his old stand on the passenger run between Seattle and Hoquiam.

We oftentimes wonder how a switch crew can work the noon hour and the foreman eat his lunch and spent thirty-five minutes sitting in the superintendent's office visiting with the stenographer, "ours is a lady." This doesn't happen any more since our superintendent takes his lunch downtown. Ask E. B. Mider for further information.

W. G. Carrotte, chief clerk for Agent Alleman, has purchased a Reo car. We can't tell you anything more about it, for he has not taken us for a ride yet.

Wish we had to cross a draw or lift bridge on our way to work. We also wonder why the boys in the store department don't think of some new excuse for being late. "Nice poetry, Kratsch."

C. A. Hammond, traveling fuel accountant from Mr. Harvey's office, is now on Coast Division instructing agents relative to the use of new fuel blanks.

Kratsch—We want to put you and the Spirit Lake gentleman right. You have another guess coming as to the correspondent for Coast Division. Also wish to advise you that Florence Cooper begins her name with "Mrs." This will probably save future complications.

Clara Carrotte, nee Clara Field, is working in Mr. Alleman's office during the months of December and January on account of increased work.

We don't get the joke concerning Vivian Miller and the fifty-fifty on his cigars. But he will agree we made him go some on the "Ruby" stunt a few days ago. It's a secret, even Ruby's father don't know it.

We would like to hear from some of the boys on the TERR. Can you not send us in a little news.

Conductor Frank Landon of the Kapowsin switch run was in the office a few days ago, renewing acquaintances.

Last month's Magazine stated that half of the office force of the store department was on the blink, giving gripe as its cause. We do not exactly understand what they mean by "blink," but wonder where the other half were sleeping. We would like to hear what Kratsch would say about them on January 1. Anyway, "blink" is a good word.

Notes from the W. V. Division.

W. M. Wilcox.

Engineer Charles Porter is back to work after several months' vacation.

The new addition to the Tomahawk round-house adds very much to the comfort of the employes.

First Trick Operator Van Gilder, Tomahawk, says that steam heat is O. K. No more carrying coal for Van.

Engineer Otto Gebhart is now pulling Nos. 5 and 6, filling the vacancy caused by Engineer M. H. Moore and wife leaving for Florida to spend the winter. Engineer T. M. Christenson on Nos. 101 and 2.

Conductor E. J. Graham still visits Wausau Sundays, and yet some of the boys wonder why.

Conductor John Biringier, who has been in a hospital in Chicago for some time, has returned to work, and his friends are glad to see him improved in health.

Switchman Schneider, in Wausau yard, has been taking dancing lessons and we have it that Hank is a master of the art, especially tango.

Conductor Jno. T. Tully is wearing a smile that is quite conspicuous for some distance.

\$50 to \$100 We want railroad men to represent us during spare time. Many of our agents make \$50 to \$100 monthly. Does not interfere in any way with regular work. Have better proposition for incapacitated men who can put in full time. Proposition high class, and a necessity to railroad men. Practically sells itself. An easy money maker. Write to-day.

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The Valley boys in freight service are looking forward to the opening up of the New Wood line now completed. A. H. Stange Co. of Merrill will have headquarters twelve or fifteen miles from Merrill and expect to cut ten or twelve million feet each winter. Paper mills located on the Valley will buy thousands of cords of wood on this line yearly for their mills.

Train Dispatcher Willis Jordan has moved his household goods to Wausau and expects to be at home on the Valley Division soon.

Miss Pearl Gorman, roadmaster's clerk, Wausau, visited Merrill friends Sunday, January 9.

Three new crews in ring service first week in January brought smiles to many of the boys watching slow board since last May.

Conductor John Flanigan, with a new crew on Blue Bill line, G4 engine, reports plenty of logs on skids in the woods north of Minocqua. C. A. Goodyear Lumber Co. of Tomah will ship one train daily, while Brooks & Ross Lumber Co. of Schofield will use the other.

A second switch run has been put on out of Wausau to handle the log and pulp wood rush at Brokaw, Rothschild and Mosinee. Conductor F. Lehrbas is in charge.

Train baggageman Frank Hodge laid up part of January on account of sickness. Relieved by Roy Oakes.

There were 1,091,050 pounds of paper shipped from the paper mill at Brokaw in one week, not including many local shipments. This is the high mark for this plant.

Car Foreman Jos. Ball of Tomahawk looked after business affairs at New Lisbon the second week in January.

The heavy rain January 1, followed by 26 below, has made sleighing A No. 1, consequently farmers are busy in all sections tributary to the W. V. Logs, pulp wood and fuel in considerable quantities will soon be ready for shipment. From one to three feet of snow on this division and Blue Bill line gets the heavy end as usual.

Agent T. E. Timlin of Port Edwards died at 11 p. m., January 12, after an illness lasting two years. He entered the service on W. V. Division in 1899 as operator, and his many friends regret the loss of their co-worker. Mr. Timlin leaves a widow, two sons and two daughters.

Train Dispatcher Willis Jordan was called to Springville, Ia., on January 15 owing to the critical illness of his mother. He made the New Lisbon office a very pleasant call and was escorted through the yards by Agent Gibson, who showed him the lay of the tracks. We sincerely hope that he will report his mother's condition much improved on his return to the W. V. Division.

Engineer A. B. Brasted and wife left New Lisbon for Miami, Fla., January 2, to spend the winter and escape the severe cold weather of Wisconsin. They will return about May 1. Engineer Tierney relieving on trains Nos. 5 and 6.

Through an oversight of your correspondent in our last month's notes we omitted wishing everybody—including the editorial staff—a very Happy New Year. We promise it won't happen again.

Guy Sampson, our La Crosse Division correspondent, is not feeding Gerald E. on mush and milk now, Josephine. He has changed the diet to apple sauce cake, the recipe for which is found in the December Magazine.

Many thanks to those who were so prompt in contributing to the write-up this month. We won't mention any names but appreciate the items very much and invite you all and others to come again.

C. & C. B., Ill., Division Notes.*J. E. Easterday.*

Conductor John Ryan of the Elgin milk train, off sick for a few days, J. C. Sophy handling the train during his absence.

Wedding bells again. Conductor Walter Christiansen and Miss Rosala Ambler of Chicago, were united in the holy bonds. Congratulations, Walter.

Agent Miller of Forreston has taken a leave of absence and gone south for the winter. Relief Agent A. L. Miller assigned to the position on bulletin.

Chas. Struve, car foreman at Spaulding, reports the arrival of a ten-pound boy since the last issue.

Conductor Carl Schoen is now handling the Elgin local in place of Frank Garvey, who is still unable to resume work.

Trainmaster Richards was seen on the east end recently, getting a line on business.

C. A. Cunningham, first trick man at Kirkland for the past ten years, has accepted third trick at Kingston Crossing.

We were all sorry to hear of the sudden and untimely death of Fred Hertzog, agent at Franklin Park. Fellow employes extend deepest sympathy.

Mr. C. M. Bradway, agent at Davis, Ill., received the appointment of freight inspector, with headquarters at Calumet, Mich. Success to you C. M.

Agent Miller of New Lebanon, now advises that he has discarded the mustache.

Dennis Trainor, foreman of the extra gang on the R. & S. W. Division, has completed the work and is now at home until needed in the spring.

Conductor Prindiville handled Nos. 92 and 93 part of January account Conductor Wheat doing passenger service.

Dispatcher Klugh gave us a salute from No. 30 a few days ago. We didn't get to talk to him but knew he was feeling fine by the smile he displayed. Try and stop over next time, Mark.

Guess I'll have to offer prizes for the one who hands me some items. Received one this month. S'matter boys?

Des Moines Division Notes.*Libbie A. Garber.*

Conductor and Mrs. W. P. Kelsey are the proud parents of an 8 $\frac{3}{4}$ pound baby girl (Mary Jane), born Saturday morning, Jan. 8th. Congratulations.

Conductor F. W. Price is on a forced lay-off on account of a broken ankle since December 15th.

Conductor W. L. Finnicum was off duty for about a week last month on account of the illness of his wife. During his absence C. E. Elliott was conducting trains 33 and 34.

District Engineer W. E. Wood and Asst. Chief Engineer A. G. Holt of Chicago, were in Des Moines recently.

Brakeman T. Dawson just returned from a visit with his parents at Arena, Wis.

Miss Ruth Edson, daughter of Superintendent R. P. Edson, returned January 15th from about a week's visit with her sister, Mrs. F. W. Chambers at Mason City.

Mrs. Mary Freeman and son Ward, mother and brother of Brakeman K. W. Freeman, are visiting at Los Angeles, Cal.

Conductor J. L. Tidball is off duty on account of sickness. Conductor H. E. Ziebell is in charge of trains 35 and 36.

Conductor H. W. Jones resigned on January 13th to accept re-employment with the Chicago Great Western Railroad Company of Des Moines. Conductor Jones has rendered good and faithful service the three years he was with us and while we regret very much to lose him, we wish to congratulate him on his success in securing re-employment with the C. G. W. with his former rights. We all wish him continued success.

Brakeman E. E. Cadwell had the misfortune to have his right leg broken above the ankle while switching at Adel, Iowa on the evening of January 15th.

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The wife of Section Foreman Chas. Chance, Adel made a short visit with relatives and friends at Perry, Iowa, last month.

The wife of Fireman C. A. Phares of Jefferson, Iowa, was a visitor at Des Moines, the forepart of last month.

Master Robert Chambers of Mason City, Iowa, grandson of Superintendent and Mrs. R. P. Edson, is the proud possessor of a pair of skis. He spent Saturday and Sunday, January 15th and 16th visiting his grandparents in Des Moines and experienced the hilarious antics incidental to mastering the art of successful skiing.

Mrs. Ada E. Osborne, mother of Leverman C. Osborne of Marathon, Iowa, is visiting at Woodward, Iowa.

Division Freight and Passenger Agent C. E. Hilliker made a business trip to Chicago, January 16th.

Fireman C. E. Anderson visited relatives and friends at Fulton, Ill., the latter part of last month.

Mrs. W. D. Chase, mother of Engineer Wm. Chase, is visiting her sister at LaCrosse, Wis.

Operator W. H. Roach of Clive, Iowa, left the middle of last month to visit friends at Spencer and Manilla, Iowa.

The wife of Conductor W. E. Cramer of Perry, Iowa, left Sunday, January 16th, to visit her daughter, Mrs. H. Gale Rogers, at Omaha, Neb.

The wife of Conductor W. E. Raaz of Perry, Iowa, spent several weeks visiting friends at Des Moines, recently.

Miss Florence Fosdick of the Superintendent's office made a short visit with a relative at Mason City, Iowa, during January.

Northern Division Notes.

Helen Munroe.

Berlin station had a bad freeze-up—entire heating plant froze up Jan. 17, pipes burst and section in boiler broke. In good shape again.

Teddy Warnke, fireman on the jitney between Horicon and Portage was taken sick with the grippe Dec. 26th and, off duty for several days.

Engineer R. W. Rogers called at our office a few days ago. He had been in Minnesota for the past year and a half, but is again working on the Old Line.

Conductor John Rockford has been sick for several weeks in a Milwaukee hospital with a bad case of pneumonia. He is home from the hospital and we hope to see him out soon.

The boiler on engine No. 4371 train No. 66 Jan. 11th had the crown sheet blown down, badly scalding Engineer Robinson, Fireman Babcock, and Brakeman Lucus. Brakeman Lucus died the following day. At present writing Babcock, although not entirely recovered, is able to be up, and we are all in hopes that Robinson is going to be all right although he is still in a serious condition.

Dec. 20th a baby boy was born to Engineer and Mrs. W. E. Sharon of Milwaukee.

Our popular Baggageman John Grimes tells us he has been in service thirty-two years and has never even broken a bottle of ink. Can anyone beat this for a record?

Brakeman Regan gave a dance at his home in Portage, New Year's Eve. Conductor Jack Brady was supposed to have been there and the ladies were all very much disappointed when he did not come. They afterwards learned that Brady was at a raffle at Pardeeville and won a turkey which he had for New Year's dinner. Of course they all forgave him when they found the cause of his not getting there.

Engineer Red Race has taken Engineer Bond's place for a few days while Bond is off on account of sickness.

Roadmaster Bob Whitty is in St. Paul, went to the fight between Gibbons and Ahearn. Bob says one of them is a relative of his although we have not been able to find out which one is. Rather think, however, it will be whoever wins the fight.

Engineer R. A. Lockwood and wife attended the auto show in Milwaukee Jan. 8th. From the talk at present we expect to see Lockwood driving a big Packard car this summer.

John Pluck attended the democratic convention in Milwaukee Jan. 10th. We hope it is not the result of the meeting but John has been sick in bed ever since.

"Pickle" Haese is engineer on the Portage passenger while Abe Race is laying off for his winter vacation. McEvoy on the Fond du Lac line is also on his winter vacation and Engineer Lewis is taking his place.

Brakeman Blanchard on the Fond du Lac way freight should receive a letter of recommendation but owing to his modesty we are unable to find out just what it was he discovered or how many lives were saved.

Nearly every one has had the grippe now.

CARD OF THANKS.

We wish to express our sincere appreciation and thanks to the Horicorn Railroad Boys for the beautiful floral tribute sent to us at the recent death of our beloved daughter.

M. and Mrs. F. W. Pischke.

Malden Roundhouse Notes.

H. R. Gates.

We have at last got our new roundhouse under way. It will be completed about January 20th. This is greatly appreciated by all the men working as we have been having very disagreeable weather here to work outside.

Boilermaker Mike Markota has at last got back from the fair at San Francisco. Mike is struck on the sunny south.

Roundhouse Foreman F. A. Kemp and family spent Xmas in Tacoma.

Our old friend "Kaiser" Eppert is quite a visitor over here nowadays. He is looking after the putting in of the steam line in the new roundhouse.

Stationary Fireman Ruhl Reed is now on the bachelor list, his wife being called to Oregon on account of her mother being seriously ill.

Engineer Grant is happy now. He lost the I. & W. N. engine No. 26 which went to the Tacoma shops, and has now got a good engine.

Firebuilder J. E. Wolfrom has been laying off the past few days with la grippe.

Fireman J. C. Paris is again with us. He has been working out of Spokane and St. Maries during the past few months.

Engineer "Bill" Ralston laid off and went hunting during the last week of the season. He was pretty lucky from all reports.

Fireman Lee Carver has returned to work out of this point. Lee has been on passenger between Othello and Seattle during the past few months.

W. R. Lanning of the B. & B. department is a regular visitor here now while they are building the roundhouse. He is very fond of riding on the lumber specials that leave here about six or seven o'clock in the evening, when going to St. Maries.

Night Engine Dispatcher F. J. Rader has been laying off the past few days.

The writer and wife spent part of the holidays in Tacoma taking in the sights.

G. E. Sampson, L. V. C. and X. E. H. have promised to keep their bull pups chained if the noted "Titus Calf" attends the M. N. G. convention in Spokane. (Safety First.)

Engineer G. W. Nelson is laying off for a few days. He is taking his little daughter Helen to Spokane for medical treatment.

We understand Engineer A. A. Lindley is now figuring on trading his Buick car for a real automobile called a FORD.

Fireman Harry Maughan has returned from the East, where he was visiting with relatives. Harry is now on the way-freight between Spokane and St. Maries.

V. B. R. and F. J. J. K. want to look out for "Kaiser" Eppert. He is on the war path for having his name in the December issue. He states that in the future he is going to stay in the day coach right behind the "peanut man" and keep his mouth shut.

Kansas City Division Items.

Section Foreman P. Meaney of Harris, Mo., spent the holidays in Ottumwa visiting with friends and relatives.

Conductor Pat Sheridan of the Puget Sound Lines, a former Kansas City Division employe, spent the holidays in Ottumwa.

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The Author of "THE SCIENCE OF RAILWAYS" served for fifty years in various departments as a railway officer and employe. However, in writing "THE SCIENCE OF RAILWAYS," and in its many subsequent editions and revisions (to meet the ever changing conditions of the service) he and those interested in the publication of the work, have had throughout, the active advice and aid of practical experts, familiar with every branch of railway operation. The books are, therefore, authoritative, and as valuable to railway men as standard text books are to Lawyers, Doctors, Civil Engineers and other representative men.

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The books describe in detail the Locomotive and Motive Power Department; the Application of Electricity to Railways; the Construction and Working of the Westinghouse and New York Air Brakes; their practical working being illustrated throughout with colored charts; the Working, Handling and Practical Operation of Cars; the Movement of Trains and the problems connected with their successful operation.

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Dispatcher E. J. Klahn spent Christmas in Wheatland visiting home folks.

Wm. Kelly, operator at Amana, took unto himself a wife during the Christmas season.

Engineer Watson of the Southwest Limited was off sick and spent the holidays recovering from his illness.

"Tubby" Washburn, the well known and popular assistant chief clerk to Superintendent, spent Xmas with his family in Marceline, Mo.

J. C. Atterbury, agent, Ludlow, Mo., is off for a vacation.

The mines which worked lightly during the holiday season have settled down to their usual grind and the output is again up to normal.

Kansas is now getting back at Iowa on the corn proposition. Last year Kansas had a crop failure and bought largely in Iowa; now Iowa has a partial failure and Kansas is supplying the Hawkeye farmers with a supply of the golden grain.

The heavy movement of cattle from North-eastern Iowa and Southern Minnesota is about over for the season.

The orange crop from California has commenced to move freely and will increase as the season advances.

I. & D. Division Items.

M. W. Johnson.

George C. Ferguson, one of the most popular locomotive passenger engineers, passed away at his home at Mitchell, S. D., at 3:30 a. m., December 9. Mr. Ferguson had been afflicted with diabetes for a number of years. He became associated with the Milwaukee Road 38 years ago. Funeral services were held at Mason City at the home of J. F. Hughes, a close personal friend of Mr. Ferguson's. He leaves a widow to mourn his departure, to whom the sympathy of a host of friends is extended in her grief. Mr. Ferguson was a man of high ideals and was possessed of those traits of character which endear a man to his fellowmen. In his passing the Milwaukee has lost a loyal employe, and the community in which he lived, an esteemed citizen.

Commencing with No. 1 today, dynamo electric light service will be installed on trains Nos. 1 and 8.

Roadmaster J. D. Boland of Sanborn was a caller at Mason City recently.

W. H. Flynn and daughter, Loraine, spent Xmas at Spring Green, Wis. W. F. Cody, D. F. & P. A., also spent the holidays at that point.

Agent R. W. Hunt is rapidly convalescing after an operation at the Story Hospital for appendicitis.

Conductor Elial Hoxsie spent Xmas with his daughter at Minneapolis.

A. F. Mikesch, a dispatcher at Mitchell, spent the holidays at Spillville and Mason City, Iowa.

Wm. Snell, D. G. C. F., of Minneapolis, was in the city today on business connected with his department.

Chief Dispatcher E. A. Meyer, wife and son, have returned from Milwaukee.

Conductor C. W. Harris has returned from Boulder and has assumed his run on the Hill.

P. McFadden, operator, of Montana, is doing extra work in the Mason City office.

Operator C. W. Hickey is spending several days at Prairie du Chien.

W. H. Sloan has returned from a business trip to Chicago.

E. G. Taylor and wife have returned from Minneapolis.

Frank McLain has returned to his home at Necedah, Wis., after spending several days at the home of his sister, Mrs. G. C. Ferguson of Mitchell, S. D. W. C. Lambert, who has also been a guest at the home of the Fergusons for sometime past, left last Thursday, for St. Louis.

Mr. and Mrs. F. M. Smith spent Xmas with their daughter, Mrs. Sloan of Minneapolis.

Chicago Terminals.*Catherine Bartel.*

Chief Clerk Chas. Colstadt of No. 87 office, Galewood, is getting very popular among the howling fraternity. Understand he can roll them some; well, he should, as he is surely built for speed.

General Yardmaster F. A. Müller was off a day or so around Xmas and stayed home with the kiddies. There is something lacking around Galewood when Fred is off.

Foreman E. E. Johnson, Galewood, has been appointed night yardmaster Grain Alley, in place of L. Gardner, who is placing the men, succeeding H. E. George, who took the night yard at Western avenue.

Switchman Ben Richey, Galewood, has gone on nights in order to get more work which indicates that there will be something doing around Hanson Park soon. It is rumored he and the future Mrs. Richey are making quite a few trips downtown lately, presumably to invest in furnishings for their intended bungalow. Well, the worst we can wish them is success and a long and happy life.

Second Trick Operator Sturgis has been off a couple of weeks on account of a minor operation. Extra Operator Montez is slinging the juice in his absence.

Assistant General Yardmaster Ryan, absent a few nights on account of a slight attack of pneumonia, is now back on the job and looks good. Yardmaster Johnson kept the east end open in his absence.

Trainmaster Costello was home a few days recently with the grippe. Accompanied by Mrs. Costello he expects to leave for his farm in Florida in a day or so and says he will leave the grippe germs down there. We understand they cannot live in that climate. They expect to be gone about two weeks.

Miss Mabel Williams, chief phone operator, Galewood switchboard, has been absent two weeks enjoying a much-needed rest. Mrs. Jesse Earl, nee Lutz, the old-time operator, relieving.

Foreman John Mahon, we understand, is making a collection of literature issued by the various children's schools around Chicago. We noticed him the other day purchasing some of these books from a young lady over by the Grain Alley shanty.

The viaduct at Galewood was certainly some hurricane deck during the high wind and sleet storm a few days ago; railings and sidewalks were a sheet of ice and the lady bill clerks had their troubles getting over. However, there were no accidents that we have heard about.

A memorable occasion was participated in at the Division street station on December 3, last, when the boys of the operating department under Frank Cusack, A. G. Y. M., together with the boys of Division street office to show their appreciation and high regard for the man as well as their fellow-worker, presented W. H. Fesler, who was leaving them to take the agency at Galewood station, with a handsome chest of silverware. The presentation speech was made by A. H. Scharenberg, our new agent.

This happy occasion was made possible by our five years' association with Mr. Fesler, wherein all those qualities that are so essential to the bringing out of the best that is in us were developed.

His daily slogan seemed to be "Give your co-worker credit when it is due." He was quick to show appreciation of one's best efforts, and he was never guilty of giving undeserved censure.

Mr. Fesler always carried a smile on his face, a kind of smile that made one feel that it is not such a bad old world to live in after all.

Space will not permit our mentioning the numerous virtues of Mr. Fesler and we feel that Division street's loss is Galewood's gain.

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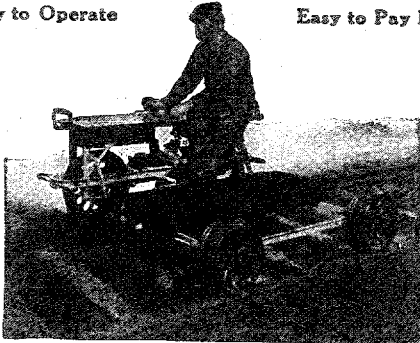
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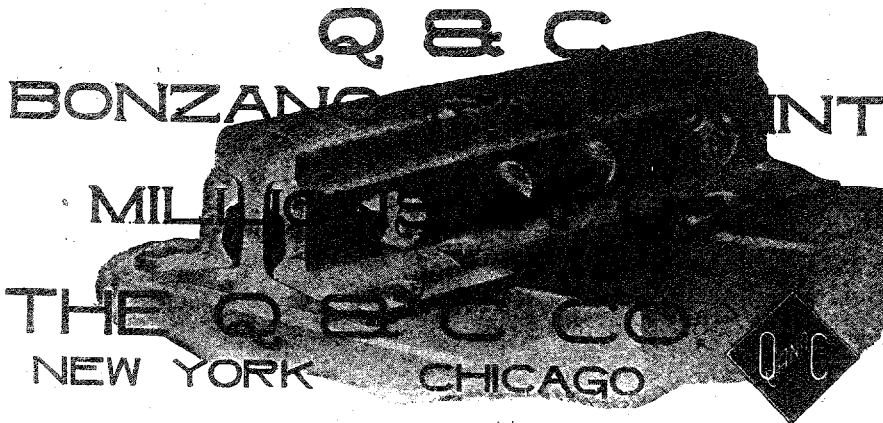
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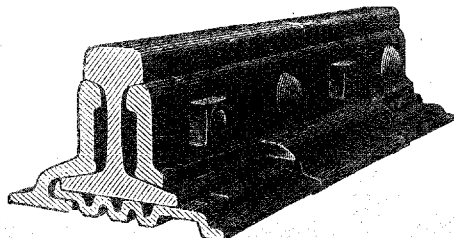
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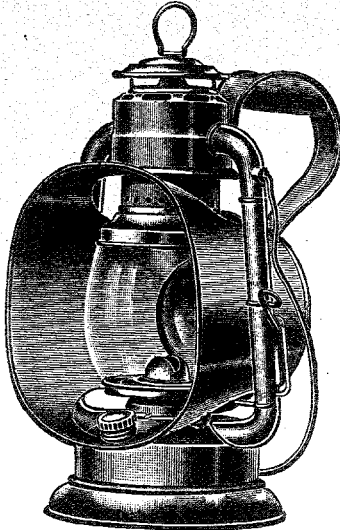
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