

THE MILWAUKEE RAILWAY SYSTEM EMPLOYEES' MAGAZINE

June

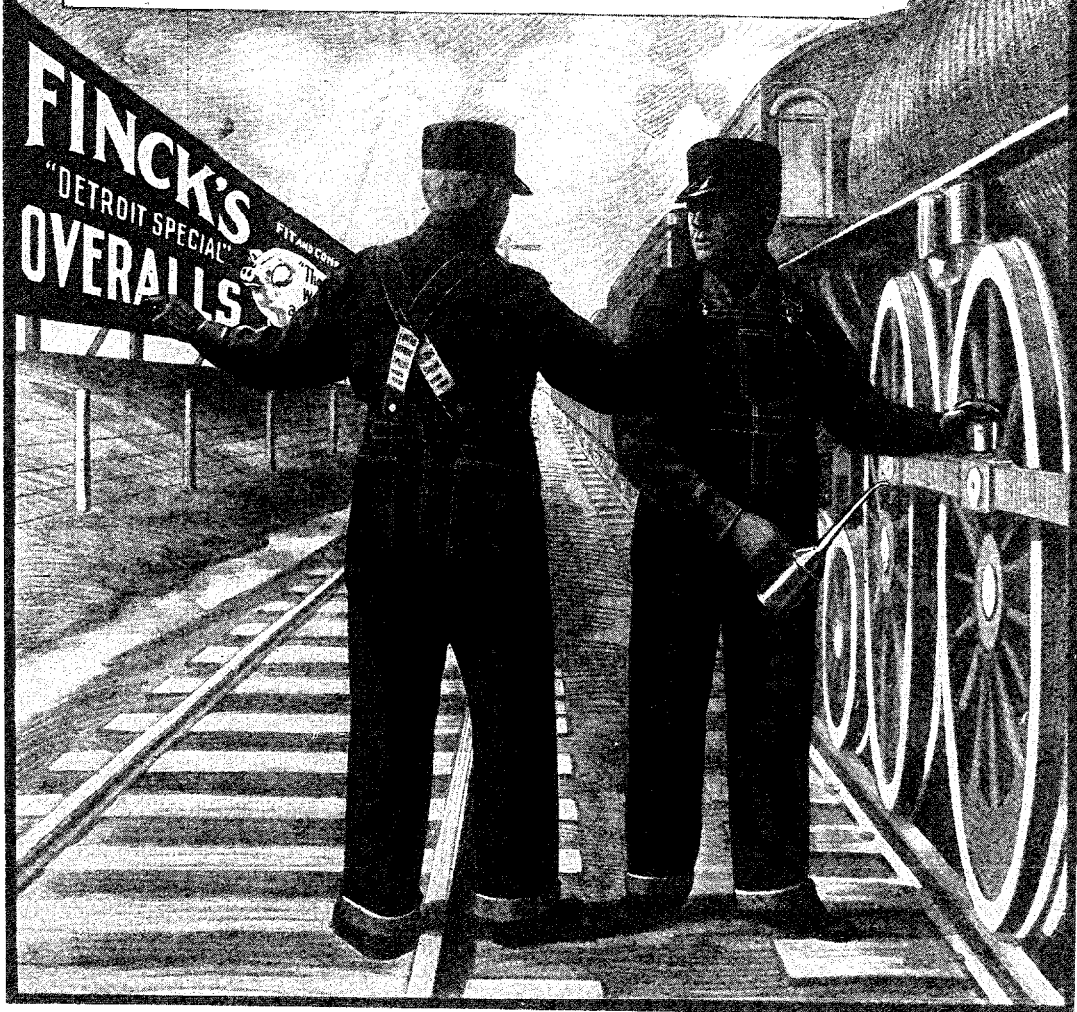
1916



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W. M. FINCK & COMPANY
DETROIT, MICHIGAN



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"POWDER RIVER"

Ride 'em Cowboy
Miles City Round-up
 Frontier Celebration
 July 3-4-5, 1916



DENVER SHERMAN
 "He Rides 'em Backwards"

Plan on attending The Puget Sound Pioneer's Club Meeting at Miles City on the above dates and see the World's Greatest Frontier Celebration in which 500 Genuine Cow Punchers of the Montana Range will compete for princely prizes.

The World's Greatest Frontier Show

For more particulars, write

G. S. Otis, Secretary,

Miles City,

Montana

The Milwaukee Railway System Employees' Magazine

Railway Exchange Bldg., Chicago

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

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VOLUME IV

JUNE, 1916

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Wages and Profits

J. H. Ginet.

There is perhaps no word in the English language which is quite so attractive to the average wage-earner as the word "profits." We purchase certain brands of gum, tobacco, crackers, spices, and hundreds of other things, simply because each can or package, as the case may be, contains a "profit sharing coupon"; if there is any one thing which the wage earners of this country have expressed a wish for more often than any other thing it undoubtedly is a desire to "share in the profits" of the concerns for which they work. In fact, a very common plea among wage-earners in years gone by, and even now, has been "Let labor have a fair share of the profits." Railway employes have been no exception, and while reading the article in our last month's magazine, entitled "The Railroad Situation," the thought came to me—"I wonder if railway employes as a rule really understand the 'Railroad Situation' and would they be willing to accept a "share in the actual profits" of the railroads in place of the fixed wages which they are now receiving."

For my own satisfaction I secured the figures published by the Interstate Commerce Commission on railroad operations during the year 1914, from which I undertook to work out an answer to my query, and I secured such intensely in-

teresting and surprising results that I was impelled to ask that they be published in our magazine for the benefit of other employees who may not have gone into the matter so thoroughly, and here are the facts as I found them.

I used as a basis for my calculations the estimated actual present value of all railroad properties in the United States (regardless of present capitalization) and which I found to be approximately twenty-two billion dollars. Under any plan that might be devised whereby the employes would receive "profits" in place of wages, interest for acquiring the property would have to be paid on this capital, and I therefore figured interest at 5% which seems fair enough. I understand that the strongest of the railroads can not now borrow money for extensions, betterments, etc., without paying 5% or more.

Total operating revenue of all railroads in 1914	\$3,041,293,581
Total operating expenses (not including any wages)	\$ 963,643,732
Interest on capital, twenty-two billion dollars	1,100,000,000
Total expenses making no allowances for wages, additions, betterments, depreciation, etc.	2,063,643,732

Profits to employees (in place of wages)	\$ 977,649,849
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As the wages actually paid by the railroads to their employes during the year

1914 amounted to \$1,373,069,811, it is plain that under a "profit sharing system" the employes would have received only 70% as much for their work during 1914 as they actually did receive under the present system. Some of the differences would have been as follows:

	Actually Received under present system for 1914	Would have Rec'd under profit sharing plan	Loss to employes under profit sharing plan
Engineers Average	\$1,760.23	\$1,232.16	\$528.07
Conductors	1,531.60	1,072.12	459.48
Machinists	1,033.04	723.12	309.92
Agents Oprs	900.88	630.61	270.27
Office Clerks	868.47	607.92	260.55

These figures indicate that under a "profit sharing system" the employes would lose money and conversely the same figures indicate that the stockholders of the railroads are the ones who lost under the conditions existing during 1914, and I am satisfied that to the great majority of the Milwaukee employes these figures will have a still further and perhaps more significant meaning—that is, that just now there is an urgent need on their part for such grit, determination and loyalty as will have a telling effect in the upbuilding of our traffic and in fact, in the conserving of every interest of the company. Conditions are certainly such, as to require heroic efforts. We know that if our wages were paid from profits instead of being fixed we would have to quit, we would

not be able to make ends meet; and we also know that if present conditions continue, the holders of our securities will decline to furnish additional capital for those improvements which are essential to the life and progress of the company.

It is certainly now up to each and every employe of the good old Milwaukee railroad to put his shoulder to the wheel and do some "tall pushing," and if we see a fellow-worker lagging it is up to us to remonstrate with him and encourage him to do his part; in other words let's all recognize the fact that the interests of the Milwaukee railroad, in whatever direction they may lie, are the interests of each and every employe. We receive now as wages nearly one-half of the gross receipts of the company, and certainly the company's success means success for us as individuals.

Obituary.

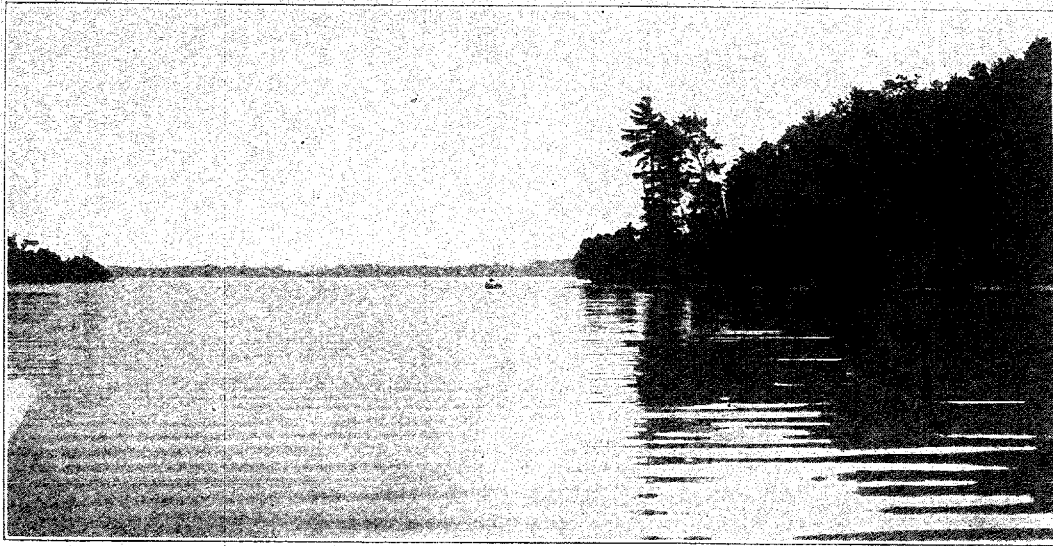
Carl Rudolph Jackwitz died April 22, 1916, and was buried at Oak Grove Cemetery, La Crosse, Wis. Funeral conducted by the local lodge of Freemasons of LaCrosse. Three years ago he suffered a stroke of paralysis and has been an invalid since.

Mr. Jackwitz was born in Kristiania, Norway, Sept. 1838, and came to this country in 1866 with wife and daughters. They settled at Chicago and later at LaCrosse and Milwaukee. He was employed for over thirty years as clerk in the Auditing and Land Department of C. M. & St. P. Ry. Co. until his eyesight failed four and a half years ago, when he moved back to LaCrosse.

He leaves a widow and three daughters, Mrs. A. Bellevue, Miss Helga Jackwitz, and Miss Harriet Jackwitz.



Roundhouse Force, Kansas City.



On Star Lake.

The North Country

G. McEdwards.

It is a strange feeling for a man whose life revolves about the loop to leave Canal Street in the evening and wake up in one of the most beautiful stretches of wilderness that the country knows. It is almost uncanny to think how easy it is not only to get away from the roar of State Street, but to get to a country of almost impassable forests, of rivers that give forth unnumbered fish, of lakes whose primeval beauty has not been marred by the hand of man.

This was much my feeling on my first visit to the North. I left the Union Station at 6:10 in the evening. It was Friday night, the night of the "Fisherman's Special,"—which I found to be a most excellent train.

We glided out of the city with surprising rapidity, and, while it was yet light, we passed through the wooded suburbs, through which our line cuts to the north of Chicago, on its way to Milwaukee. With those pleasant sights for the eye and the prospect of the great adventure of the North woods gave me a feeling that fate had not handled me unkindly.

A man could almost be forgiven for eating too much in a Milwaukee diner,

because unless he cares to ride to Milwaukee and back just for the dinner, he hasn't a great many opportunities to secure one of those meals. A heaven-sent inspiration must have enveloped the chef who prepared that chicken. The man who dug that baked potato from the beautiful Bitter Root Valley must have felt that he had found one of nature's masterpieces.

In two hours of perfect riding, we were in Milwaukee. We remained there only a few minutes, and as we left, I felt that we were then actually on the way to the Big Woods, even though we were just getting into the great agricultural section of Wisconsin whose scientific feats in raising corn and whose leadership in the dairy industry are known the world over.

I went to bed early. I knew it would be the habit in the North Country. There is nothing that creates a desire for sleep as does the odor of the pine woods mixed with the smoke of a camp fire on a northern Wisconsin lake.

Sleep came naturally. Perhaps I have mentioned before something about the Milwaukee berth and its roomy comfort. During the night we passed through a number of old time logging centers of

Wisconsin—Grand Rapids, which is still noted for its saw mills and wood-working factories, Wausau and Merrill. Smaller towns were passed through at a speed that would have amazed the natives had they been awake to watch the "Fisherman's Special" as it shot along to reach the Big Woods by morning.

Shortly after five o'clock in the morning, we came to Tomahawk, that famous town on the edge of the forest where in the days when the lumber jack ruled Wisconsin, thousands of them congregated. Tomahawk is a "three rivers" town. A look at the map easily establishes the reason that it was the lumber metropolis, back in the old days. The Wisconsin river there is a wide enormous river,—black from the millions of pine needles that have sunk to its bottom. One has no trouble in bringing to mind the days of logging by a look at the mighty Wisconsin. There are great black logs sticking out of the water, logs that have become water soaked and have found anchorage along the shore, making a thousand snags for the unwary boatman.

The river has widened to the size of a lake, and there are islands on which can be seen the shacks of native fishermen and the castles of pleasure seekers from the cities farther South.

The other two rivers of Tomahawk are the Somo and the Tomahawk, both of which join the Wisconsin within a few hundred feet of each other. Both of these streams are famous for fish. To the Chicago man, who has limited his piscatory efforts to the lakes and rivers of Illinois, (many of which are by no means bad waters for fishing) the ease with which pike and pickerel are taken out is almost inconceivable, and frequently big specimens of muskallonge are secured within a few miles of this place.

Several years ago a dam was built in the Tomahawk river near the town which has made one of the country's greatest fishing and duck hunting preserves. The water is held back in the Big Rice river, and an enormous tract of land, which was formerly low and wooded, has been flooded. This has been planted with wild rice, and wild ducks seem to be unable to stay away from it. There are also, within a dozen miles of Tomahawk, numerous small lakes which make ideal

places for summer cottages. Some of them are partially built up with summer homes. Others are wild and deserted, without even a shack on their shores.

Minocqua is the next stop. We reached it a few minutes before seven o'clock. It is the center of one of the finest lake regions known to man, and it is in the heart of the fish country. It lies on Kawaguesage Lake, which is several miles in length. There are numerous resorts, hotels and cottages on its many miles of shore line.



Through the Woods to Minocqua.

One of the features of Minocqua is its accessibility to so many places, by water. Kawaguesage Lake opens into Tomahawk Lake to the South, one of the largest lakes of the Wisconsin region. On this latter lake there are several large camps, maintained for boys, girls, men and women. There are lodges and hotels, too.

In Minocqua, a man who is anxious to take a trip by water and land, through some of the lakes, rivers and trails, may secure a guide as well as all equipment and provisions necessary for the journey. Trips may be made in all directions.

The Lac Du Flambeau Indian Reservation is only a few miles distant. It makes a popular journey, and can be taken on foot, if one is a good walker, or by wagon, or canoe.

One point that impressed me from the time we hit the Big Woods was the serv-

ice that our road had rendered in the days of the logging camps. We passed numerous spurs that long ago had done service in clearing out the timber and are now abandoned. It must have been an expensive proposition to put those spurs through.

It was interesting to see the beaver work on Bear Skin creek, east of Goodnow and on Rocky Run creek, west of Goodnow. Bear Skin creek has always been anything but friendly to the Milwaukee. In a distance of three miles, we have seven bridges crossing the creek. Although usually there is not much water in the stream it has a muddy bottom in some places of unknown depth.

Between Harshaw and Goodnow there is hardly any place where the top of the rail is more than two feet above the top of the water and it is necessary to keep the water in Bear Skin creek as low as possible. It is easy to imagine the consternation that hit our section gangs when the beaver began coming to Bear Skin creek.

These persistent little animals built a dam a quarter of a mile east of Goodnow station and the water backed up and covered our tracks. The conservation commission of Wisconsin sent a game warden to dynamite the dam. It was so well constructed that it took ten "shots" before the dam was destroyed. Two hours later the water had fallen 39 inches. The beaver went to work again, and in a few weeks there was another dam which had to be dynamited. Then an attempt was made to out-manoeuvre the animals by cutting down all the trees in the vicinity of the dam. But the beaver refused to be "buffaloed." They went far up stream and floated down their logs. They have cost us not only a great deal of nervous energy, but a large amount of money as well.

It would be impossible for a man on one short trip to cover even approximately the vast territory that the Milwaukee offers to one who wants to throw away the high colors and the conventions, and live.

The Trout Lake district is popular with its dense, almost untracked forests and its abundant fish. It is the fisherman's paradise. Boulder Lake and the waters around Boulder Junction have its



Tomahawk River

devotees. The railroad skirts a score of beautiful lakes farther south.

Taking the Star Lake Line, it is easy, in the summer time, to find hundreds who swear that no more beautiful spots exist than Lake Arbor Vitae, Plum Lake, Star Lake and the smaller lakes that surround these.

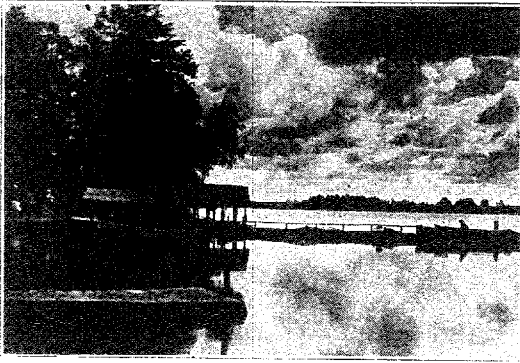
There are wagon roads between the principal points off the railroad. These roads are extremely interesting and beautiful. There are miles of stretches where the face of no man shows. If, occasionally, your own wagon does meet another, the stolid faces of Indians sitting on the bottom of their rough wagons, stare out at you.

But it is not a deserted place. Frequently, just ahead of you, a cotton-tail darts across the road, and into the berry bushes. Birds of every description sing and fly about you. The trees are so close to the road that they brush your head in many places, and the road worms its way along where the work of cutting a pathway was the easiest.

If your journey takes you into the evening, you are almost certain to hear the wild, wierd cry of the loon, who has found his favorite lake or river nearby. And ducks will soar over your head, bound for some unfrequented water.

Personally, I prefer to accept the opportunities to "rough it" and to do a little exploring along the trails on my own hook. But the man who wants the north woods only for rest and quiet, for vachting and bathing, can secure every comfort. There are any number of resorts and meals that couldn't be surpassed by the chefs of Michigan avenue.

Places that ought to appeal to the man who wants seclusion without the attendant duties of caring for a house and cooking meals, are easy to find. The



Boat Landing, Trout Lake.

usual arrangement is one large central building where all the cottagers take their meals. Then each family has its own small cottage along the lake, which is kept clean and tidy by the people from the main building.

Numerous trips with guides who get to the place where you want to go and keep you from getting lost on false trails and in impenetrable woods are possible. It may be a walking trip or a canoe trip; a fishing trip or a hunting expedition.

The feature of the North woods that I enjoyed most was the night life of the camp. There was a camp fire not so large that we couldn't get close to it. The smell of the forest and the burning wood and the innumerable sounds of the night in the echoing pines, seemed wonderful things. There was the lapping of the waters on the shore, and the crunching of a canoe on the sand. And I found some of the most ideal sandy beaches imaginable in lakes on which not a house or a cabin or a tent, other than our own, stood.

Along about bed time, the slow puffing of a Milwaukee freight train, as it hit some grade off through the woods, a mile or so from our camp, could be heard. There was something wierd in the sound of a great modern locomotive coming through the air of the silent wilderness. And yet there was something comforting in the puffing. It brought a feeling that civilization was not so far off, that we were not the only people who inhabited the earth, that if we cared to, we could break our camp and paddle a few miles to a spot where the railroad skirted the waterside, and we could get aboard there and have breakfast in Chicago.

The beauty of the big woods, is, to the Chicago man whose time is valuable, that it is only a sleeping-time journey. We leave Trout Lake or Star Lake at about 6:30 o'clock in the evening. We are in Chicago at 8:30 in the morning, with a good night's sleep and fully prepared for a day's work in the big city.

And there is no manner of living equal to that of the North Woods for making a man glad he is alive.

North La Crosse News.

H. J. Bullock.

E. G. Edwards, formerly telegrapher at North McGregor, but now with the Hammond Bros., has moved his family to North La Crosse.

Master Painter F. C. Reiboldt is very busy painting the new ice house; also painting the interior of the depot here—a much needed improvement. Fred now has four paint crews on the road.

During the recent high water situation the C. B. & Q. railway were obliged to detour their passenger and freight trains via our line from North La Crosse to St. Paul for about a week. This made business "hum" around these "diggings."

Yard Clerk P. J. Keaveney visited at Chicago and other Illinois points for several days recently.

Mrs. Chas. Bush, wife of Agent C. H. Bush of Racine, is fast improving from an operation at St. Francis hospital. Mr. Bush, who is a brother to our general yard master, has made several trips to our city while his wife is here.

W. E. Gilbert, engineer in the Beloit yards, visited with his old friend, C. A. Bush, May 14, 15 and 16.

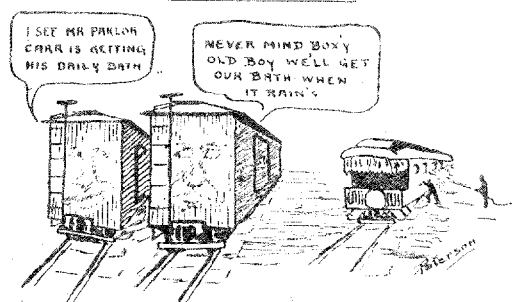
Conductor Con. Harrington was called to Wells, Minn., Sunday night, May 14, on account of his brother, Dan Harrington, being instantly killed at that point.

Engineer John Schweigert and family have departed for a visit at Tacoma, Wash.

The many friends of Engineer Wm. Kerwin regret to learn of his being stricken with paralysis and hope for his speedy recovery.

"Brudder" Sampson departed for Chicago May 14 on a business trip.

Little George Carlin, 20-months-old son of Arthur Carlin, our yardmaster at the cut-off, won the gold medal at the baby show at the Auditorium, being 99 per cent plus perfect. Arthur has been terribly "uppish" since his boy's picture was in all the papers, and we don't blame him. Mrs. Carlin states that George was brought up without any faddish rules, as she does not believe in bringing up babies according to book rules. We hope to get a picture of little George for our children's page.



Pretty Tough

The Relation of a Country Station Agent to the Company.

By One of Them

Not long ago I spent an hour or two with a friend who is a lawyer, and one who believes in being absolutely true to the interests of his clients. Our conversation turned towards railroads, and the question arose as to whether I, as a country station agent, had ever realized what my relationship to the company was. In common with perhaps many more men in my position, I had never studied this phase of my duties deeply, but I believe that if more agents and representatives of the railroad would think more seriously of such matters, we would all get ahead faster.

I have not been engaged in actual station work very long, but I may say that it has been my constant endeavor to faithfully fulfill the duties of the position: As a result of our talk, however, I now believe that in no other line of endeavor is the responsibility more clearly shown than in station work. It seems to me to be one large fabric of interlocking duties, the non-fulfillment of which means loss of revenue to the company and disaster to one's self. An agent has his choice, to do his full duty, which means that he is not to neglect or overlook in any instance the interests of the company, and thereby attain success for himself as well; or to work along on the theory that he is not paid to do this, that and the other thing, and thus spell failure for himself and loss for the company.

Many an agent has the idea that he is merely a very small part of a big machine, with a very small part to play in the general work; but granted that he is a small cog in a big wheel, his function is as important as any of the others, and taken with the others, produces the result that is aimed at. Every man must do his part to keep the machine running; an agent must have brains and exercise them, good judgment, and make use of it, in order to be sure that he is doing his part. Many times an agent is confronted with a matter in which he cannot take the time to write to the man higher up

for instructions, so he must use his best judgment and decide the case as he would if it were his own individual business and he were anxious to get the best results for his own individual benefit.

An agent should also endeavor to keep his station neat and clean, and on hot or cold days to make his waiting rooms as comfortable as possible; try to furnish the traveling public with a book or magazines, so that waiting for a train, if it is necessarily quite a time, does not become the bugbear that has been dreaded. In my waiting room I have placed a rack in which I put a magazine or two, as I happen to have them, and when I get through with my morning paper I put that there also. Last summer I managed to get hold of a few palm leaf fans that were being used for advertising purposes, and these were also welcomed by people who had to wait for trains. The books and papers gave them something to do to pass the time, and the fans provided relief in the heat of the day. It also helped me to a certain extent, because being otherwise occupied, they were not running to the window every few moments to ask how long before the train was expected to arrive.

Another thing about the waiting rooms and the station platform is the habitual loafer. When I first took my station it was customary for all the men and boys in town to come to the depot, tell their yarns and blackguard and scuffle on the platform. It was very disagreeable for the patrons of the company, so I went among them as a friend and explained to them the reasons why that sort of thing was undesirable, and today, practically all the loafing around the station has stopped.

We are all, doubtless, in the railroad business with the same end in view—a living for ourselves and families, and personal advancement. But while we are striving along these lines, let us also try to create prosperity for our road; and let us also live so that when the time comes for us to call for our last checks, the superintendent can say, "Well done, my boy, you deserve the reward."



L. B. Thurber, Agent at Muscoda.



N. P. Thurber, Assistant Superintendent.

The Prairie du Chien and Mineral Point Divisions

Geo. E. Waugh.

In this day when we find the "Milwaukee" road the most widely exploited transportation plant in the world, with its achievements in electrification claiming the admiration and interest of the layman and rail-roader alike, preceding this world event we find the construction of the Puget Sound Extension holding the center of the stage. Electric-lighted equipment, steam heated cars, and "Longer-Higher-Wider" berths, have in turn kept the "Milwaukee" in the spotlight of public opinion.

But like "the mighty oak that from the acorn grew," thousands will admire the rugged strength of the tree, but how few, how lamentably few, give even a passing thought to the seed from whence it sprung.

This article dealing with the Prairie du Chien and Mineral Point divisions, touches the root and the beginning of the "Milwaukee" road. These divisions represent the seed from which the foremost railroad has grown. We find its first sign of life in the charter granted by the territorial government of Wisconsin, on February 11, 1847, authorizing the building of the Milwaukee & Waukesha Ry. Co., a line twenty miles in length, extending between the two cities mentioned in its corporate title. In 1848, the first piece of rail ever put down by the company was laid in the city of Milwaukee, between Third and Eighth Streets. The mileage of the road at that time was four-tenths of a mile, a distance of 2,112 feet. Today if we use this same denominator, we find that the "Milwaukee" operates 55,487,520 feet of railway. In 1849 track had been laid as far as Grand Avenue. In 1850 the line was completed to Elm Grove, and

in 1851 a continuous line of rail communication linked Milwaukee with Waukesha.

This is part of the two historic divisions treated in this article. This was the first mile of line ever constructed in the commonwealth of Wisconsin. To acquaint the readers of the Magazine with the events of the gala day on which the Milwaukee & Waukesha R. R. was turned over for operation, on February 25, 1851, we can do no better than to quote the program which was printed as follows:

Milwaukee & Mississippi R. R. PROGRAM

For the occasion of opening the railroad to Waukesha on Tuesday, Feb. 25th, 1851.

The cars will leave the depot in Milwaukee at 10 o'clock A. M., precisely.

Fare for each passenger out and returning \$1.50.

All passengers by the train will receive a Dinner Ticket Free of Charge.

Hess' Band will accompany the train.

DINNER

Will be served in the Company's new and spacious car house, under the direction of the Committee, at 1 o'clock P. M.

PRECISELY

After the removal of the cloth addresses will be made.

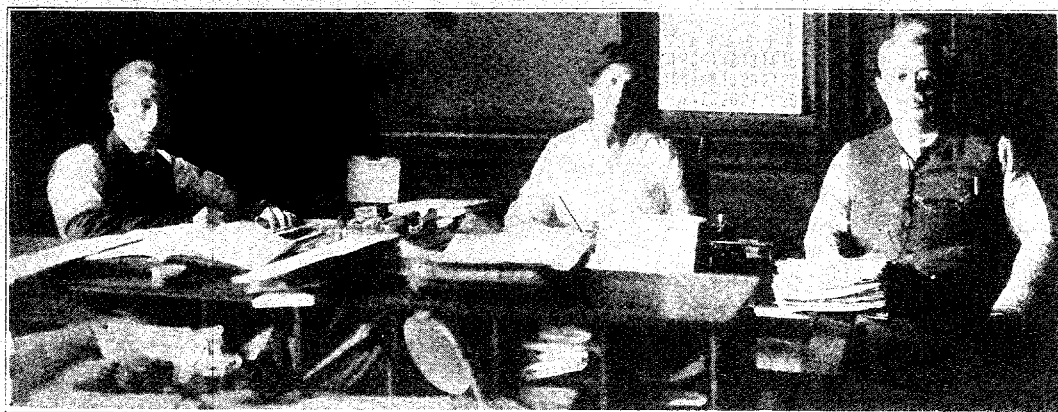
Among those who will address the company, it is expected will be Judge Hubbell, Mayor Upham, and Governor Tallmadge.

Ladies are expected to participate in the festivities of the occasion.

THE RETURN TRAIN

Will leave Waukesha at 4 P. M. precisely.

Officers of the day, Byron Kilbourn, President, Jos. Turner, Waukesha, Rufus King, Milwaukee, Jos. Goodrich, Milton,



Chief Clerk Kloetzner and Office Foree.

Hans Crocker, Milwaukee, S. B. Grant, Milwaukee, Rufus Cheeney, Whitewater, Vice Presidents.

COMMITTEE OF ARRANGEMENTS
John J. Storey W. D. Bacon Isaac Lane.
EVENING TRAIN

Will leave at 6 o'clock P. M. to take all those who desire to participate in the festivities of the evening. Fare for single gentlemen the usual rates. For a gentleman and lady, out and back, \$2.00.

E. D. HOLTON, Superintendent.

The foregoing is a copy of the flyer announcing the birth of the "Milwaukee" road.

The train which steamed out of the depot at 10 o'clock, precisely, on that memorable February morning sixty-five years ago, was a double-header, hauled by the locomotives "Wisconsin" and "Iowa." At the throttle were Engineers J. A. Austin and E. M. Hall, the latter some years afterward became General Master Mechanic. J. W. Bridgeman was the conductor and "Deacon" Chandler looked after the baggage. The consist of the first train was a combination car, a coach, a flat car for the band, and all the box cars in the State of Wisconsin. The time card for this progenitor of "Olympians," "Columbians" and "Pioneers" was written out on a lowly shingle, signed by Byron Kilbourn, President, and E. D. Holton, Superintendent. Thus literally was the "Milwaukee's" first train put on the board.

It had taken the "Milwaukee" four strenuous years to finance, locate and build this small beginning of a mighty end, years beset with hardships, discouragements and set-backs, which, as they were encountered, were overcome by that wonderful organism—a stout heart—which was as innately the soul and spirit of things "Milwaukee" in its youth as it is today in its maturity. It had felt the thrill of life along its rail, to misquote the poet, and that impetus which has carried it to leadership in the transportation world was born. Thus the history of the building of these divisions indicates the line completed to Milton in 1852. Think of it—in one short year after the Milwaukee

began to do things, we constructed more than twice the mileage that we had struggled with in the four years preceding. The quaint town of Milton, the settlement of Seventh Day Adventists, has another distinction to add to being the western terminus of the "Milwaukee" road in 1852. It is doubtful if any little town in the country has produced as great a number of class "A" railroaders. From this locality came our General Manager, P. C. Hart; Vice President H. R. Williams of New York; Geo. R. Peck, former General Council; his brother, Chas. B. Peck, who was General Manager of the Grand Trunk; W. B. Strong, an old "Milwaukee" employe who afterward became President of the Santa Fe; and J. J. Robinson, President of the Mexican Central. Is this not an array of talent that any town might be proud of? Although the venerable Peter Tomkins who died recently, served as agent at Milton as far back as memory goes among even the oldest employes, the first agent here was Edwin Barber who was later moved to Whitewater in the same capacity. In this little town Barber boarded at the Tavern of Uncle Joe Goodrich, a director of the road.

What changes time has wrought since the agent boarded with the director, and the latter was respectfully and affectionately known as "Uncle." These conditions are past—they were a product of the time in which they existed—the period of pioneering, when organizations are closely welded in the crucible of rugged democracy and sterling friendship. Growth and expansion has unfortunately placed the "Milwaukee" employes beyond the ken of intimacy, scattered, as we are, over 10,000 miles of territory and through twelve states. This too comes with our development. But the traditions of the "family group" still endure on the Prairie and the Mineral Point—it's a birth-right with them. They have old-timers here, scads of them, and if you encounter a youthful employe, he will swell to the point of exploding while he tells you that his father and his grandfather

worked on these divisions. He, therefore, inherited his job, and conversely, the Prairie and the Mineral Point inherited him, and you can gamble on it too that he is a mighty good railroader. While they have trained men over here for bigger positions along the line and have been generous enough to turn some of their graduates over to run other railroads, they have always retained a safe percentage at home to run these divisions. As we scan their roster of employes of the past we find the names of such successful railroaders as A. J. Earling who served here as Assistant Superintendent, the Collin's, S. J. & W. W., H. B. Earling, Jno. W. Taylor, P. C. Eldredge and E. W. McKenna have operated their lines as superintendents and they are now and always have been as poor a field for the boomer as one would find on the railroad map.

Before the line reached Prairie du Chien, in 1858, there was some question of running the route via Galena to tap that productive tonnage center. Local capitalists were anxious that the "Milwaukee" extend the line through their city; a delegation met the directors at Janesville and U. S. Grant drove them over the proposed route to the Illinois town. The line, of course, was never built, but the officers and directors of the "Milwaukee" were taken across country by a spanking team driven by the man whom Destiny had selected to drive Union forces to victory in the Civil War, and later to the Presidency of the United States.

In 1852 the company engaged E. H. Brodhead of New York as chief engineer, and the skill with which he located and built the lines in the years following remains today the most striking example of splendidly located railroad in the country. E. H. Brodhead was elected President shortly after he entered the service. Under the new regime Wm. Jervis was appointed Superintendent and S. S. Merrill who was at that time a conductor, was made Assistant Superintendent. The latter rose to the General Managership of the "Milwaukee" and his name is scrolled prominently in the history of the road. The first roster of employes shows Peter Mitchell

as Train Dispatcher; Bob Ellis was the first engineer; L. Purdy the first conductor, and Hubbard Atkins was the first baggage-man. Jno. C. Fox was another engineer who came with the road in 1852, when the "Milwaukee" owned three locomotives. Johnnie Fox is still on the company's payroll as Round House Foreman, with sixty-five years of service to his credit. The dean of "Milwaukee" employes.

There are hundreds of characters here whose life work is closely interwoven with the building of the "Milwaukee" road, and scores of places where history was made in generations past. At Prairie du Chien any old employe will point out the ruins of old Fort Crawford, and show you the gable window which served as an avenue of escape for Gen. Jack Taylor's buxom daughter when she eloped with Lieut. Jeff Davis. At North Prairie, one comes upon an unfamiliar sight—on the left-hand of the right-of-way is a little plot of ground neatly squared off with a white picket fence. The center is occupied by a weather scarred shaft of stone and on this monument is chiseled the name—Geo. E. Price. Died March 23, 1859. Geo. Price was a conductor on the old railroad and before he signed the train sheet for his last run he asked that he be buried on the right-of-way. There was a sentiment and love for the company in this which is its most valued possession. For fifty-seven years the clay of Conductor Price has slept within earshot of the song of the locomotive and the rumbling of a million trains. The division's constant vigil is manifest in the green lawn and carefully trimmed hedge that grows above the Prairie's dead.

While the past of these divisions is brimmed with splendid history, the interest of the line and its present organization is in no wise dimmed by their illustrious past.

The Mineral Point and Prairie are now under Supt. W. J. Underwood, but owing to infirmities of this splendid old railroader, the actual management of the divisions is in the hands of N. P. Thurber, Assistant Supt., who measures up to all the traditions of these old lines. There is probably no other superintendent on the "Milwaukee"



Chief Dispatcher Agner and Staff.

road with a service record like his. Thurber was born on the right-of-way in the old station at Muscoda where his father is still agent, and where his mother, daughter of Platt Soper, the agent at this station prior to 1867, served as telegraph operator before and after her marriage to the elder Thurber. Thus we find both of Thurber's parents and his grand parent employes of the "Milwaukee" Road at Muscoda. Five sons were born to the Thurbers in this little station building—four grew to manhood and four of them became employes of the road. Wm. M. is Chief Dispatcher on the Ill. Bluffs Division; Phil. S. is his father's assistant at Muscoda, and R. L. who recently died, was agent at Richland Center. While Nat became head of the division on which he was born, he has the unique opportunity of being able to give official instructions to his father, while the latter exercising the parental prerogative, can tell the superintendent, "Sonny, mind your father."

Ottomar Kloetzner, Chief Clerk, who is familiarly known as "Otto," started with the road as a messenger at Merrill Park, twenty years ago. He is a man of extraordinary intelligence and the writer acknowledges with gratitude his invaluable assistance in gathering the data used in this article. His contributions also to our columns have furnished splendid reading for our Magazine.

Chief Dispatcher C. H. Agner has jurisdiction over both divisions. He is an old and efficient employe who began as an operator on the "Valley" in 1883. The tracks on the Prairie are ably taken care of by J. L. Buehler, E. M. Dousman and C. A. Parkin.

On the Mineral Point we find J. M. Fox who started with the road as a switchman in June of '72. As "Jimmie" tells it, he worked for Conductor Peter Flint Rock who had the hardest name on the railroad, so he decided to learn telegraphy and under the tutorage of Will Jerome who was operator at Janesville, he mastered the Morse Code. In January 1875, Assistant Supt. A. J. Earling appointed Fox night operator at Brookfield, and in 1882 he was made Dispatcher in the Mitchell Building in Milwaukee, with thirty-four years of service dispatching trains. He is one of the oldest men in this line of important work on the road. W. H. Hammond, the second dispatcher, is another old and valuable employe.

Among the oldest agents we find N. H. Snow who has crossed the half-century mark with the company; J. E. Collins, Brodhead; E. J. Samuels, Darlington; P. E. Lloyd, Shullsburg; F. B. Child, Hanover, Z. C. Wilson, Palmyra, heads the list with 54 years; he and Vice President H. R. Williams learned telegraphy together; L. B. Thurber, Muscoda; T. H. Taylor, Waukesha; J. H. Calvert, Whitewater, and a score of others. In train service, among

the oldest conductors are G. C. Prescott, J. S. Dean, C. E. Howard, W. J. Durbin, J. K. Cavanaugh, W. Spencer, C. M. Joss, T. A. Leahy, and C. P. Downey, while in the ranks of the engineers we find S. D. Tuttle, J. Ackley, J. F. Mills, the two Slightam boys, Dave and Bill, C. E. Hobbs, W. Dee, Thos. Fox, J. J. Callahan, and the Wilkinsons, A. and W.

These lists of veterans are incomplete because they could be extended almost without end. Thus we close our review of the Mineral Point and Prairie du Chien Divisions, and what splendid divisions they are, in traffic, in history and in organization. But why shouldn't they be, they represent the core and the soul of the "Milwaukee" Railroad. In the beginning she was a wonderful transportation plant, and with growth and development she has been made more wonderful.



Roundhouse Foreman Cusey and Part of Force.

Dear Editor:

The attached picture was taken during the noon hour and is only a part of the mechanical force at Mason City roundhouse. Foreman Cusey, for the past seventeen years at Mason City and in the service of the company for the past thirty years. He stands at the right of the picture.

Mr. Casey worked at his trade during the time that A. E. Manchester was foreman at Mason City.

A total of 87 men are employed at Mason City roundhouse.

A great amount of heavy repairs can be and are done here now, thus enabling the back shops at Minneapolis to get engines through the shop with better and quicker results. The C2 type is used at this point for freight service and G6 on passenger. Engines are kept out of the shop from eighteen to twenty-six months' service. Three 15 type and two 14 type engines are used in switching.

(Concluded on Page 19, Col. 1.)

A Romance of the Rail.

E. W. Dutcher.

It seems like a dream of yesterday, the call
of the sounder's purr;
Now thought on wings of gossamer is
caught in the mountain fir;
Yet those early days cling to me still in
memory crisp and clear,
And I tell the tale of the worth and fame of
our foremost pioneer.
In a dingy office, one star-lit night, waiting
the headlight's glim,
I sat in a reverie, dreaming o'er the future,
far away and dim;
When I caught the call and the signal clear
—some hand at a distant key,
As the order checked with a sharp "O. K."
and the closing, "A. J. E."
Things seem to have wakened after that,
and the talk I used to hear—
Of a western world, of a land somewhere
out on the far frontier,
Where men would gather about the store
awaiting the coming mail,
Discussing the rumors about a line on a dim
and distant trail.
St. Paul had heard and Minnie, too, that
thus and so was sure,
Great mills were built by men whose faith
and native grit was pure—
Along the river's rugged bluffs there crept
a track of steel—
As the energy of some great force, the West
began to feel.
Dakotas beckoned, "hither come, our bins
are over-full";
And iron steeds brought in the grain with
strong and steady pull.
The wires stretching out afar, the winds in
sport made free—
The burthen of Aeolian song and chorus
was "A. J. E."
Great Wall Street opened wide its doors
whene'er that magic "sig"
Was added to the order: "Men, take out
your train and dig!"
A mighty army gathered there when orders
came, "Advance!"
For mountain ranges reared their heads
with spear atilt and lance;
And mighty rivers threw their force athwart
the valleyed way,
While furious giants, white with rage, in
threat'ning ambush lay.
Ho, glories of the distant plain! Ho, for
the mountains grim!
No hand shall stay the onward march, no
power their valor dim.
"Forward!" the order, "Charge the lines
with shovels, picks and spades,
We'll tread the foot-hills, bridge the streams
and pierce the great Cascades!"
So onward, outward to Spokane, by rocky
ranges, bound;
Still outward, onward trail of steel, to cities
by the Sound,
Where ships are lading for the East, o'er
Heaven's fairest sea,

Made real by the magic wand in the hand
of "A. J. E."
Yet more: a mighty cataract made music
'neath the stars;
It sang a song with this refrain: "No hand
my power bars!"
But one in passing heard and stood—that
ear attuned so well,
Could read the cabalistic words the dashing
waters tell.
Upon that fountain's mighty power a magic
hand was laid,
Its wasteful rush was held in check—It
heard a voice—obeyed!
Men skilled in shaping things for use, from
shop and anvil came,
The mustangs of the wilderness were har-
nessed and made tame.
And ponderous engines came at call, built
for the mountain's test.
With subtle energy alive, they treat that
rocky range in jest!
You question? Ask the singing wires
stretched out across the plain;
The mighty rivers as they roll their eddies
to the main;
The mountains, capped eternal snow, the
cedar and the pine,
And you shall hear with one accord: "The
victory's not mine!"
But listen! Comes a distant call, that hand
is at the key,
The practiced ear may catch the sig—the
magic "A. J. E."

The World's Mightiest Locomotive.

The largest locomotive in the world oper-
ates over the C. & M. Division. It has five
acres of grate bars and four acres of netting
in the smoke box. It takes a man two hours
to walk through one of the cylinders. Each
one is about the size of the Snoqualmie tun-
nel. The head light is about the size of the
Railway Exchange Building, and it takes
100,000 volts to light her up. When the loco-
motive runs up grade, tilting the light sky-
ward, you can see the fish in Mar's canals.
When she descends, it X-rays the earth so
that you can see a lot of familiar faces, and
they seem to be perspiring.

When she blows her whistle, Egyptian
mummies kick the lids off their coffins, think-
ing it is judgment day. When she takes
water, it lowers Lake Michigan four feet.
When she exhausts, they have wash-outs on
the R. & S. W.

Her drivers are about the size of a ninety
foot turntable and the side rods look like
the deck plate girders of the Columbia River
bridge. The dome holds five hundred yards
of sea-shore, and when you put on the emer-
gency, she leaves sand dunes all along the
right of way. When she takes fuel, there is a
coal famine and the mines work three shifts.

The water gauge is about the size of a
large silo. The steam and air gauge have the
same circumference as a six foot driver on an
A-1 engine.

When her wheels slip, they wait till the
molten ingots cool, and send the rail in to
be re-rolled. When thrown wide open, she
acts like a tread mill on the earth, causing
accelerated motion of the globe on its axis.

The plans for her construction are rolled
up like drop-curtains in a theater. She was
designed by Butler, the great inventor.

G. E. W.

The Veterans' Association.

J. T. Sweeney, Engineer K. C. Div.

There seems to be some misunderstanding of the object and aim of the Veteran Employes' Association. Let us reason together and arrive at a better conception of its underlying thought.

In the first place, what is it? This Association is the creation of some of the older employes who have found themselves drifted far away from the scenes and activities of their early manhood and the friends they made in their occupations. So they concluded it would be a good idea to form a Club whose purpose should be to get together and renew old friendships, old memories and live over again the events of their early railroad life. In fact a gathering of home folks, or a home-coming, as it were. And why should not this be particularly successful on this railroad where hundreds of us have been working for twenty-five years, and many of us, much more than that? There are many of us who have been working for the same company all these years, whose interests are identical, and yet who have remained practically strangers to one another, and this should not be. Then take the bunch of young fellows who started in together years ago—some have always stayed on the home division; some are on other divisions of this system, while others have drifted to foreign roads, and not in a minor capacity, either; as witness, F. D. Underwood, President of the Erie Railroad, who is a veteran of the LaCrosse Division; F. E. House, President of the Duluth & Iron Range, is a veteran of the Kansas City Division; W. G. Burd, Vice President of the Chicago & Alton is a veteran of the C. & C. B.; Sir Thomas Shaughnessy, Chairman of the Canadian Pacific is a veteran of Milwaukee Terminals—all representative men. You will also find veterans of the Milwaukee all over the railroad world, and some are even in the trenches in Europe. Time was that if a man was looking for a railroad job, if he could show several years service in the Milwaukee he had all the recommendation necessary. Such was, and I hope, is still the standing of our railroad men in the railroad world.

So why should not a Veteran Employes' Association be formed. To have been in the employ of one company for twenty-five or more years, is something to be proud of, for it was by their loyal co-operation with the management that the Milwaukee has been so strongly built, from a small road to its present magnificent proportions. And think you, the men who have helped to accomplish this have not some merit to their credit? And justly so. As the Grand Army of the Republic is to the old soldiers, so is the Veteran Employes' Association to the old railroad man. Who ever saw an old soldier who did not wear his G. A. R. button proudly, and well he

might, for it is something to be proud of. Who that has attended a Grand Army reunion, who has not had his blood thrill and his feelings stirred to the innermost depth, when he has seen comrades who stood shoulder to shoulder during the terrible days of '61 to '65, meet and clasp hands upon the recurring events of their reunions? I have seen them rush into each others' arms, seen the tears course down their seamed and furrowed faces, and I surely feel that it is worth while to organize, to meet and talk over old times, renew old acquaintances and live over the days of our youth. Such my friends, is the aim and object of the Veteran Employes' Association. But for the organization of the Grand Army, the old soldiers would rarely meet their comrades, and so let us be as loyal to ourselves and to our Association as the old soldiers are to the G. A. R. Let it be known and understood thoroughly that this organization is gotten up by the men, not by the officials—and while many of our officials who possess the necessary qualifications, have joined, they and all other members meet on common ground. At the meeting held at the LaSalle Hotel, in February, the feeling of all who were present was that of a common fraternity—those who are at the heads of departments and those who serve no less faithfully in the line, and all were enjoying the occasion with equal enthusiasm. Is not that only human? What thorough railroad man would not gladly leave the cares of his office behind for an hour or two, and meet the associates of his younger days, hear the stories of those times retold and be a boy again. So let us all join, from highest to lowest, to make our Association meetings a grand success, and let us also join in furthering the interests of that Association, to make it a pleasure and a pride for every employe who is eligible, to become a member.



River Division Conductor E. L. Lammman.

From an Old Timer.

Dear Editor:—Friends who are evidently familiar with my fondness for the old "Milwaukee" and the many pleasant recollections I still retain for a service of several years in the capacity of brakeman and cub conductor, way back in the late 70's and early 80's, have placed me in their everlasting debt as well as pleased me immensely by providing several sample copies of the *Employes' Magazine*, (the one containing pictures of the Captains of the Yellow Cars being especially appreciated), and about the only thing I can say, suitable to the situation, is to assure them the same have reached me safely, have been read from "kiver to kiver" several times and that I still consider them serviceable for several seances of solid enjoyment of a similar sort.

What makes the contemplation of the Yellow Car Captains so comforting is a confidence that nothing even causally resembling the color of the coaches ever was known to enter the color scheme of any of the men mentioned in this connection.

Each consideration of these aforementioned "Captains" calls to mind some long-forgotten incident associated with the time to which I refer, and recalls the fact that a number thus designated (they may not remember it now any more than they delighted in looking upon it in this light at the time), had the pleasure of doing the "professor" act during my student days on the old Western Union.

Now that I have "broken out" all over I find it almost impossible to restrain an inclination to retail a few recollections of this prehistoric period, even though the telling may prove a doubtful pleasure to the patient editor and of still more questionable delight to *Magazine* readers, and as promotions then were not attended by programs of any particular elaborateness, simplicity seemingly being the slogan for all such events, it might not be wholly devoid of interest were I to detail a description of the doings as I recall my evolution from brakeman to conductor, May 22, 1880.

I had been in *active* service on the east-end way freight between Racine and Freeport for a little over a year and a half when this, to me, important event occurred. "Billy" Roe had proved a patient and painstaking "professor" during this period, and when I say *active* service I hope no one will overlook the adjective describing my regular duties nor imagine the italics misapplied, as, believe me, Nos. 7 and 8 in those days, was some way freight and yard engine combined. Why, Beloit, Wis., alone, furnished sufficient strong arm stuff in way freight, with a side line stunt of switching that included, incidentally, a re-arrangement of every car in the yard one day (each separate track to be arranged with the cars in numerical order, low numbers last, it seemed to me), and their standing

reversed the following trip, to qualify any one having had this experience, for the most exact requirements of expert warehouse or yard duty in any man's town.

But that evolution of mine: on the date in question, D. L. Bush, then either superintendent or assistant superintendent of the R. & S. W. Division, rode with us from Racine to Allan's Grove, where we took the siding and met No. 2. An extra brakeman, sent from Freeport for the purpose, appeared on the scene and immediately took up his position at the pilot post; the regular slave at this station slid back to my job on the caboose; I took "Billy" Roe's punch, train book and way-bills, while he and Mr. Bush boarded No. 2 for a few days' fishing or something equally important.

Just think of the simplicity of it: no "busting" my brain about the book of rules nor having any apprehension regarding my knowledge of air brakes and steam heat; as for physical test, about the only requirement along this line was the possession on my part of a vision sufficiently unobstructed to see what was required of me and being particular about doing it; hearing instructions from either conductor or agent and knowing these same were carried out correctly; to be the possessor of a back broad enough to bear such burdens as a job of this sort was very apt to bring before one every week-day in the year; accompanied by cheerfulness when I drew down my pay check of \$45.00 per month, provided I got in full time, and that is all there was to my "evolution."

In the December issue my old friend, Mike McQueeney told of a big string of cars on which he officiated as brakeman under F. D. Underwood, conductor, and how the officials met the train on its arrival in Milwaukee, etc., etc. Now, I happen to have something of that sort up my sleeve and as I am permitted to tell the last tale, provided this is printed, it is quite natural to suppose that Mr. McQ.'s story be gone one or two better.

During the early construction days of the C. & C. B. Division in Iowa, with equipment for hauling supplies somewhat short, I received an order from E. W. N., (Eugene W. Northrop, train dispatcher in Racine, at the time) to "clean out W. U. Junction of all empty box." When the string was all tied together, every side and end door shut and the Miller 3-link couplers all operating according to the latest bulletin order, "in the center or both sides," I had in the train sixteen loads and eighty-six empties, one hundred and two cars in all, and a recollection of our sawing by sections of freights headed east, at the short sidings with which the division was provided at that period, makes my head go round like a three-throw switch yet.

The Chicago division dispatcher ditched me at Oakwood, the only siding between W. U. Junction and Milwaukee, of sufficient storage capacity to hold the train.

with instructions to stick around there until I was mighty certain I could make the end of the double track without interfering with trains headed in the opposite direction. I took my medicine until we had forty-two minutes to make the desired objective, when the dispatcher cleared us, the operator boarded his velocipede to follow after and throw the west switch, and Jimmy Gregory, with engine 477, followed by as sweet a string of cars as ever trailed, beat it for Beerville. I recall distinctly that the stop for the Kinnikinick draw bridge and the Northwestern crossing were all made in one manoeuver and that we barely cleared the time of No. 10, but that we "got there" and that was all that was required of us. But I do not recollect any remarkable demonstration of rejoicing on the part of terminal officials or others, over what was, up to that time, a record-breaking exploit, unless the threat of Hi. Teall, G. Y. M., "to hang me," might be considered as being in that line.

Many others, with myself, wish that the constitution or by-laws of the Veteran Employes' Association, contained some loophole or side entrance whereby "old" employes might become at least provisional participants in the proceedings of this magnificent aggregation. Whenever such provision is made, please let me know and in the meantime pardon me for presuming to occupy so much of your valuable space.

With sincerest regards and well wishes to the old guard.

Very respectfully,

J. W. MASTIN.

718-19 Mack Bldg., Denver, Colo.

(Concluded from Page 15.)
service, and repairs are made to these engines here, so as to keep them out of the back shop from two to four years.

During the past year a number of new pieces of machinery have been installed at the roundhouse machine shop, including a bolt cutting machine, small shaper, large air compressor and a large drill press. This enables the men to perform their duty much more promptly and better results are obtained.

We are hoping more will be added the coming year.

Yours truly,

ARTHUR SWEET.

Clerk I. & D. Div.,

Mason City, Ill.



Store Department Clerks, Dubuque Shops.



Jane Colburn Kirkland.

There were "ninety and nine" of 'em, all trim, dainty little things, dressed up in their very best and sounding the "Anvil chorus." Incidentally there were as many mothers, for it was the closing day of Better Babies' Contest, given by the Mothers' Club of Elgin, Ill., and all were anxious to learn the verdict as to "Florence, Jane, May, Irene, Jean, Donald, Jack, Bill" and so on.

The "anvil chorus" was ringing clear when Francis E. Kirkland, chief clerk to C. A. Goodnow, assistant to President Earling, mounted the steps of the Elgin Y. W. C. A., May 13. The contest was over and only the awarding of prizes remained. A big policeman stood between him and the open door.

"But I said I would be here at—" began Frank as he tried to walk past the policeman. "My wife will be waiting for me and is anxious; so is Baby Jane, and so am I. There is no reason for you acting "

"Nothing doing," was the response. "I've turned away dozens of fathers like yourself, all of 'em anxious. You'll have to wait. No, here they come."

Frank didn't have to wait. Jane Colburn Kirkland, his 20 months' old baby, happy possessor of a "blue ribbon," spied him and shouted out her greeting. Little Jane Kirkland was the prize baby girl of the entire crowd. Scientific measurements showed that Baby Jane was 98½% perfect. Her prize consisted of a valuable gold chain and locket, set with a sparkling diamond that almost rivals in brilliance the pretty blue eyes of little Jane Kirkland.

Of course Frank Kirkland is proud of his little girl. Do you blame him? He has been with the St. Paul for years and is the son of a veteran railroad man, his father being A. E. Kirkland, assistant superintendent of sleeping and dining cars at Tacoma. He is one of the best liked young men on the twelfth floor of the Railway Exchange building and lives at 412 Summit street, Elgin, Ill.

**O'Brien's Review of the Editor's Article
on the Electric Locomotive.**

Geo. E. Waugh.

"Good mornin, Casey," said O'Brien, the Roadmaster. "Did ye read that artikel be the editor in lasht month's Magazine?" "No," said Casey. "Phwat did he say?" "Phwat did **he** say," said O'Brien in fine scorn. "Sure 'tis the likes of ye that fill up the ranks of the misguided Sinn Feiners. Ye never learn nothin. 'Tis men like ye that creates the impression that the brass buttons of a policeman's uniform, or bein' a fancy shoveler, represints the heights of Irish aspiration. Sure if ye had the since of a gossoon ye'd know enough not to remark 'phwat did **he** say'—whin we're talkin' about the editor. Sure the masculine gender have nothin' to do with the editor of the Implyees' Magazine."

"Do ye mane to till me, O'Brien, that Karpenther Kendall's a wooman?"

"I don't mean to till ye anything," said he. "Go and look for yerself. The next toime a small parcel of skirts and chiffon jumps off of 15 and says to the Superintindint, "That's a beautiful pace of thtract ye have on that tin dagree curve east of bridge four forty-sivin—sure the fish plates ye'd think wure set be a jeweler—and the way that that shoulder is thrimmed—I declare—ye'd imagine 'twas landscape gardners ye had over here. I'll bet that Mike O'Brien's the Roadmaster that's beautifyin' that thrack."

"From that conversation ye'll know that its her—anny woman that have railroad rhetoric like that on the tip of her tongé, ye may be sure is no ordinary passenger."

"And ye tell me that she wrote that foine article about the new engines? Where inhell did she learn about thim electric machines?"

"My Hivins," said O'Brien, "the lack of voltage above yer collar maddens me. But that ye may not continue in ignerance, I'll till ye. I think she acumulated the knowledge be runnin' an electric flat iron and pressin' the door bells ye find on front porches. Sure there's lots of electricity in both of thim things."

"It seems to me," said Casey, "that for one that started out to tell me about electric locomotives, ye're usin' a sarcastic track on that conversational shoofly ye just got out of yer system."

"Maybe so," said O'Brien, "but there's some things I wanted to tache ye."

"Yes, and among thim was the electric locomotive," said Casey. "And all ye've done so far is blister me hide because the magazine don't show a skirt below the name of editor and a bird of paradise roosting on the hat of Karpenter Kendall. Who'd iver suspect that the gintler sex would be writin' anything about electric locomotives? Sure, I'd as soon believe that Mary Pickford put a haymaker on the jaw of Jess Willard, and that we now had a suffridgette

wearin' the belt that so long adorned the stomick of John L. Sullivan. Ye'll hardly expect a woman to be doin' aither of thim jobs."

"I know," said O'Brien, "and as hard as it seems to drive the truth into yer armour-plated king bolt, the fact remains that Mrs. Karpenter Kendall, the Editor of the Magazine, wrote an article on electric locomotives that belongs with the best of our currint litherature."

"It must be wonderful," said Casey. "Phwat do thim electric locomotives look like anyway?"

"Well," says O'Brien, "they don't look any more like the engines that ye see streamin' around the yard than ye look like Francis Bushman, and ye know, Casey, the inheritance tax never bothered ye any because your face was your fortune. But that's not answerin' your question. Lookin' at an electric locomotive from a distance, it resimles a cross betwan an Arms Palace horse car and a Pennsylvania caboose. On both inds of the roof ye'll notice a large sized jumpin' jack that looks like the clothes drier that Nora sets up in the basement whiniver it's rainin' on Munday mornin'."

"Phwat do they call it?" asked Casey.

"The Pantagraph," said O'Brien. "Tis a wurd driven from the original Latin Panta and graph, manin' smokeless smoke-stack. Sure the motor men on those machines have nice jobs. Why they'd no more think of soilin' their hands on a throttle than you'd think of goin' to the next Hibernian meetin' and hollerin' 'To Hell with Daniel O'Connell!' 'Tis quadrants and levers that these men of science handle. Then there's two ammeters in along with the motorman and his gintleman companion."

"My," said Casey, "that must be dangerous."

"How so?" said O'Brien.

"Why, to be cooped up there with thim two man-eaters yer talkin' about."

"It's not man-eaters, ye gossoon, it's ammeters. They're a couple of discs with the look on their face of a Big Ben Alarm Clock, that the motorman consults to see how many pounds of electricity they have in the adnoids of the locomotive. But the most wonderful thing about these electric locomotives is fot they call rejinerative brakin'. Now, of course, the curriculum in the little red school house back in Mayo didn't include anny of the sciences and consequently, Casey, me education was finished, so far as electricity was concerned, be havin' Pater Scanlan, the school master, tell us about a man be the name of Binjiman Franklin who invinted lightnin'. So you might know that anything so technical as rejinerative brakin' will be very difficult for the likes of ye to absorb, and to guard against ye gettin' brain-fag on these difficult problims, I'll rejuice it to terms that me tin-year old Tim understands. Now, the electric locomotive, of course, uses the juice



C. M. & St. P. Ry. Baseball Club, Chicago.

whin she's workin' up grade, but whin she's descindin' she gets even with the drag by makin' it push her down-hill, and at the same time grind out a few killowats which she runs back to the trolley. 'Tis about the same principle as if that horse on McCarty's dray, with his face in the nose-bag, was to pull that load of trunks over the hump and have the weight on the britchen push the oats out of him again for his breakfast tomorrow."

"And ye say," said Casey, "that there's no smoke or cinders about thim?"

"That's right," said O'Brien. "Sure they're as clean as a hound's tooth. Why, me frind Charlie Davis and Tom Hamilton swing off of their locomotives now garbed in their white flannels with a tennis racket under their arms. Sure, from the looks of thim ye might think that Mark Twain had kicked the lid off his coffin to indulge in a settoo with a congenial partner on the other side of the net. And, O my, but wouldn't Big John Ryan, the conductor on the Bluffs Division, be the happy man if he only had one of thim locomotives to connect up with the electric curlin' iron that makes him look as if half of his pay was spint with a hair dresser."

"O, but they must be wonderful. Tell me, O'Brien, do they look annything like the trollop cars ye see on Clark street?"

"They do," said O'Brien, "but they're not so incognito."

Contradiction.

Between cloud shadows on the hill,
Come bursts of sunshine and the while
Tears on you're lashes tremble
You turn you're head and smile.

—N. B. S.

The above picture represents the C. M. & St. P. Club.

C. M. & St. P. Ry. employes wish to announce to their friends that a new baseball league, comprising six clubs has just been launched for the season 1916, which will be known as the Chicago Railroad League, and in which we will be represented by a strong club known as the C. M. & St. P. Club.

George J. Reitz, manager of the club, who has past experience as a professional ball player assures us that he will leave no stone unturned to make the team a winner; this having already been evidenced by the fact that we bagged the initial game of the season against the Erie R. R. team by a score of 16 to 5.

The league will be composed of the following clubs: Chicago Passenger Club, Erie, C. & A., B. & O., C. B. & Q., C. M. & St. P.

If there are any clubs representing C. M. & St. P. Ry. outside of Chicago within a radius of 150 miles who wish to book games for Sundays only, can be accommodated by addressing George J. Reitz, manager, C. M. & St. P. B. B. Club, Chicago, Ill., care of Val. Dept., 7th floor, Lyon & Healy bldg.

Schedule of Games.

June 10—C. M. & St. P. at C. P. C.
June 17—C. M. & St. P. at Erie.
June 24—C. B. & Q. at C. M. & St. P.
July 8—C. M. & St. P. at C. & A.
July 15—C. M. & St. P. at B. & O. C. T.
July 22—C. P. C. at C. M. & St. P.
July 29—Erie at C. M. & St. P.
August 5—C. M. & St. P. at C. B. & Q.
August 19—C. & A. at C. M. & St. P.
August 26—C. M. & St. P. at B. & O. C. T.
September 2—C. M. & St. P. at C. P. C.
The Milwaukee team will play in Grant Park.

To the Men of the Manheim Yards

We wish to extend our heartfelt thanks to all those who helped in sending the "Gates Ajar" and the beautiful blanket. We wish we could thank each one personally and could tell each one of the appreciation we feel for their kindness and sympathy at the time of our great sorrow and the loss of husband and father.

Mary E. Atkins.
Gertrude L. Atkins.

Safety First From a Legal Standpoint

J. C. Burns.

To those of you who have never appeared in a court room as witnesses in a lawsuit, or listened to testimony offered by both sides to a lawsuit, the phase of this subject which I have chosen may not have impressed you sufficiently from the title I have given to this article, but I shall, in my humble manner, endeavor to convey to you my observations as a lawyer taken from facts arising from actual cases.

As an Attorney for the Milwaukee Road for a number of years, I have had brought to my attention cases arising out of practically every kind of accident, caused either by carelessness, neglect of duty, wilful disregard for the ordinary rules of safety, and so on. Many of the damage suits against the company were suits wherein the plaintiffs were employes, injured while acting within the apparent scope of their duties, yet, when the facts were brought out, it usually developed that in most cases such injured employes were injured purely through their own carelessness; again, in other cases, the negligence of a fellow-employe either directly or partially contributed to the accident. The result of such carelessness, or negligence, cannot be overestimated or exaggerated. In most cases, the facts are distressing. The loss of a father, brother, or other member of a family, cannot be replaced by any sum of money. You men, who have had your homes broken up by the loss of a member of your family, know and realize what an act of carelessness or negligence means. No words of mine can picture the misery, anguish, and manifold suffering occasioned by one little miscue, or act of negligence. I trust the time will soon come when the number of widows and orphans created yearly will be diminished, if not eliminated entirely, throughout the United States. The manner by which this result can only be accomplished, in my opinion, is by each and every person carefully exercising ordinary care in the performance of his or her duties. YOU go ahead and faithfully do YOUR work, being careful to follow out the instructions of your superiors; your co-employe should do the same, each man bearing in mind constantly that it is up to him to make good and set an example by practising "SAFETY FIRST" methods.

From cases brought to my attention, too many men, women and children, in divers vocations, are constantly placing themselves in danger. They assume too many risks at times when a little careful reasoning on their part would show them conclusively what terrible results were bound to accrue

through their wilful disregard for the rules of ordinary care or diligence. After an accident has occurred, it is very easy to think how it might have been avoided. Let us try to think about "prevention," before something happens, and demonstrate that life is sweet, after all.

It is not enough for railroad men to be as diligent and careful in the performance of duty as men in other lines of work. They should be the most careful men on earth, because their responsibilities are so great. From a legal standpoint, the common track laborer is just as important for the welfare of the people of this country, as well as for conserving the property of the railroad, as is the president of the railroad.

In an interview had with Coroner Hoffman of Chicago, who is striving constantly to protect the lives of men, women and children of that city by a vigorous campaign of advertising and publicity along the lines of "SAFETY FIRST," I was informed that his principal theory in attempting to accomplish satisfactory results was to constantly hammer "SAFETY FIRST" and "STOP-LOOK-LISTEN" principles into all classes of people, by asking everybody to make mention of such movement from the pulpit, the shop, schools, homes, and everywhere. He advised me that thus far 420,000 school children had been enlightened on the subject and had become enthused about it.

As I previously remarked, a lawyer becomes acquainted with cases some of you never read or hear about, and you cannot realize what serious and appalling results accrue from very slight mistakes, or overt acts of negligence. For instance, I recall a case where a man with a lighted torch walked into a storeroom where dynamite was stored, thereby causing the death of one hundred persons. Again, accidents arising from carelessly or negligently placing torpedoes near the tracks, a common occurrence, causing considerable expense to the company in defending lawsuits brought by persons injured through such carelessness. Other causes of injury to persons or property are too numerous to relate.

In this mad rush after-the-dollar craze, men of unquestioned intelligence assume risks which, upon reflection, would demonstrate that a mere child would hesitate before taking such chances. It doesn't pay to be known as a "20th Century Flier." GO SLOW—THINK BEFORE YOU ACT. Never run before or after a train or a car; it is just like a man in love running after a woman. Why run? Another one will

come along in a minute. But, no matter how or where you are employed, be honest with yourselves—do you work faithfully, utilizing "SAFETY FIRST" principles at all times, as the inevitable result is bound to come where a wanton neglect has been performed or exercised. Again, never judge by appearances. A scaffold may appear safe; the wheels on a train appear properly protected, etc., but the man whose duty it is to watch for defects should know whether any actually exist, rather than taking a chance by judging from appearances. When choosing a wife, some men judge a woman by her appearance, and usually get the "wrong party," just like using the telephone. You can't go by appearances. Take for instance a "doughnut." Doesn't it resemble a "life preserver?" But, when you bite into it, you find it to be a "sinker."

They say that when a man wants to do a wrong, he goes to his lawyer to find out how to do the wrong the right way. Do not believe that, I pray you, of the Milwaukee Railway Lawyers. We believe in doing everything the right way all the time, and the only manner in which the object sought for in this present movement can be attained is by everybody cultivating the right idea right now—the best and sanest of all habits—that of "SAFETY FIRST."

Tacoma Items.

F. J. J. Kratschmer.

When will Joe Titus' calf become a cow? What has become of the Shop Men's Glee club which used to practice every noon hour?

The employees of Milwaukee shops, Tacoma, had six automobile loads in the big Baseball parade on opening day. And believe me they are some rosters too.

Those megaphones were "all the noise" Mr. Adams.

M. Malcom, formerly of the Upper Floor, is now holding down a position for Mr. Alleman at the Milwaukee Docks.

The Chicago, Milwaukee & St. Paul Railway Co. in order to show the confidence it has in Tacoma and the Great Northwest in general, is going to spend \$200,000 enlarging its docks at Tacoma, Wash. There will be about one thousand feet added, which will make them by far the largest docks in the Northwest.

Jack Trippear, the new office boy, wishes all to understand that although his name may sound French, he is English. What's the difference Jack, they are both "Entente."

Joe Molitor dropped in on us last month. Joe says things are booming back in Virginia, but he is glad to get back to his old "job" at Tacoma Shops. By the way Joe, how about these rumors we are hearing about "Benedicts," etc.

Harvey Snyder and V. B. Ross played a little game of "Pussy wants a corner" last month. Harvey went to Spirit Lake to see Ross, and at the same time Rossy came to Tacoma to call on Harvey. Pretty hum teamwork boys. You might at least have stuck your heads out of the windows and exchanged glances.

Storekeeper A. J. Kroha attended the Railway Storekeepers' convention at Detroit in May. While east Mr. Kroha also made business trips to Chicago and Milwaukee.

George Toplif made his annual trip to Spokane last month. Hm! Where is that Spokane aggregation?

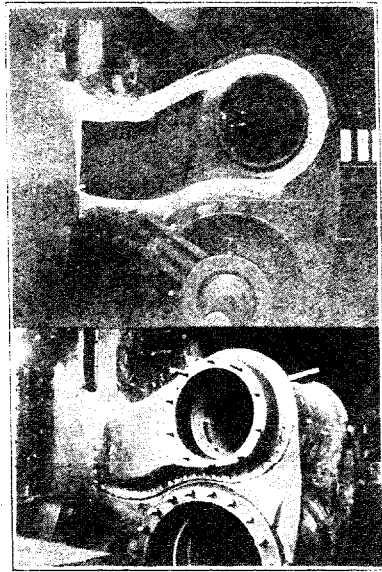
J. V. Miller, for three years the "pride of the Store Department," (some call him the "noise" of the Store Dept.) left us on May 9th for an extended visit to his old home in Two Harbors, Minn. Viv is going back

just to find out for himself whether all this talk about "prosperity" in the east is really true or not. In case it is, he says he wants a little swing at it himself. Well Viv we wish you all kinds of luck, but remember we are figuring on you when the cold winds begin to blow.

S. M. Wedeberg has accepted the position of stenographer to Mr. Kroha, filling the position vacated by Mr. Miller.

Jimmy Hicks, electrician Tacoma Shops, journeyed to Chicago last month with two business cars.

After that nice little explanation regarding the Pend Oreille Line in last issue, perhaps Mr. V. B. R. could inform us what Irishman it was that christened the infant.



The above pictures show the "before" and "after" of a patch applied to the front end of valve chamber of Engine 5582, at Tacoma Shops. This was one of the neatest jobs ever performed at a Milwaukee Ry. shop, and much credit is due Boilermaker C. E. Floberg. Boilermaker Foreman Strinsky says this was one of the most delicate pieces of work to perform, as it is all hand work, no machinery being used. The job cost something like \$50.00 and saved the company the expense of one complete cylinder.

The three horizontal tubular boilers which furnished power for the construction of the Snoqualmie Tunnel became badly bagged after their almost two years of continuous service, and were turned over to a second hand dealer in Seattle to dispose of for the company. The price offered for same was so low that Boilermaker Foreman Strinsky of Tacoma Shops was sent over to investigate. He took a trip to Seattle, and after examining the boilers found that the heads, flues, braces and flanges were in good shape, and that the boilers could be made as good as new with quite a saving to the company. Mr. Strinsky's estimate was accepted by the company, and the boilers were brought to Tacoma Shops, where they were stripped and rebuilt. The new boilers together with the britches, smoke stacks and everything complete, are now enroute to Moberge, S. D., where they will be installed in the Power plant. The boilers were tested at 200 lbs. water pressure, and 150 lbs. steam pressure.

The oil tank for wrecked engine 6601 was so completely demolished that it had to be rebuilt at Tacoma Shops.

Our sympathy is extended to Joe Bateson of the blacksmith shop, who recently lost his wife at the Tacoma General Hospital. Mrs. Bateson died on Thursday, May 11th, from severe burns received from the explosion of a lamp while setting an incubator.

At Home

Anna M. Scott, Editor.



Hazel and Waldera Hodges, daughters of General Foreman G. P. Hodges, Mason City.

Commencement.

Aside from their wedding day, there is no time of such great importance to the young girl as her graduation day, when her parents, relatives and near and dear friends assemble to see her receive her diploma, but the weeks previous to that are very trying to both mother and daughter, for of course, the dress to be worn that day is of supreme importance, and being in one of the shops on Michigan Avenue a short time ago I saw a very pretty model so perhaps I can help a little by describing it. The material was of white net with an underslip of white taffeta. The skirt had three ruffles of the net edged with a narrow band of white satin, the binding adds stiffness to each ruffle, causing it to stand out, which as you know, is the fashion of the day. The waist was of net and val lace, neck was cut low and round, the sleeves were short tucked and puffed, finished with some of the lace, and the girdle was of white satin. It surely was pretty and inexpensive.

Another more elaborate gown was of chiffon, absolutely untrimmed except for a soft satin girdle. The skirt was shirred at the sides. The waist was made surplice and had "v" shaped neck with long sleeves. It makes no difference whether the dress costs little or much, the principal thing is the completeness and appropriateness of small details. Now white shoes or slippers and white silk stockings add to the finishing touch of the graduation costumes. If ribbons are to be worn they should be white. Flowers should be the chosen class flowers or white mixed with green leaves. A small fan may be carried worn on a fine chain, white gloves either long or short, it depends on length of sleeves. I am sure that any of our young graduates who follow these suggestions will be both dainty and well dressed.

I saw the dearest dancing frock in one of the large shops during Style Week; it was made of pink taffeta in the softest shell shade. The waist was a tight bodice of the taffeta, just like the dresses Grandmother wore, with no trimming with the exception of straps of alic blue velvet over the shoulder. The skirt was a very full affair, draped at the hips into large puffs, at the bottom of each being a wreath of roses in the pastel shades. Alic blue velvet was used to form a very pretty girdle with long streamers on the left side. The bottom of the very full skirt was hung in four points, and underneath it was a silver lace skirt, about four inches of the same showing. The model shown had no sleeves, but little silver lace sleeves (very short) would be very handsome, and finish off the waist a little more. For an evening gown this creation certainly is the last word in fashion, and when worn by a young girl is beautiful—the extreme skirt is perhaps a trifle too "nifty" to be worn by anyone but a young person.

Owing to the scarcity of dyes, we are told that very soon we will all be attired in baby blues and shell pinks. I wonder how Sted would look in a pink and white striped suit—like a barber pole?

Stripes are being very much worn, particularly the darker shades of taffeta, with wide and narrow steel gray stripes, alternating. This material is very desirable for separate skirts—with georgette crepe waists (flesh colored) they are very effective. One that I admired lately was very plain, being shirred at the top on a three inch belting, and the bottom was corded with a wired cording, forming the hem. This gave the skirt a beautiful flare, as it was quite short.

One very handsome, summery looking frock shown in one of the shops was made of tan linen, with a russian blouse of awning stripe green and tan, the blouse having whisk-broom pockets edged with green. When worn with a flat linen sailor with a green and tan striped top, one can imagine how dressy it would be. Just can't wait for summer to come, so we can be all decked out in one of the awning stripe sport costumes.

Light boots are very much in vogue this spring, and though it may sound like a daring combination, are very pretty when worn with dark colored suits and coats. If one cannot afford to pay the exorbitant prices asked in the shops for ivory, champagne and white shoes, a pair of patent leather pumps worn with white gaiters takes their place very well, and have almost the same effect. The black shoes, too, are the more



On the left: Robert and Ruby Baker, twin children of Agent S. R. Baker, Spaulding, Ill.;
 In center: Edwin Latham, Jr., little son of "Valley Division" Conductor Edwin Latham;
 On the right: Margaret, Mary and "Junior," children of Superior Division Conductor
 Jerry O'Malley.

sensible, as they do not require the care that the lighter leathers do, and are more practical.

Beautifying the Home.

Furnishing fashions change just as much as dress fashions and there has always been so definite a rate of progress that one can almost foresee what the next change will be; if extreme this season surely next season we may look for simplicity. All sorts of draperies are in evidence, the chief consideration in the choice of draperies as in furniture should be the nature of the room in which they are to be used. There are certain draperies that are very pretty in a bedroom but would be entirely out of place in living rooms or parlor. Dining room hangings also have a distinct character of their own. Draperies may be made of cretonnes, madrasses and other light weight materials that hang well and look well and in buying it is always best to consult with the sales people who are always informed as to the requirements of any room. Fashion decrees lace at the windows, whether in panel form or sill length. There is a large showing of Irish point, Brussels and Nottingham, the last named have always been a favorite type because of the good appearance they produce at moderate cost.

FASHION TID-BITS.

Pockets are very much in favor, especially in the separate skirts. Many of them are wired.

In dresses, the sleeves are full, but the fullness is pushed upward nearly to the elbow by the high cuffs, which correspond with the large collars, now so popular. Many of the high cuffs are trimmed with a row of tiny buttons very close together.

Many girls are affecting a rubber under their chin to hold the large sailors on—they look "silly" but are very useful.

Although high boots will continue to be worn, the very newest shoe is one which is extremely low, scarcely reaching the ankle. Some of the new shoes have "windows" in them, through which the striped, clocked or other loud stockings which are now "the thing" may be heard.

Many of the new gloves are stitched in colors matching the summer gowns, even to the pastel shades.

Summer furs are going to be even more

popular than they were last year. The white, blue and red foxes are very much worn.

Some of the newest veils have spangled borders.

Good Things to Eat.

Jellied Prunes—Soak one-half a box of gelatine in half a cup of cold water. Cook half a pound of prunes until soft in one quart of water. When done drain them and cut in pieces. Pour the hot prune water over the gelatine, adding a cup of sugar, rind and juice of half a lemon and the cut-up prunes. Set away to harden. Serve with whipped cream.—Mrs. E. J. Kay, Wacaton, Minn.

Stew—One can tomatoes, one pound ground round steak, one small onion ground, sear meat and onions together. One cup rice before cooked, the rice to be cooked by itself first. One-half cup butter, one teaspoon salt, one-fourth teaspoon cayenne pepper, mix all together and put in baking dish and cook in oven one-half hour. Have tomatoes on stewing white getting meat and onions ready. Potatoes can be used in place of rice but rice is best.—Mrs. E. J. Kay.

Prune Cream Pie—Stew prunes and mash enough to make a cupful of pulp. To this add one cup milk, thicken with a teaspoon corn starch, rubbed smooth in a little cold milk. Cream can be used instead of milk. When milk is used add a little butter. Yolk of two eggs well beaten, one cup sugar. Line a pie plate with pie crust, fill with the mixture and bake as quickly as you can without burning. Beat the whites stiff and when pie is done spread over the top and brown slightly. Add two tablespoons powdered sugar to the beaten whites before it is spread over the top.—Mrs. E. J. Kay.

Strawberry Short Cake—The simpler the form of the "cake" the more delicious will be the result, although many people prefer a sponge or a cup cake with the berries. For a plain short cake make a sweet biscuit dough as follows To each pint of flour allow one dessert spoon of shortening (if a richer dough is preferred use more shortening), one heaping teaspoon of baking powder, one dessert spoon of sugar and a half teaspoon of salt. Roll out and bake in two sheets, and bake in a rather quick oven twenty minutes. When baked separate and add the berries mashed and sweetened.

Strawberry Batter Cups—Stir one cup sugar through a quart of slightly mashed berries. Make a batter with one and a half cup of flour in which has been sifted a half teaspoonful salt and one heaping teaspoonful baking powder. Mix with this a tablespoon of butter, two beaten eggs and one cup of milk. Place a layer of the batter in buttered cups or moulds, then a layer of berries, and so on until the cup is about two-thirds full. Bake for forty minutes. Serve with whipped cream or strawberry sauce.

The Spokane Terminal

Vol. 1 JUNE, 1916 No. 4
 Editor Boy Waugh
 Sporting Editor Chess Ginet
 Incubator Editor Sted

A little PEACH in Chicago grew, listen to my tale of woe; raised in a flat in a room two by two, listen to my tale of woe; sweet as a lemon and dry as the dew, plump as a broom stick and flat like a screw, soft as hard tack and with manners a few, she grew, she grew, in that room two by two, until she attained to a certain degree dimensions that measured exact three by three, and she couldn't get out of that room two by two and she wailed and she sobbed, oh what shall I do?

And she did it.

This is the month we graduate. We fully realize the subject is an old one and worn and threadbare, but we needed three lines right here to fill space, so could not resist the temptation.

He blew into the office on a sunny afternoon, he was hasty in arriving as he'd started rather soon; his number it was twenty, he had worked for Pat Leclair, and his accent was accented by his hiccoughs and a stare. He had labored on a section where the wind was wild and rough, he had blown in on a zephyr and was feeling strong and tough, he coined oaths that gathered feeling as they banged against the walls, and his first name smelled like trouble, while his quest was spreezy squalls. He was looking for his money and the C. G. was not in, he was out for hell and breakfast, but he wanted first his tin; and he swore with pirates' freedom as he clamored for his dough, while we quailed before his bunt kohn when he threatened so and so. Just then we found his time check and he slobbered in his glee, said he'd take us out to luncheon and maybe out to tea; then he grabbed the latest paper, raised a howl and with a cry threatened all with dire destruction when he read "THIS TOWN IS DRY."

Over at Harlow we met Cuckoo Kelley. Kelley is a great disseminator of news. He is wise to all the little happenings in his home town, and then some. He related a weird tale about some Harlow ticket clerk who had absconded with a Michigan widow and three kids. We have not as yet been able to grasp the intent of his studious deliberations—maybe we could if we met the widow (barring the kids). We are willing. Also he spoke of the infant industries about to blossom forth in Harlow, namely a goose ranch, a wash tub factory and an oil well. We easily comprehend such topics as they spell business and business is what makes the wheels go 'round. If you don't believe it just ask a box car.

Backward, turn backward, oh Time in your flight, to the days when Cap. Anson was there in his might. Make me a child again just for tonight and tell how John L. fought that New Orleans fight. Backward, turn backward to days long ago, when Adam and Eve were the cause of our woe, back to the time when scant raiment was chic, then gaze on us now— which styles would you pick?

Guess again.

Every once in awhile you run across some Johnnie Wise who knows something. Not often though. We met one of the Knowing Guys the other day. He knew how to beat the races. We did not learn his Sure Thing System, as he was busy trying hard to scrape up enough chicken feed to buy the accessories that help to formulate a free lunch and after making a quick touch he faded away like a beautiful dream. Guess he was springing that old one about the human race.

One little, two little, three little engines cast off their working clothes, turned tail and ran away when one big juice demonstrator

got busy yanking cars and tonnage over the Rockies. Verily the world has progressed since little Benny Franklin lured the first juice with his string, kite and key.

The world is cold and dark and dreary if you would make it so, it rains and the wind is never weary, it moans "I told you so." But Old Sol will shine, and joy will reign, Old Smiles will not wear out if you read the Terminal now and then—it has cured one case of gout.

During a recent trip over the East End we had the pleasure of meeting Claim Agent Bullwinkle. If you have ever met him you are fortunate, as he is an up-to-the-minute inspiration. If you have never met him you are yet to see the man who invented inspiration. Bullwinkle has several ideas in regard to other things and just now his mind is occupied pondering over the mysteries of women's toggery. He has sifted it down to shoes and skirts and in his materialistic manner says that women's styles now-a-days spell shoes and skirts and the one should never overlap the other. We have figured on this geometrical problem from several different angles besides a street crossing on a windy day, but have failed to arrive at a geographical solution. When we told Bull about the fruitless results of our endeavors his only reply was that he was right. Think I'll ask Dolly about it the first time I see him—women's styles are too many for us.

Ross says he is going to take us fishing and drown us next month. Wonder what he drowns his comrades with when out on an angling jaunt?

Notice is hereby served on Josephine that we will stand for the light blue broadcloth, half-way sleeves, wristlets, wrist watch, hanging plaits, one button, rubber band, fish net, ruffles and Alpine hat; but when she calls our pants trousers, it is too much. No one knows what that word means west of Marmarth, and it is never mentioned in railroad sewing circles. I can imagine a man entering the Florence Up Stairs Store in Spokane and asking for a pair of trousers, but I can't imagine what he'd see—maybe he would be surprised, too.

We take off our Alpine hat to "Ted." Ted is no rival of ours. In the first place he looms too big in the picture, in the second place he is the better looking, and last—between anglers there can be no rivalry, as it is a modest recreation. If you don't believe it, ask Ted.

For the benefit of G. M. H., we would say that the species of head ornament he desires and describes as follows: "With wreaths of humming birds running around the crown." This fashion was discarded in Washington on January 1, although previous to that time some of the boys saw worse things than that.

Every once in a while we notice a word or two in the Magazine from some male editor about our being married. If they keep this up much longer we will be labeled worse than a Mormon, and we did plan on having a great time at that convention.

Here is some new game we do not comprehend. We clipped it from the May issue and it reads as follows: "Add a sliced banana to the white of one egg and beat until stiff." We have ridden horse back, gone fishing, played golf, lawn tennis, run races and a hundred other things to stiffen up our muscles and called it good sport, but when they say to stand over a banana and egg and beat them until you are stiff, aye, that is worse than running a lawn mower every morning before you hike to the office.

Get Together

Puget Sound Pioneers.

Although another Magazine will be off the press before the date for the fourth annual meeting of the Puget Sound Pioneers, yet that issue will hardly have reached Miles City, where the meeting is to be held, before it is called to order. President Anderson and his committees are hard at work on their program, which will be interesting and different from anything the Pioneers have enjoyed before. This is the first meeting to be held on "the east end" and it is the duty of every Pioneer to make early arrangements to be on hand, and prove by their attendance, their appreciation of the efforts which the "east enders" are putting forth to make this meet a grand success.

The program will be as follows:

July 3rd.

Registration in the morning at the Elk's Home.
Business Meeting at 1:00 P. M.

Auto Ride at 3:30 P. M.

Banquet at 7:00 P. M.

Entertainment at Liberty Theatre at 10:15 P. M.

July 4th.

Social Session at Elk's Home at 9:00 A. M.

Roundup at 1:00 P. M.

Dance at 9:00 P. M.

Dining Car Department Makes a Hit.

Superintendent F. W. Getty is receiving congratulations from the traveling public who patronize his far-famed dining cars, upon the very pleasant and acceptable "plate service" innovation which he inaugurated some time ago. "Plate service" is a means by which a man or woman traveling alone, may get a sumptuous dinner without having to pay the cost of the usual portions which make up "a la carte" service. Everyone knows that the orders in "a la carte" service are always plenty for two people, and sometimes more, with the prices corresponding, frequently compelling patrons to pay for more than they want to eat. To obviate this, Mr. Getty has established the "plate service" which consists usually of a portion of meat, potato and another vegetable daintily served on one plate, and brought to the patron smoking hot and ready to eat. Special plates with divided compartments are used, so that the food is not mixed up or "messy," and the quality and cooking are in every respect the same as the "a la carte" service.

It is such intelligent attention to the wants of travelers which makes friends for a Railroad Company, and is the "reason" behind the wide fame and popularity of our dining car service.

The following circular from the General Superintendents' Association, addressed to member lines, contains a few verses written by Herbert Smith, the well-known and popular chief clerk to H. E. Simpson. The circular speaks for itself.

CHICAGO GENERAL SUPERINTENDENTS' ASSOCIATION.

Committee on Promotion of Proper Handling of Equipment.

To All Member Lines:

The Man Who Appreciates.

Volumes are written of the man who wins,
The man who tries, and sets up the pins,
But how far would you get, how much could you do,
Without the true-hearted soul who appreciates you?

If any one falls down and makes a mistake,
It's up to somebody to set things straight,
Good chances are lost when one hesitates,
DO IT NOW for the man who appreciates.

He openly credits the good work that you do,
And when the time comes he will recommend you—

Great deeds were not done by one man alone,
He depended on others; he knew their backbone.

Forget about good luck, keep shy of the fates,
Just 'tend to your knittin' for he appreciates.

The Committee appreciates the action taken by all concerned with a view of decreasing the unnecessary movement of freight equipment, and it is hoped that all interested will continue their good efforts with a view of decreasing it still further, and thereby save money for all companies concerned.

You will note there are quite a few cars in this statement which have gone to connecting lines without any carding. All of these cars could have been saved an unnecessary move providing they had been given the proper inspection and carding before delivery was made.

Attention V. E. A.

The first annual get-together of the Veteran Employees' Association will be held in Milwaukee on August 15 and 16, prox., and every "Vet" who can make arrangements to attend, should not miss this occasion.

Milwaukee is the "home" of the road, and to many of the veterans, this will be in the nature of a homecoming. Those members of the Association who attended the organization luncheon at the Hotel LaSalle, in February, will not have to be told that there will be a good time and good entertainment provided in Milwaukee, at the August meeting, for they have already had a taste of what it means to be a "Vet," what it means to foregather with comrades of long years ago, and build the railroad all over again, dig whole divisions out of the snows of the Dakota and Iowa prairies, once more; swap stories and renew old friendships. There will be ample opportunity for all of these things, as there will also be a program of entertainment, including a banquet and good speakers.

The Entertainment Committee, composed of Messrs. W. D. Carrick, W. J. Boyle, W. B. Hinrichs, W. H. Dodsworth, P. C. Eldredge, J. M. Davis, G. G. Scott, G. H. Lapham, H. W. Griggs and L. S. Taft are getting things under way and postal notices will be sent to members in sufficient time for the Committee to receive replies, in order that they may know how many to provide for. The Executive Committee, also, desires to have it understood that the families of members are cordially invited to join in the general good time.

The August Magazine, containing the complete program and arrangements will be distributed in ample time so that each member will know exactly what is to be done, and what he is expected to do. A headquarters as near the Union Depot in Milwaukee, as possible, will be provided, where members may register and procure their badges for the meeting. Special arrangements have been made with the weather man, and you all know the beauty of the Cream City and her many attractions for a great meeting of this kind. Make your arrangements for a lay-off or vacation at that time.

M. N. G.'s Take Notice.

For fear some of the regular correspondents might not have received their notes of invitation, this is to say that they are invited to luncheon with the Editor and Staff, at Hotel LaSalle, Chicago, June 25th, at 12 o'clock. Kindly notify the Editor immediately of acceptance or regret.

The Children's Page

Jennie B. Ginnet.



My Dear Boys and Girls:

J-u-n-e spells June and that means—vacation. For every boy and girl it should also mean green fields, blue skies, running brooks, sweet fragrant flowers, dear, little birdlings, buzzy field-folk and happy, happy hours. "What is so rare as a day in June?" Ah yes dears, kind Mother Nature is inviting you all through June to come and visit her. The trees are nodding their leaves and saying "Come, come children." The little birds are singing, "Come and see, our children three, up in the tree. We know you will not hurt us."

The wild flowers are swaying and saying, "Come and pluck us all." The little field-folk are buzzing: "Come and learn our ways."

What a splendid invitation is this! You all must accept it for Mother Nature gives such a good time to those who visit her.

Listen to what Bryant, one of our beloved poets, has said:

"Is this a time to be cloudy and sad,
When our Mother Nature laughs around;
When even the deep blue heavens look glad,
And gladness breathes from the blossoming ground?" —AUNT JENNY.

The Blind Men and the Elephant.

Once upon a time there were four blind men. One day they heard the people in the village talking about a large elephant that had been caught by some hunters.

"Take us to the elephant," they said.

"Let us feel it with our hands. Then we shall know what an elephant is like."

Their friends led them to the elephant. The first blind man put out his hand and touched the elephant's broad side. The second took hold of a leg. The third grasped a tusk, and the fourth clutched the animal's tail.

"Now do you know what an elephant looks like?" asked a friend.

"Yes," cried the first. "The elephant is broad and flat like a barn door."

"What!" exclaimed the second. "The ele-

phant is big and round like the trunk of a tree."

"Not so," cried the third. "The elephant is hard and smooth like a polished stone."

"What are you all talking about," cried the fourth. "The elephant is just like a piece of rope."—Indian Fable.

The Snarl Family.

When we brush the children's hair
They all think it's lots of fun
To, with the brush and comb,
Put the Snarl-folk on the run.

There's Grandma Snarl, who is quite old,
And can't go very fast—
She sticks and sticks and sticks,
But has to go at last.

And Grandpa Snarl and baby Snarl,
A little bit o' thing—
That holds tightly in—
Just like anything.

And Sister Snarl, and Brother Snarl,
And oh! how they do pull—
Till you'd think the comb, with hair,
Must be most nearly full.

Then Papa Snarl, and Mamma Snarl,
Are never far away,
Though we wouldn't care a bit
If they'd go away and stay.

—EDENA.

After Study Hours.

A lady with a tiny baby in her arms went into a store and purchased a dozen handy little things, fastened on a card.

In reply to a question the clerk said, "Yes, nip fast." Change the ten letters about and find what the lady purchased. The clerk's reply indicates what they are.

—E. W. D.

Answer to May Puzzle.

Beheadments: Clock; stool; couch; chair; bowl; sink; cup; table.

Electricity in the Railroad Man's Home

The Electric Fan Is One of the Cheapest and Best Electrical Conveniences for the Home.

The electric fan was more of a curiosity than anything else until a very few years ago. Only in the higher priced hotels and in the private offices of the wealthy were electric fans to be found to any extent. Now they are common enough everywhere and we enjoy their gentle breeze in railroad and subway trains, in dining rooms, reception rooms, offices, shops and stores and in the home.

The electric fan needs no care other than occasional oiling. This oiling should not be too generous, just a drop or two now and then will be sufficient. Too much oil will leak out and run down the fan pedestal, or will be whirled out on the blades and splattered over everything within range. The location of the fan where it will do the most good, and the least harm, is all important. It is not good policy to place the fan so it blows directly on a person. The steady breeze will cool the body too quickly and is apt to lead to colds and lameness. If a breeze is desired the fan should be so placed and thus thoroughly scattered to all parts that the air is "reflected" from the walls of the room. Turn the fan towards the wall, at a sharp angle, and in this way it will move all the air in the room. The fan can also be placed on a high mantel so it will keep the upper air, which is always the warmest, in continuous motion.

Often enough the temperature outdoors will drop very quickly. Generally the change follows the going down of the sun, or a thunder shower. This will leave the house full of hot air. If there is no wind blowing it would take a long time to cool off the interior of each room without the aid of a fan. In this case place the fan on the window ledge so it can pump out the hot air. By opening another window opposite the fan the cool air of outdoors will rush in to replace the expelled heated air. By placing a good fan in a window upstairs the entire house can be quickly cooled in this way. Generally the nights are cool following the hottest day. The thermometer will show that is it the house which is hot,

not the air outdoors. By replacing the heated air of the house interior with the cool air of outdoors the rooms can be quickly cooled and made comfortable for sleeping purposes.

The electric fan is also of great value as a ventilator. By arranging a bracket in the kitchen near the top of a window the fan can be used to blow the smoke, odors and heat of cooking outdoors and the kitchen can be made more tenable. The odors of cooking, steam, fumes, etc., gather in the upper air, near the ceiling. By placing the fan near the ceiling these fumes can be all blown outside. This will keep the kitchen cooler, and prevent the odors from permeating the entire house. The electric fan is also of value in keeping flies out of the house. Flies do not like the electric fan. They will not remain where the fan is buzzing.

It is rather difficult to operate a fan in the average bedroom. It cannot be safely placed on a chair, as it will "creep" and fall off. If placed on the dresser it will make too much noise, owing to the sounding-board effect of hollow furniture. The best way is to fasten it to the window ledge with two small screws. Every fan is provided with holes for screwing it fast if desired. These thumbscrews can be easily and quickly adjusted, making the fan secure and in no danger of falling off the window in the night. The cord and switch can be located near the head of the bed, within easy reach of the sleeper, so that the fan can be turned on and off at will. If placed on the first speed the fan will make practically no noise and can safely be operated all night. It is immaterial whether the fan pumps fresh air into the room or sucks the used air out, the effect being the same.

The first cost of an electric fan is not great. The small eight-inch fan is large enough for a small home and the twelve-inch fan is large enough for any size house. They can be easily attached to the electric light socket and consume no more current than a small electric lamp. In fact, the eight-inch fan can be used for a quarter of a cent an hour and the twelve-inch fan for half a cent an hour.

Special Commendation

Switch Foreman J. W. Johnson, South Minneapolis has been given credit and special commendation for quick and determined action in stopping River Division No. 6, on the morning of May 6th, when he discovered brake rigging dragging under engine as train was passing. Johnson saw the rigging down while engine was passing him, but was unable to get the attention of the engineer. After train had passed by, he followed onto the track behind the rear end, giving the stop signal and shouting until the flagman's attention was caught, when the train was brought to a stop. This was excellent work and greatly appreciated.

Brakeman Norton, on St. Clair Line is deserving of special mention for vigilance. He discovered a piece of rail about fourteen inches long gone out of rail on main line track two car lengths east of the M. & St. L. crossing at Albert Lea, while on his way to get the St. Clair Line engine out, at 6 a. m. This discovery was made just before No. 1 was due, which undoubtedly averted a serious wreck.

Car Inspector Henry Schwartz, Madison, Wis., has received special commendation and credit in the roster for discovery of a broken flange under car St. P. 41898, May 6th, after No. 91 had pulled into the yard.

R. Armstrong, Marion, Iowa, has received special commendation and credit in the roster for vigilance in discovery of a brake beam down on U. P. car 74157, while pulling out of Marion yard, April 10th, and getting the train stopped in time to avert serious consequences.

Engineer J. T. Masterson and Brakeman G. M. Schaefer, Columbia Division, have received letters of commendation and credit for discovery of a fire on the deck of the Columbia River bridge on the afternoon of April 29th. In spite of the high wind which was blowing, Engineer Masterson and Brakeman Schaefer proceeded at once to extinguish the blaze, which was done so quickly that no serious damage occurred.

Columbia Division Fireman E. Denton has received special commendation for vigilance and careful attention to his duties. On April 22nd, he discovered a fire in the roof boards of a car in 1/64, while the train was running between Smyrna and Coletta. His careful observation of the train and prompt action no doubt prevented serious damage.

La Crosse Division Conductor Wm. Hagerty has received special commendation and credit in the roster for discovery of a broken arch bar on Erie car 110085, in extra, at Columbia, April 14th. His timely discovery and stopping the train no doubt prevented serious damage.

C. & M. Division Brakeman D. T. Healy has received special commendation and credit for discovery of a broken rail on west bound main track near Taylor's milk shed. He notified the section foreman and the damage was repaired before any serious damage occurred.

Special commendation is due La Crosse Division Conductor J. J. Welch for discovery of a broken truck frame on C. I. & S. car 183442, as train was passing him at Pewaukee last month. Mr. Welch succeeded in getting the train stopped, thereby averting more serious consequences.

While train No. 74 of April 28th was pulling into the yard at Dubuque Shops, the special officer discovered a broken brake beam on a car in the train. The brake beam was removed before further damage had occurred.

T. M. Division Brakeman J. M. Kern and Section Foreman L. A. Sandvig have received special commendation for discovery of a broken rail on passing track at Griffin, on April 2nd. Their vigilance and prompt report no doubt prevented an accident.

Bridge Inspector F. J. Welch, T. M. Division, has received special commendation for discovery of a main line switch not locked, on April 12th. His timely discovery without question was the means of preventing a serious accident.

B. & B. Foreman W. H. Potter has received special commendation and credit for attention to the interests of the company. Mr. Potter discovered the stand pipes at McLaughlin unlocked, on the morning of April 2nd, and his prompt action no doubt prevented serious damage.

Special commendation is due Trans-Missouri Division conductor for timely discovery and report of a pair of sliding wheels in train No. 63 April 15th. His prompt action prevented more serious damage.

Trans-Missouri Division Brakemen H. T. Richardson and L. H. Pridgen have received credit and special commendation for discovery of broken brake rods in train, April 15. Their vigilance and attention to duty no doubt prevented a more serious accident.

On April 19th while train 64 was pulling by train 63 at Milan, Minn., Conductor Wm. Botten on train 63 noticed a sand board down on rear car in train 64 and caught on the caboose and stopped the train.

No. 64 was only a short time ahead of No. 4 and his action undoubtedly prevented an accident to train 64 and delay to No. 4.

On April 1st Henry Radsheiter, employed as a night watchman on the Farmington Line, on account of grade slides, discovered a broken rail one mile east of Dahlgren, Minn. This was reported and repaired before any delay or accident occurred. The rail was discovered about midnight. About two feet was broken out.

On train 1st 63, March 3d at Andover, S. D., Brakeman W. J. Wiltse noticed the truck bolts holding oil box on St. P. 47770 with nuts gone, one bolt ready to drop out and the other partly out. The train crew made repairs.

On March 7th when train 263 was going through Andover, S. D., Mike Red, car repairer at that point, discovered a brake beam dragging on Mo. Pac. car 36424. He reported to the dispatcher and train was stopped at Groton, east of the interlocking plant. The car was in such condition that the conductor advises it would undoubtedly have been derailed on the railroad crossing.

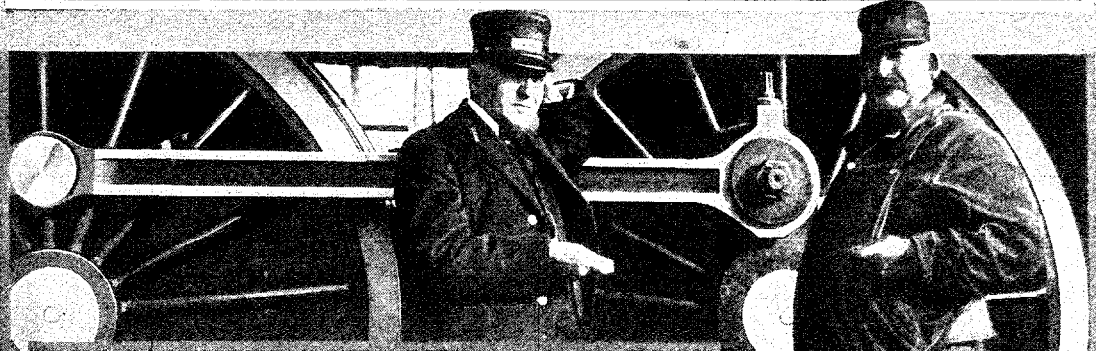
On Feb. 1st Section Foreman J. G. Bussian, located at Roscoe, S. D., after going to bed for the night, heard in train passing Roscoe a car with very bad flat spots, and he went down to the depot and reported to the train dispatcher and the train was stopped at Ipswich. The wheels on the car had five inch flat spots, and the weather being very cold, would undoubtedly have resulted in numerous broken rails.

Yardmaster Cull on the Elevation, Milwaukee, advises that on May 3rd, while C. & M. 263 was passing over Washington Street crossing at 8:15 a. m., Towerman Al Schmitt and Switchtender A. O. Cunningham discovered a brake beam down and dragging. Through their efforts the train was stopped at Florida Street and brake beam was then wired up, undoubtedly preventing a derailment. Messrs. Schmitt and Cunningham are worthy of honorable mention for this work.

On April 26th, Yardman C. A. Engelhardt discovered a brake beam dragging on U. R. T. 3320 while moving on Koch's beer transfer passing through North Avenue. He got on caboose and notified Conductor Koch to that effect, and train was brought to a stop. Undoubtedly this prevented a derailment. Switchman Engelhardt has been given a credit mark by Superintendent Hinrichs.

Hamilton Watch

"The Railroad Timekeeper of America"



Engineer Thomas Cushing and Conductor Charles E. Pope of the Burlington Chicago-Denver Limited. Both have carried Hamiltons for years with absolute satisfaction.

THE reason for the popularity of the Hamilton Watch among railroad men is the feeling of confidence they have when they buy it.

You can look around you and see men carrying, with perfect satisfaction, Hamiltons they bought ten and fifteen years ago.

When you ask who have the best watches you hear the names of men who own Hamiltons.

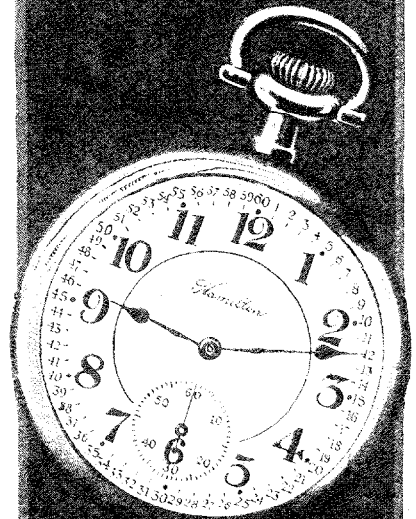
These things naturally assure you in the idea that the Hamilton is a pretty safe watch for you to buy.

The Hamilton Watch Book—"The Timekeeper"—Sent Free on Request

It shows all Hamilton Models from \$12.25 for movement alone (\$13.00 in Canada) up to the Hamilton Masterpiece at \$150.00 in 18k heavy gold case.

For Time Inspection Service, Hamilton No. 940 (18-size, 21 jewels) and No. 992 (16-size, 21 jewels) are the most popular watches on American Railroads. No extra charge for Safety Numerical Dial on Railroad watches. A Hamilton Movement can be fitted to your present watch case if you desire.

HAMILTON WATCH COMPANY
Dept. 20 Lancaster, Pennsylvania



On May 2nd, while Yardmen C. F. Strube and Ben Sohler were switching east of Stowell Station, they noticed thieves throwing blankets out of an incoming C. & M. Division train. They stopped their engine, and recovered 18 of the blankets. Some of the vandals drew revolvers, but Ben Sohler, who was alone on the ground at the time, stood his ground, and they dispersed. Superintendent Hinrichs has entered a credit mark on their records for this work.

Credit in the roster and a letter of commendation was given Brakeman John Mc Curdy of the Western division for the discovery of broken diamond frame under a car in his train at Panama, April 15th.

Credit was given Fred R. Briggles for the removal of a part of the elevator roof which had blown over on the east bound tracks at Dunbar, April 19th.

H. R. McPherson, agent at Rodney, deserves creditable mention for discovering brake beam down on 63 and notifying dispatcher's office of same. The train was stopped at Grant Center and brake rigging taken down, which probably prevented a serious derailment.

Section Foreman John Miller at Grant Center discovered brake beam down on train No. 6 recently and notified train crew of same.

An empty refrigerator D. L. & W. 6302 was being moved from the Kansas City Southern connection, April 5th, when Inspectors H. Morrow and G. Thompson discovered decking in side of car on fire and securing tank bucket and water from the engine, extinguished the fire, after it had burned through three decking boards and had ignited the insulated portion.

Had the fire not been extinguished, it would no doubt have burned the car beyond repair and caused damage to car loads of freight on adjacent tracks. They have been furnished a letter of commendation for the action taken.

Chicago, Ill., April 25, 1916.
File 239-88.

Mr. Dennis O'Mara,
Train Director, Tower A-2, Western Ave.
Chicago, Illinois.

Dear Sir:—

Word has been received that on arrival of C. & M. 4, April 19, at the Western Avenue Passenger Station, you noticed the engine cab burning and the engine men out on the running board, and assuming that they would not be able to stop, as cab was all afire, you immediately set the route for them to avoid derailing and called the Fire Department, who responded within eleven minutes.

Your prompt action in this case, without doubt, avoided a serious accident, and I wish to thank you in behalf of the officials of this company for interest you displayed.

Yours truly,

P. L. RUPP,
Supt. Terminals.

Dan Healey needs no introduction. Neither does the young woman whose verse appears below. Dan spied her the minute she entered the dining car of the Pioneer Limited—Dan's car—on her way to the Twin cities.

"Good evening, Mrs. _____," said Dan Healey. "I met you three years ago, you remember? You were on your honeymoon, then."

"O, yes, indeed," replied Mrs. _____. "I never forget, Dan, that it was you who furnished the dinner trimmings and all that. It was good. You see that I am on my way back to the West. It was a happy honeymoon and things are happy yet. Thanks."

This is what Mrs. _____ left on a menu card on her table:

Dan Healey's Pie.

I only meant to take a bite,
For my capacity was light,
And my waist-band was already tight,
But that one bite
Just whetted my appetite;
So here I set
With the pie all 'et,
Wishing that I had more,

AROUND THE RAILWAY EXCHANGE.

Boy Waugh.

The death of Geo. C. Richardson, which occurred suddenly Sunday evening, May 14, removes one of the oldest employes in the Freight Auditor's office.

Mr. Richardson started with the company in Milwaukee in 1883. He was a graduate of the Boston Latin School and received his A.B. from Harvard in 1874. Mr. Richardson was the essence of a scholar and a gentleman in all that the term implies, and was one of the best educated men in the Accounting Department.

He is survived by a widow and two sons, and the employes join with them in their grief in the loss of the employe who was loved by all who came in contact with him.

While L. J. Tracy, Special Accountant in the Freight Auditor's office, was in Minneapolis last month, he received a telegram which caused him to return promptly to become acquainted with a new son weighing ten pounds.

One of the debonair members of the rate force met with the most peculiar experience one evening last month. While returning home and conducting himself as a perfect gentleman, he was accosted by a bevy of chorus girls who tried to drag him into an alley. He, of course, screamed at the top of his voice to protect himself, and finally, by dint of persuasion, he induced the enamoured girls to permit him to go peacefully on his way.

To show that you can appeal to a woman's better self, he entreated them to remember that they had brothers of their own. This is the fourth time that this captivating rate clerk has undergone this racking experience. "We simply have to have better police protection," said the young man. "I am as nervous as a cat over the last experience and I simply have had to give up bowling because the game is played in an alley. You can mark my words, that the next time I am molested, some hussy is going to be pinioned on the business end of a hat pin that I am carrying in my boot for self-protection."

Harry Lynch, our genial and rotund chief operator, recently moved into his new home in Mont Clare. The surveyors have not as yet completed their work on the Lynch ranch, but we understand that the farm is so extensive as to classify him among the big land barons. Harry has the cabbage planted, and the corned beef bush never looked better.

Joe Caldwell, chief clerk in the General Passenger Department, is another city dweller who has forsaken our metropolis for a residence in Forest Glen.

Mrs. J. W. Olson, who was Miss Margaret Foster when she was employed in the Advertising Department up until two years ago, has a new member in her family in the daughter who was born on May 19.

W. J. Cannon, Assistant General Passenger Agent, spent several days in Seattle last month at a rate hearing.

J. W. Cowan, of O. D. Aeppli's detective force, received a most peculiar assignment last month. There had been a complaint made that our depot at Canton, S. D., was being used as a trysting place for clandestine lovers. Mr. Aeppli therefore dispatched Cowan to Canton to "peek in."

General Superintendent W. B. Foster of Seattle, spent several days in the general offices in Chicago last month.

The dance held in the Lincoln Park Refectory, April 29, while not the attendance success that it should have been—everyone who attended had a capital good time, and the Magazine takes pleasure in saying that it was the sort of dignified function that provided a wholesome good time for all those who spent the evening at the Lincoln Park Refectory.

Anthony Naatz and the others who took the leading part in organizing the affair, are to be congratulated for their enterprise, and it is hoped that the next entertainment that they give will receive the sort of support that it is entitled to from the employes in the Chicago offices.

Notes of the I. & D. Division.

C. J. Gillette.

A. D. Nelson, former roadmaster at Mason City, suffered a stroke of paralysis on March 6, resulting in death.

From 1885 to 1910, Mr. Nelson was employed as roadmaster on the I. & D. Resigning in 1910, he moved to Texas, where he resided until September, 1915, when he returned to Mason City and accepted a position as flagman at the Miller street crossing.

Mr. Nelson was very highly respected by all who knew him and the I. & D. boys sadly miss his pleasant smile. He is survived by the widow to whom we all extend our deepest sympathies.

Miss P. O'Halloran spent the week end at her home in West Union.

H. I. Prusia chief clerk to superintendent was on the sick list two days last week.

E. A. Meyers is again chief dispatcher after a six weeks' siege of statistics.

C. W. Hickey spent a pleasant afternoon at Emmetsburg a few days back.

Madonna Doyle has accepted a position as stenographer to Statistician E. A. Meyers.

A window has been put in the chief clerk's office which gives so much light we are expecting at any time to hear the boys are light headed.

W. D. Howie returned from Aberdeen the early part of the week.

L. Hendrickson has taken the Austin, West Yard run in place of L. A. Goddard, who is working out of Mason City.

J. H. Foster, general superintendent, of Minneapolis, with his family, visited a day at Mason recently.

Mr. and Mrs. R. H. Janes spent two days at Chamberlain, May 1 and 2. Account Yankee Robinson show on the division.

Harry Pressler, second trick operator at Chamberlain, was married May 3, at Oskaloosa, Iowa, to Miss Lenna Sexton. They expect to make their home at Chamberlain.

O. L. Hopkins, agent at Chamberlain, spent Sunday, May 14, at his ranch near Cottonwood, S. D. with his son Harvey and family.

Clarence Garry of Columbus College, Chamberlain, relieved Harry Pressler as operator during his absence at Chamberlain.

Mrs. P. G. Gibson, wife of the agent at Inwood, Iowa, is at Chamberlain, taking treatments at the Sanitarium.

C. J. Wilson, conductor on the I. & D. Division, is laid up with rheumatism at his home in Mitchell.

Charles Hudnall of the roundhouse force had the misfortune of having his nose badly marred on account of a switch light falling from a stand while turning a switch, although no bones were broken.

The Chamberlain depot force is beautifying the little lawn east of the station with trees and flowers. Robert Reed, our genial section foreman is always ready with his force of men to help in fixing up our grounds.

Homer Hopkins, freight man at Chamberlain, took in the dance at Kimball, S. D., May 6th.

Frank Maynard, passenger conductor of the B. H. Division, spent the last week of April visiting at Mitchell, S. D.

Harvey Hopkins, brakeman on the B. H. Division, reports killing two large rattlesnakes within forty feet of the house on the Hopkins ranch, north of Interior.

F. E. King, district engineer of Minneapolis, Minn., arrived in Chamberlain May 11, and remained three days looking after the construction of the center button pier of pontoon bridge which was swept out by ice on March 5.

James Sullivan, conductor, has the run on 301 from Mitchell during C. J. Wilson's absence, on account of sickness.

-The Watch That's Guaranteed to Pass Inspection for Five Years!

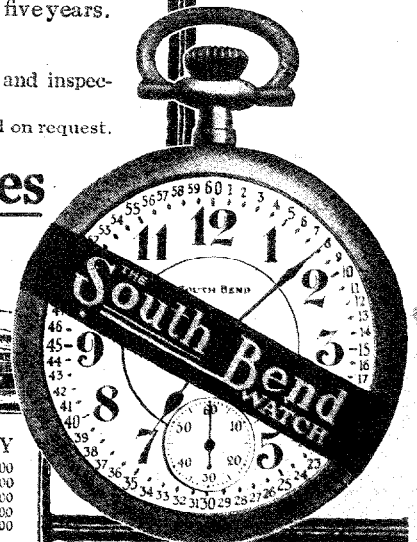
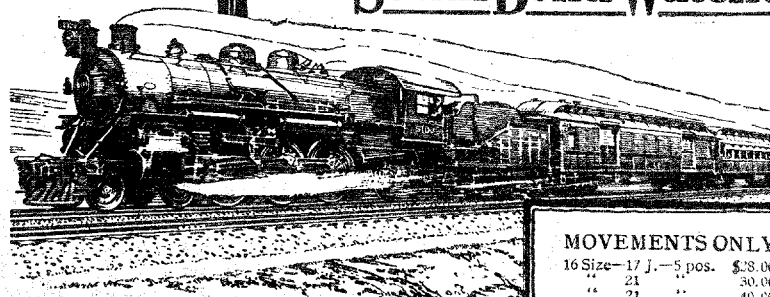
However close your time limits, we guarantee the South Bend Railroad Watch to meet them. Further still, we guarantee the South Bend Railroad Watch to meet *any changes* in time requirements of either your present road or any road to which you may transfer within five years.

It is the *only* watch so guaranteed!

You can tell South Bend Watches at jewelers' and inspectors' by the identifying bands of Purple Ribbon.

Interesting, illustrated watch book gladly mailed on request.

South Bend Watches



MOVEMENTS ONLY

16 Size-17 J.-5 pos.	\$28.00
" 21 "	30.00
" 21 "	40.00
18 Size-17 "	24.00
" 21 "	28.00

Fitted to your own case if desired.

SOUTH BEND WATCH COMPANY
336 Studebaker St., South Bend, Ind.

The South Bend **STUDEBAKER**
Railroad Watch

On The Steel Trail

S. M. East.

Notes and News I've yet to scan
From any of the S. M. clan.
But nevertheless a few you'll see
Gleaned from space by "One T. P."

R. H. Trickell, erstwhile agent at Hokah on the far eastern extremity of the S. M., has trickled out to Chandler having exchanged his wireless station for one with more electricity rampant, with A. E. Lambert who was formerly mayor of Hokah several years ago.

As near as we can learn from our limited sources of information R. N. Miner from Howard, S. D., drew Spring Valley agency on recent bulletin and is now duly installed as mediator and intercessor among the warring factions around that village.

It used to take a real diplomat to keep the several stock shippers tamed around there in the days of old.

Go to it Roy, you have our sympathy.

Nolte is off for a few days relieved by Hendrickson.

Johnnie Whalen from Gund's Paradise (I should say Welcome) Minn., taking Horace Greeley's advice has emigrated west to grow up with the country bidding in on Howard Station as his first stopping place.

Lehman from Garden City put the Indian sign on Welcome Station and is coming back to a Wet spot after several years' sojourn out in S. D. where they have to haul H₂O in tub cars.

If you have tears prepare to shed them now for Cupid Johnsing, the handsome Adonis from Supt's. office up and got spliced on the 13th of May.

Josephine there is another chance gone glimmering.

Before he departed we were fortunate in being able to extricate several passes from the shuffle so presume we will be able to travel a little during our annual lay off.

Mr. and Mrs. Dan Cupid Johnson departed for Seattle, Tacoma, Portland and other sea ports on the 13th (unlucky day.) Here is hoping their matrimonial venture may prove a brilliant success.

The Milwaukee News gatherers will meet in Hotel LaSalle, Chicago, on June 25th, and unless some natural infirmity interposes of which we wot not of, yours truly will be there with bells on. Hickory Sampson is going too, and no doubt there will be a quorum for the Magazine has promised to provide "eats."

Looks like Spokane was going to get the "Go-by" this year but 1917 looks better for that trip.

Wendorf went to Mapleton, Minn., for a few days and Mexico Marr from Easton to Granada for same length of time while the Johnson brothers, J. M. and Chas., took a flying trip to Hixon and Black River Falls, Wis., to settle up their father's estate.

Wendorf went to Hokah for a few days while Lambert and Trickell made the swap.

G. A. Wright, regular agent at Easton, who was resting and refreshing himself around Pipe Rock, Minn., was called back to Easton while the Ex Villista Mexico Marr could go to Granada.

Aforesaid Marr has again bobbed up at Easton.

Sorry "Sigh" at old Deer Lodge,
But Spokane this year we will dodge,
For we meet the M. N. G's. in "Chi."

To be there you must surely try.

Glad to see V. B. R. back on the job once more. It began to look as though he would be numbered among the missing.

Here's to Nora on the hill,

Nora B. whose name is Sill.

Your May writeup was full of news.

At Summit, Loweth don't get the blues!

The Irish Hero.

There was a Weary Willie
Who lacked a cup to cheer,
So he knocked a car seal silly
And stole a keg of beer.

No chance had he for further pleasure,
Nor on beer his thirst to quench;
For T. J. had his measure,
As he sprang up from the bench.

Now T. J. came of good old Irish stock,
Fogarty was his honored Celtic name.
No tramp could drink a keg of "Bock"
While our hero yearned for fame.

Lord he was of all creation,
Around the depot, cars and all.
Agent was he at Sherburn Station,
On one hobo he didst fall.

Now in the "coop" the bo is lying,
While the "beer" is safe and sound.
For T. J. a leather medal we are buying,
He's the hero we have found.

Agent Chas. Johnson is the proud parent
Of a charming damsel who will no doubt,
Grow to be the belle of Granada.

Pebbles from the Musselshell.

W. F. Maughan.

Mrs. A. Clay has been visiting her son on the ranch near Lemmon, S. D.

Engineer Albert Boltz thought he would take a passenger run on the New England branch. He didn't like the looks of the Sioux so returned to his old job.

Car Inspector H. Hurton and wife were called to Grafton, N. D., on account of the sickness of Mr. Hurton's mother.

J. A. Wilson, that Boiler Inspector, was over the division the first of May. John is always on the job with a gas car.

We were sorry to hear of the death of our old time friend, Engineer Frank Mayo of the I. & D. and B. H. Divisions. As we joshed and said hello for over thirty years. Walter, your mother, sister and you have the heartfelt sympathy of the writer.

D. Jones, the new coal dock foreman at Melstone, is keeping everything up in good shape.

Passenger Conductor Tanner has been running between Miles and Harlow for several trips.

Passenger Conductor C. C. McGee has changed from the T. M. Division and has taken a run between Miles and Harlow. "Chris" has the oldest conductor date on the P. S. lines.

Wm. Elliot of Janesville, Wis., is visiting his sister, Mrs. A. Boltz.

Conductor M. M. Galven and family have moved from Melstone to Miles City.

Conductor John Kittinger has been on passenger for several trips. You would scarcely know "Boots" with the brass buttons.

Conductor Ellison is taking a few weeks lay off. It is reported he was married in Wisconsin recently. If it is true "Slats" has the best wishes of many friends on the Musselshell.

Conductor William James and wife were called to their old home in Minon the first of May on account of the sickness of Mrs. James' father.

Mrs. B. E. Knight of Melstone returned from her visit at her old home in Des Moines.

It is reported that the Carpenter Creek Coal Mine will open up sometime in June. As the cars are all handled at Melstone it will make more work for the yard crew.

Switchman J. W. McCartney visited in Spokane recently.

Mail Us This Letter

Chicago, Milwaukee & St. Paul Railway Company

Mudge and Company,
443 Railway Exchange,
Chicago, Illinois.

Gentlemen:

I am going to quit pumping and make a motor car out of my hand car. Your "Wonder Pull" complete top (Photo attached) looks good to me.

Heres what I want and I think you've got it.

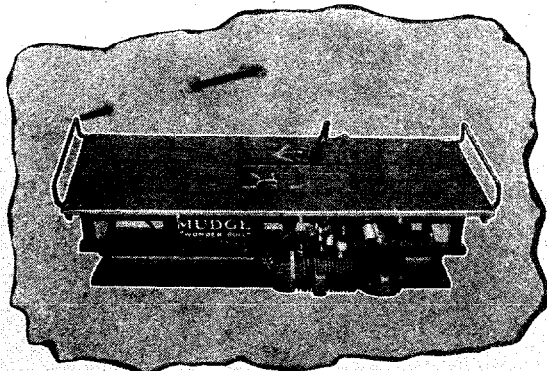
An "air cooler" because they never run dry and cannot freeze in cold weather like the water cooler. I want the cylinder to lie with the car (not up and down) as the thrust of piston will be absorbed in car travel and I want the engine solid in the frame where it always "stays put" in one place and cannot work loose.

I want everything furnished to me complete and assembled so that there is nothing left for me to do but bolt the top to car body - apply split pulley - lace belt and give her the juice. I don't want to spend one penny for an extra bolt or nut. What I pay you must take care of everything.

I don't want to wait for my hand car to go into the shops but want everything to come to me in such shape that I can build myself just as good a motor car as there is on this road and do it in an hours time and be out on the line.

Send full particulars by next mail so that I can see if the "Wonder-Pull" fills the bill.

Yours very truly



Occupation _____ Railroad _____

Town _____ State _____

C. & C. B. Iowa Middle and West.*Kuoy Eckman.*

Word was received in Perry the middle of May that Wm. Murphy, the eldest son of Engineer W. T. Murphy, had passed the examinations which will enable him to enter Annapolis Naval Academy. Will took the preliminary training in the preparatory school at Annapolis and his success in passing the examinations has brought him many compliments. Mr. Murphy feels especially proud of the event as this means that both his sons, Will and Charles, will enter the academy, Charles having passed at a previous examination.

Engineer Lloyd Leonard who has been firing passenger on the western division was compelled to be off duty a couple weeks in May on account of an injured back.

On May 6th a bright young son came to gladden the hearts of Marlow Stotts and wife. Marlow is the train caller and was one of the happiest fellows in Perry when the son arrived.

Harry Beach, who on May 6th was day engine caller, met with quite a severe accident, when the motorcycle which he was riding collided with an automobile. Harry and the motorcycle were both on the repair track for a few days. After the accident Harry went to work at the roundhouse as a day clerk and Orin Lutze took the day job calling.

Engineer James Mitchell has returned to work after a few months' lay off on account of sickness.

On May 7th a fine baby boy was born to Brakeman and Mrs. R. E. Catterton at their home in Perry.

Conductor E. E. Banyard and wife were in Chicago the fore part of May consulting a specialist in regard to Mr. Banyard's health. He has been unable to work for some time.

John Kuykendall is now the full fledged Chief Clerk at the Perry roundhouse, having received the customary papers which make him a notary public. The latter innovation was made necessary some months ago when the I. C. C. made it necessary for a notary seal to be placed on certain test reports. Jack was formerly grievance man for the firemen and now he is getting a touch of the other side on the complaints which are made.

Earl Richeson and wife were called upon to mourn the death of their infant child, the fore part of May. Earl is one of the men on the transfer force at Perry freight house.

Conductor W. C. Hayward, one of the oldest conductors on the western division, died at his home in Perry May 6th, after an illness of a week. Mr. Hayward was one of the extra passenger conductors and had only recently returned to freight service. He was very popular among the railroad men. His wife and children have the sympathy of the Milwaukee employees.

It was with great pleasure to the employees of the C. & C. B. Ia. division that the news of G. H. Hill's promotion to Chief Dispatcher at Missoula, was received. George was formerly Chief Dispatcher at Perry, but transferred to the Puget Sound Lines some years ago.

On May 10th at St. Patrick's Church in Perry, the marriage of William Powers of Portland, Oregon, and Miss Nell Rogers of Perry, was solemnized. Miss Rogers is the daughter of Engineer John Rogers, one of the oldest employes on this division. The young couple will make their home in Portland.

Engineer D. A. Lanning and wife were in Perry May 10th to attend the funeral of Conductor Hayward. Mr. Lanning is now running the day switch engine at Manilla.

Brakeman Stephen Smith and wife are home from a visit with relatives in Garret, Indiana. Mr. Smith having resumed his work on the middle division.

Conductor and Mrs. F. D. Chapman were in Detroit the latter part of May attending the B. of R. T. convention. Mr. Chapman was sent as a delegate from his lodge and Mrs. Chapman was selected delegate from the Ladies' Auxiliary.

Mrs. J. A. Kelley, wife of the agent at Arnold's Park, was in Perry a couple weeks in April visiting with friends. Mr. Kelley was formerly agent at Perry.

On April 25th engineer and Mrs. Frank Wicheal were called upon to mourn the death of their oldest son, Leslie, aged 9 years. The lad had been sick about three weeks. The loss of this child seems especially hard for the family when it will be remembered that less than a year ago, their youngest son died.

Switchman C. E. Stannard of the Perry yard force was called to Sparta, Wis., the latter part of April by the illness of his mother.

Mrs. E. L. Lomax and children who have been visiting in Kansas for a few weeks have returned home and Switchman Lomax is eating his meals at home again.

Conductor A. E. Peterson was in Chicago a few days the latter part of April, visiting with his sister and taking in the sights of the city.

April 21st Agent O. H. Huyck was taken very seriously sick with appendicitis. He was hurried to the hospital at Cedar Rapids and an operation performed the same evening. He has been gaining nicely since then and will be able to resume work before long. Wm. Uptgrove had charge of Newhall Station during his absence.

J. S. Keenan, first trick operator at Perry yard went to Aberdeen the latter part of April to do extra work in the dispatcher's office during the summer months.

Boiler Washer Inspector T. A. Dunbar was walking with the aid of a cane the fore part of May, due to an injury to his foot.

Mrs. C. E. Sweet, operator at Portland, Ia., was in Perry the fore part of May on her way home from Colfax where she had been visiting relatives.

Engineer Ben Moore was off duty the fore part of May for a couple weeks on account of an injured hand.

On April 27th John McIntosh, the stationary engineer at Perry roundhouse, met with a peculiar and painful accident. In some manner a stick caught in the fly wheel of the station engine and when it was thrown out struck Mr. McIntosh in the back breaking three or four ribs. He was in the Kings Daughters' Hospital several days and was later removed to his home.

Charles Franks, blacksmith at roundhouse, was kicked by the steam hammer, inflicting quite a severe bruise on his leg.

Engineer Hostler J. E. Banyard has taken a lay off and will take a trip through the west. He will also attend the Firemen's convention to be held in Denver. Mr. Banyard will be accompanied by his wife and grandson, Earnest Banyard.

Three more firemen are back from Milwaukee where they went to take the mechanical examination for engineers. They are Jesse Snipe, Owen Fox and Oliver Jensen. All three men passed successfully.

It is reported that a short time ago when the master mechanic was riding some of the freight and passenger engines he took notice of a fireman who was very busy shoveling coal and ringing the bell. He told the fireman that he would suggest, that an air bell ringer be applied to the engine to relieve the fireman of that work. The fireman, however, had a better suggestion to make and that was, that the company apply a steam shovel to the engine to handle the coal, and he, the fireman, would be able to ring the bell. We haven't seen any steam shovels applied so take it that the suggestion was not a practical one.

Engineer and Mrs. Fred Kennison were called to Chicago the latter part of May by the illness of a relative.

I wonder if Josephine saw the poetry in the Ladies' Home Journal for May, directed to "Fair Josephine." If not she should buy a copy and read it.

All my social engagements for June 25th have been postponed on account of the Get Together meeting in Chicago. Hope to see all the news gatherers there.

Conductor George Havil and family who have been spending the winter in Florida have returned home and Mr. Havil has resumed his work on the middle division.

Yard Clerk Edward Lee spent Sunday, May 14 with friends in Ames.

Some Facts About the Electrification

The gigantic task of electrifying more than four hundred miles of our main line over the continental divide called for extreme care in the selection of materials. As no previous electrification approached this one in either magnitude or importance, there were many new problems to be solved. Standards, already established, served our purpose in some cases but it was

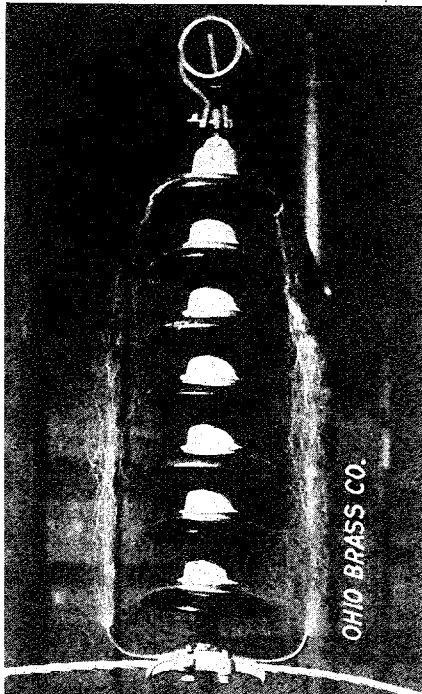


Fig. 1—Suspension Insulator Under Test.

often necessary to create new designs to meet our conditions.

Equipping the transmission line, the overhead trolley and the track return over the entire electrification was an enormous task. Before contracting for the necessary materials, it was necessary for the engineering

number of units in a string depending upon the voltage. Fig. 1 shows a string of seven units under electrical test. Upon these insulators largely depends the continuity of the power and hence the reliability of train operation.

Suspension of the twin trolley over the tracks calls for a large variety of catenary suspension materials. Of these, the hangers are by far the greatest in number. In all, several hundred thousands of several designs are used. The one illustrated in Fig. 2 is of simple construction and can be quickly installed without disassembling. A feature of advantage to the construction

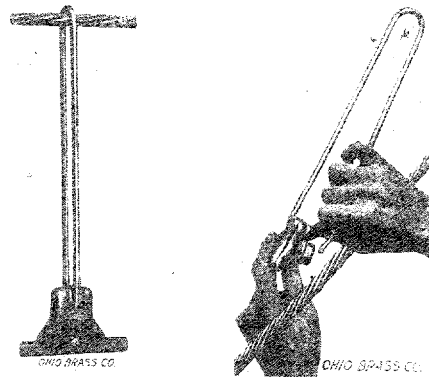


Fig. 2—Catenary Hanger. View at Right Shows Hanger Being Installed on Messenger Wire.

gang is the ease with which it can be supplied with odd length suspension rods when such are required because of special construction at curves and in yards.

Rail bonds (Fig. 3) installed on each rail joint in the electrified zone are used in large numbers. These are designed for installation on rails already laid without removing the splice bars. Only one terminal is welded onto the flexible copper strand in manufacture. The other is soldered in place after the strand has been threaded under the



Fig. 3—Type of Rail Bond Used.

and purchasing departments to make thorough investigations, not only of designs and quality, but of the ability of manufacturers to supply the extraordinary quantities in the time allotted.

In transmitting power at high voltage along our lines, after it is received from the Montana Power Company many thousand suspension type porcelain insulator units are used. These are installed in series, the

splice bar. Both terminals are then expanded into the rails outside the joint. Thus a small portion of each end of the bond is visible but the greater length is under the splice bar, protected from injury.

The performance on that portion of the line already completed indicates that the painstaking care and skill exercised in the selection and installation of materials will be fully rewarded by results obtained.

Notes West Sub-Division E. M. Division.*Geo. M. Hayden.*

Engineer Leslie McCormick assigned to Locals 93 and 94 between Three Forks and Deer Lodge.

Conductor T. J. O'Brien and Wm. Cosgrove working extra passenger service.

Conductor Arthur Moore left for Deer Lodge Monday, May 8th to take Conductor Frank Shanley's run on 16 and 15, Shanley being on the sick list. Art expects to move to Deer Lodge May 20th. We hate to see him leave Three Forks and will miss the family, but Deer Lodge is a mighty good LITTLE town.

Five Engine Crews now in the ring between Deer Lodge and Three Forks, and Five on the east end to handle 16, 15, 18, 17, 34 and 33. Engineers Chas. Davis, Frank McAvoy, Pink Whiskers Mayo, Jack Mahone and Harry Hamilton between Three Forks and Deer Lodge; Thos. Lefever, A. E. Barnes, Wm. Douglas, Wilbur McKenna, and Heinie O'Donnell on the East end between Three Forks and Harlowton.

May first all Caboose on the Rocky Mountain Division in service between Deer Lodge and Harlowton in through freight service were pooled and no change of cabooses at Three Forks any more, everything a main Line Change, all same as 15 and 16 now.

On May 1st the Three Forks roundhouse was discontinued and also the Car Department which cut off a total of seventy men, as a result of the new electrical power. This means a saving of about \$10,000 per month.

On May 14th one set of dispatchers again cut off and now working through from Deer Lodge to Harlowton, a distance of 223 miles over two mountains. Another small item to the saving. And when the automatic blocks are put in service between Three Forks and Harlowton there will still be another small item added to this list.

The dispatchers now working through are G. M. Hayden, first trick; O. C. Linden, second trick, and E. V. Lambert, third trick. Dispatcher R. W. Magett having been promoted to Night Chief Dispatcher account of not having any Yard Master or Yard Clerks, or switch engines, the management deemed it necessary to place some one in charge at night, which will greatly facilitate the movement of trains through the Three Forks terminal, and which meets with the hearty approval of all.

Roadmaster J. B. Fitzgerald is taking a much needed rest, being relieved by G. A. Larson of the Coast Division, and expects to take a trip east to consult the Mayo Brothers, and we hope to see him back all together in the not distant future.

The lineup in the Superintendents' office at Three Forks is as follows: W. E. Phelan, Chief Clerk; J. H. McCarthy, Ass't Chief Clerk; F. P. Burns, Timekeeper; Elvira Bergren, Ass't Timekeeper; I. M. McDonald, stenographer; Robert E. Haffey, stenographer; Rudolph Benson, 723 clerk.

Trainmaster A. H. Wilkins left on No. 18 Monday night, May 15th, for a two weeks' visit to Prairie du Chien, Wis.

Misses Ruth and Maud Wilkins, daughters of Trainmaster Wilkins, will leave about May 25th for an extended visit on the Pacific Coast. The writer came near overlooking the fact that Trainmaster Wilkins is now Grandpa, since May 3rd. A baby boy being born to his daughter, Mrs. Cleveland M. Young.

Scraps From the West End.*Claude E. Pike.*

For the past three or four months the writer has been unable to work any of his sub-correspondents for material for scraps and about a week ago he was advised by our celebrated chess player that if he didn't rustle an item for the June number that a funeral would take place, and a little more of the usual line of bunk, so here goes.

A. B. Grindell, advertising agent, spent the latter part of April and first of May in Montana, and states that conditions in the Treasure State are getting better right along.

Joe Ginot returned from Montana recently all puffed up over the fact that he had received a bid to a swell social function and dance over there. He tells that his invitation had the letters R. S. V. P. in one corner and when Geo. Winslow asked him what they meant, Joe replied, "Why don't you know that it means 'rubber soles, if you please.' It is a new thing this Montana lady, who is of French descent, thought out in order to save the hardwood floors in her home."

During the past three months the Milwaukee family in Seattle has been increased by the addition of a seven and one-half pound boy in the A. E. Curtis family, a boy to Vance Pease of the City Ticket Office and a boy to W. C. Whitney of the Car Service Department. Mr. Curtis is in the Engineering Department.

Mr. Hibbard, General Passenger Agent, returned from an Alaskan trip the first of May and is even more enthusiastic than on his former visits to Uncle Sam's wonderful treasure land of the north.

Bates' Babies, previously known as Ginot's Wonders or The Olympians, line up as follows this year: Andresen, catcher; Bates and Finlayson, pitchers; Hansen, first base; Harkins, second base; Truckee, third base; Leake, center field; Schlosser, right field; Grinnan, left field, alternating with Finlayson as short stop when the latter is not in the pitcher's box. Harry Merrill was called for jury duty and has not been assigned his position yet. Line-up liable to change without notice. The boys have played two games, winning one and losing the other. What they need is a little more "get together" spirit and practice, and if the captain will get after them and make them practice they can make a better showing. The third game was called off because one of the players had to work, and this fact was not discovered until late in the morning of the game and a substitute could not be secured. Surely among the many men in the company's service some one could have been secured to take this player's place, not wholly of course, but in a measure—a substitute never can play as well as the missing man. Get together and show that the Milwaukee ball team stands for the same thing that the system does, and that is success in everything.

Miss Ella H. Keene, who for the past three years has been employed in the accountant's office, Seattle, severed her connection with the company during April and left for the Twin Cities for the summer and later goes to Boston to study vocal and instrumental music. The Bachelor Maid's Club tendered Miss Keene a farewell dinner and theater party, and although the boys are barred at these functions, we all wish the little lady as much success in the new field as she attained in the one she left.

Gene Webster is attending a rate meeting in St. Paul, or rather the usual spring vacation which rate clerks in general secure as well as a summer, fall and winter vacation, revising tariffs. Every now and then we get a pitiful letter from him about the weather back there, but after what happened in Seattle last winter, we think Gene better keep quiet.

R. E. Borgen claims to get more pleasure out of his Lillycoo tug boat annual than any pass he ever had. Guess it is because he had such a time securing same.

Percy Kellogg has a good story to tell about a Saturday afternoon outing he and his son took recently doing the movie houses. Space will not permit us to reproduce it, and in cold print it wouldn't sound nearly as funny as to hear P. K. tell it.

Three days after pay day in May Chet Biggs tried to sell a suit of clothes to the office boys. Why did Chet need the money is the question that every one is asking.

What has become of the song bird of the telegraph department, little Byron Inslee? No more do we hear his caroling around the halls and all is desolation and darkness therefrom. He took a new position in the general freight office and is so busy that we never see any more of his cabaret stunts and we certainly

miss them. But he's making good and that is more than we can say of his ability as a "vodevillian."

Arthur Leake received a promotion and is now in the office of the export and import agent.

"Cherub" Smith lost a quarter of a pound in weight worrying over the fact that the Employees' Special, otherwise known as the Fisherman's train, or Nos. 45 and 46, was not going to be run this season. For days he looked very thin, but we are glad to say he is picking up and we hope to see him in his usual form in a short time.

During the mad rush for passenger business when the SS. Saratoga came to Bremerton, Cliff Farmer of the city ticket office, otherwise known as the Canpac Kid, ran wild with a Filipino bolo knife and when he attempted to cut off the head of one of his rivals he missed him and cut his own hand quite badly. We were sorry at the time, but since he got mixed up with Dorothy, the girl book agent, and sent her around to his friends, we are more sorry that his opponent didn't have the knife.

The Pompadour Kid had a new stunt recently—buying up diamond(?) cuff links at twenty-five cents per pair and raffling them off to the poor suckers in the freight claim and other offices. Some of the boys threatened to bring suit, but when Bates said he had hired Chet Biggs, who we believe is studying criminal law, to defend him, they knew it would do no good to start an action.

Vacation time has started already. Miss Anna Houser of the car service department is in the sunny Italy of America, otherwise California.

During the recent car shortage the Grays Harbor office (composed by Mr. Lalk) sent in the following:

"No empties yesterday, none today,
We are losing business in every way;
Hoquiam Lumber and Grays Harbor mill
Have many orders we cannot fill.

Aberdeen, Cosmopolis and Montesano town,
Must have cars and call us down;
Many other shippers are suffering, too,
And constantly asking what we intend to do;
Please advise what I may say
To encourage them all to ship our way."

The following reply was sent:

While we appreciate the situation acute,
And cars are at a premium just now,
We have many en route west of Butte,
And they'll get to the Harbor somehow.

If the shippers start throwing a fit
Don't worry—you know what to do.
Just give them a tip to keep a stiff upper lip.
For it'll do them no good to "boo-hoo."

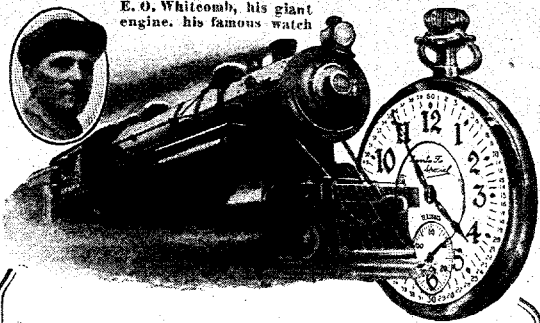
To which Mr. Lalk later replied.

Cars received with a sigh of relief,
The millmen with a smile we greet;
The burden is lifted beyond belief,
Thanks to you. "Nearbeer," when we meet.

With this we, our poetry close.
From now on we return to prose.

How Steve Secured the Business.

One of the Aberdeen papers has a column entitled "Twenty-five Years Ago," and among the recent items was one that "Mrs. F. G. Foster intends leaving for her old home in Nova Scotia." H. H. Stevenson, C. P. A., at Aberdeen saw the item and immediately loaded up with Milwaukee literature and called on the lady. Did it phase Steve to learn that he was twenty-five years late. Not a bit of it. He convinced that lady that now was the time for her to make the trip and we believe she will make it, using the only system to the East. They even say he tried to sell her a ticket to be used twenty-five years hence. If we had a few more hustlers like H. H. passenger business would show a wonderful increase in no time.



E. O. Whitcomb, his giant engine, his famous watch

The Famous Santa Fe De Luxe Train running between Chicago and Los Angeles makes a "mile a minute" clip with a "Santa Fe Special" Watch in the cab. Whitcomb says:

"Best Watch I Ever Carried"

The Santa Fe

SLASHES WATCH PRICES

You can now Save from \$15 to \$25 on the Standard Railroad Watch, The Famous

Santa Fe Special

The one watch that's guaranteed to last you all your life. Thin model—either 17 or 21 jewels, adjusted to positions, adjusted to temperature, adjusted to isochronism. Guaranteed to pass railroad inspection.

EXTRA SPECIAL OFFER

We'll send you the "Santa Fe Special" without one cent down. Our "Direct to You," "Easy Payment Plan" means a saving of one third the money charged for the same high-grade watch in the round-about way. Write today for watch book.

New Case Designs Marvelously beautiful

three color inlay monogram work, any special emblem desired, ribbon monogram, special French art designs, the very best and latest productions of the world's greatest engravers and case manufacturers are all shown in our splendid four-color watch book. Send for it today.

Santa Fe Watch Co.

Dept. 620, Topeka, Kansas

Notes From the C. & M. Division.*B. J. Simen.*

J. L. Coffey, agent at Libertyville, has been transferred to Cedar Rapids, Ia., as freight agent. We are sorry to see J. L. C. leave the C. & M. Division, but we congratulate him on his promotion.

John Barbour, engine watchman at Libertyville, is laying off for a couple of weeks on account of an injury to his ankle.

C. S. Gardner, engine watchman's helper at Libertyville, while crossing the Desplaines River bridge just east of the Junction Switch, was caught on the bridge by No. 140. He had no time to get off so he threw himself on the edge of the bridge but the engine shoved him off. He fell about twenty feet into the mud and water. The train crew hurried down to lend him assistance. Mr. Gardner had a fish pole in his hand when he was struck and before the train crew could reach him, he waved his pole at them and told them he was not hurt and would proceed on his fishing excursion. Mr. Gardner is over sixty years old and it seems a miracle that he was not seriously injured.

Conductor George Dyer and wife spent a few days in Milwaukee visiting relatives. Conductor Jim Yahnke relieved George on the Libertyville switch run.

A baby girl was born to Mr. and Mrs. A. Mattes of Libertyville on April 25. A few days later scarlet fever broke out in the Mattes home, the mother and two children being stricken. On May 2 the mother died. The children are reported as getting along nicely. We extend to the bereaved family our heartfelt sympathy.

C. J. Fisher has taken the agency at Libertyville. The agency at Fox Lake is still open. Mr. Larson, the helper, is in charge temporarily. Operator A. R. Wilson is helping out at Fox Lake.

Operator H. V. Robison of Soo Tower has taken the extra operator's position in "C.G." general office, Chicago. Mr. Jeager from Rock River Tower is at Soo Tower.

Conductor Henry R. Bond, who has been handling the Madison time freights all winter, is back on the Fox Lake ice run. This is a "high ball" run. Heinie likes to ride fast for if he should stand too long on top of those freezers he might get "cold feet."

Operator C. H. Bastian has been appointed agent at Morton Grove while Agent J. A. Hoffman is convalescing from an operation for appendicitis.

Conductor Bill Carr, did not go very far, still he spent a most enjoyable evening; the occasion advanced being a costume dance with the fairies at Sheldonhurst Lodge. Now when it comes to a dance, why it just makes Bill prance, particularly when it takes place on one of those nights in May when your heart and your feet in unison beat to music and laughter complete. I almost forgot to tell you, Bill's wife was there.

George F. Campbell has been appointed as operator at the old station Libertyville. Stanley A. Bak resigned.

Brakeman E. W. Stafford was off several days on account of the death of his mother who resided near Area, Ill. T. E. M. Charles Olander was also off a few days to bury his mother. Roadmaster E. Cush was called to Chicago to attend the funeral of his nephew. We extend our sympathy.

On May 19, while coming into Walworth, a flue burst in the engine on the way freight. Brakemen Harry Kaiser and James Reed were badly scalded about their hands and face. Fireman P. Garvey was slightly scalded but sprained his ankle in jumping. Engineer Robert Dowie, climbed on top of the cab of the engine and in this way escaped injury.

Northern Division News.*Helen Munroe.*

Engineer Bob Grace of Portage spent a day fishing at Fox Lake. He had pretty good luck as he caught three bullheads and 31 perch. While sitting on the bank of the lake he was so near the tracks that a train passing blew his cap off into the lake.

Conductor Chas. Chambers was called to Milwaukee May 6th by the sudden death of his brother Former Yardmaster, Walt Chambers.

April 26th and 27th President A. J. Earling, accompanied by D. L. Bush, P. C. Hart, W. H. Penfield, J. A. MacDonald and B. H. MacNaney made a trip of inspection over the Northern division.

A baby boy was born at the home of Brakeman James DeBauer a few weeks ago.

J. J. Judd, agent from Oshkosh, has been promoted to traveling freight solicitor. A. T. Armstrong from Fond du Lac is now agent at Oshkosh and T. D. Hoyt from Horicon has the position as agent at Fond du Lac.

There are going to be several new passenger depots built on the division this summer. Mayville, Waupun, Hartford, and Oshkosh I understand are all to have new depots.

There was a good turn out to a Safety First meeting at Horicon May 4th and from reports there was a very good meeting held.

Fred Holt, agent at Pardeeville, is going to take several weeks vacation and go east. When he returns he is coming to Horicon as our agent. First trick operator F. G. Pischke of Horicon is going to Pardeeville in Mr. Holts' place as agent.

George Grapler has left the Portgae way freight and gone to Berlin where he is working on the switch run.

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

John Moran, who has worked on the section under Section Foreman Olson for a number of years, passed away suddenly at Tomahawk Monday night, May 8th. He was sick only a few days.

Engineer Philip Thompson was taken sick May 3rd and was relieved by Bert Nelson dispatching at New Lisbon nights.

Brakeman A. N. Skeede was a LaCrosse visitor Friday, May 8th, and witnessed the conferring of Knights of Pythias degrees on Correspondent Sampson and others.

A strong wind blew a part of the roof off of the Merrill roundhouse May 8th.

Conductor Thomas Moran has been spending a good share of his spare time lately getting eligible employes into the "Vets" Association. Tom seems very much taken up with the grand move and informs us that nearly all of the W. V. Division employes have responded promptly.

The sudden death of Frank Hodge, a train baggageman for a number of years on the W. V. Division, occurred at his home in New Lisbon Friday morning, April 28th. A wife and three daughters are left to mourn their loss. The sympathy of the W. V. Division employes is extended to the relatives.

Fireman Louis Hansen relieved a few trips on South End Way Freight account older men laying off.

Roadmaster Ed Callahan was called to Tomah May 2nd account of the death of his aged mother. Mr. Callahan's father and mother were the oldest living couple in Monroe County prior to her death, having been residents in that county for eighty-four years.

Mrs. G. M. Little and daughter Alta, wife and daughter of popular Conductor Gid Little left for an extended trip through the west April 24th. They will be gone about two months.

Fred Schieffelbein laid off few days on time freight last of April account of his wife's temporary illness.

Fireman Bert Nelson off account of illness on No. 101 and 2, relieved by L. E. Wilcox.

Leo Kennedy, Soo Line operator, and son of Conductor D. Kennedy visited his parents in New Lisbon a couple of weeks in May.

Conductor D. Callahan and W. E. Donovan and wives were at Tomah May 4th attending the funeral of Mr. Callahan's grandmother.

Brakeman Louis Schieffelbein of Moberge, S. D., a former W. V. Division employe, was a guest of his father at New Lisbon in May.

Engineer Frank Pond has accepted passenger service on 101 and 2, bumping Engineer R. A. Randow, now on North End way freight.

Wash Your Hands Without Water

The *gritless*, harmless wonder—no water necessary—guaranteed not to injure the most delicate skin. Get your hands as dirty with grease as possible—you may even add ink—and we will guarantee to clean you cleaner than any kind of soap you ever used.

How can you do it?—Use

SPEE-DEE CLEANSER

The Big
Can for
15c

It does not scrape the grease off, SPEE-DEE simply dissolves the grease and has absolutely no irritating effect on the skin.

Ask your Grocer or Dealer for SPEE-DEE

If your dealer does not handle SPEE-DEE, send us his name and 15c. We will send you a regular size can of Spee-Dee and tell you how you can earn this beautiful three blade, German steel, brass bound, knife.

COUPON

States Chemical Co., 664 W. Austin Avenue, Chicago, Ill.

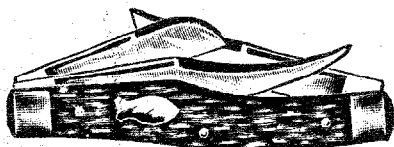
My dealer does not handle SPEE-DEE.

Dealer's Name

Town State

My Name

Town State



Tell me how I can earn the four-inch, German steel, brass bound, three-blade knife in the picture. I enclose 15c. Send me one can of Spee-Dee cleanser.

Engineer and Mrs. A. B. Brasted returned from their winter's sojourn at Miami, Fla., May 10th. Mr. Brasted will, no doubt, be back on the "Sharp End" of Nos. 5 and 6 by the time this goes to press.

Passenger Brakeman C. S. Cameron of Milwaukee is relieving extra on W. V. Division during the shortage of men.

P. M. Garvey, Inspector of Sleeping and Dining Cars, was looking after business on this division May 9th. We acknowledge a pleasant call from the gentleman while changing cars at New Lisbon.

David Evans in charge of R. P. O. Clerks in this district was looking after government business on this division the first part of May.

Coast Division Items.

We have all heard of the high cost of living on account of the war, also all kinds of talk about preparedness, and votes for women, but the high cost of gasoline, 19½c, does not seem to bother some people around the depot as Tacoma, the way they buy autos. I have counted five new ones in the last month, and only one "Ford" among them. I guess the only reason is that Bryan and Ford got together on peace-at-any-price and Henry kind of went to sleep at the switch and let the other fellows slip it over on him. However, the following are now enjoying the nice weather with their new machines: Assistant Baggage Agent Visell has a Dodge, Chief Carpenter Buck has a Studebaker, Mr. Richards' stenographer, Mrs. Florence Cooper, has an Overland, and Florence is some driver. She has gotten so that she can drive without hitting any telegraph poles, and a person can cross the street without having nervous prostration on account of being afraid that she will run him down. Conductor Beachwood of the Tacoma Eastern also has an Overland. J. G. Norris, chief clerk to Gen. M. M. Rusch, also has a new machine.

Conductor Algyer had the misfortune to have his car stolen in Tacoma one night but the police found it early the next morning. He lost a tire and the joy riders used up all his gasoline. The Deacon said they must have run about 100 miles.

Jim Eccles said he would like to get some men to go out on his berry ranch at Puyallup to hoe his raspberries. He has a five-acre place. I don't see why he does not go in and borrow some brakemen from "A. B. C." or go upstairs and ask "Win." I notice that there are enough on the extra list and I don't think you will have to pay them more than work-train pay, Jim.

Geo. Freestone, depot ticket agent, is putting in all his spare time trying to play golf. He says it is fine exercise for an old man.

Chief Timekeeper H. F. Love of Superintendent Richards' office, is spending his annual vacation at Sherard, Ill. On the return trip he will visit Denver, Salt Lake and Portland. You will note Herb is staying in wet territory as long as possible before returning to the State of Washington.

General Chairman M. P. Reynolds of O. R. C. is making a business trip to St. Louis.

Depot Baggage Agent A. L. Scott made a hurried trip to Warden recently on account of his father's illness.

Conductor Samuel Clayman is now on trains 17 and 18 between Seattle and Tacoma.

E. L. McGrath, clerk in the office of Roadmaster Webb, is spending his vacation in Wausau, Wis.

R. E. Pitchforth, clerk in the local freight house, Tacoma, has resigned his position with the C. M. & St. P. and accepted a position as bookkeeper in a bank at Muscatine, Ia., to which place he has removed his family. We are sorry to lose Bob, but wish him every success in his new position.

R. V. Bement, claim agent at local freight house, Tacoma, was summoned to serve on jury duty during month of April. Ralph being quite a baseball fan, and our Northwestern League season opening in same month, seemed to think he should be excused from jury duty to attend the opening game, so

accordingly he put it up to the judge to be excused, but it rained and the opening was postponed until the 28th. The judge refused to fall for his bunk a second time. This is certainly hard luck, Ralph, since Tacoma won 13 to 0.

Mrs. Florence Cooper, stenographer in Supt. Richards' office, will spend her vacation visiting friends in Montana. She will visit in Anaconda, Three Forks and Pony. She will be relieved by Miss Ruth Phelps.

Mr. Eccles' stenographer "Mabel" is going to Portland for three days to see her sister, but I kind of think that Mabel is trying to string us about the sister. Why not tell us what his name is, Mabel, so that we can hold out enough on friend wife to give you a good send-off.

C. & C. B. Iowa Eastern Division.

J. T. Raymond.

Mr. and Mrs. Leonard Hewitt spent ten days visiting relatives and seeing the sights at the nation's capital.

Mrs. William Van Wormer, mother of Train Dispatcher H. C. Van Wormer, passed away at her residence in Marion, May 3. Funeral services were held under the auspices of the Eastern Star Order at Marion. Interment at Waucoma, Iowa. Mr. and Mrs. Van Wormer have the sympathy of a wide circle of friends in this, their second recent bereavement.

Trainmaster B. F. Hoehn is back on duty again after several weeks' absence on account of ill health. A portion of the time was spent at Excelsior Springs, Mo., accompanied by Mrs. Hoehn. We are glad to report a substantial improvement in Mr. Hoehn's health.

Conductor Henry F. Fox has returned from a prolonged visit to California.

Conductor F. B. Cornelius was away several weeks attending O. R. C. convention at St. Louis; Mo. Conductor John Reardon relieving.

Mrs. W. E. Wood and little son William visited in Marion for several days with friends. Mr. Wood coming out for an over Sunday visit.

Conductor Fred Winston attended the B. of R. T. convention at Detroit.

Section Foreman Steve Sharp of Delmar Junction was seriously injured May 5 by being struck on head by the beam of the ditcher which was working near Riggs. Mr. Sharp is improving slowly. Joe Loskey is running the Delmar Junction section in Mr. Sharps' place.

Clyde Kinney was away several days attending the funeral of his grandfather at Michigan City, Ind.

Conductor W. D. Shank has resumed work on Nos. 95 and 96, Conductor Peter Pazour back on Nos. 91 and 92 and Conductor J. Pulley again in the "rounds."

Conductor J. R. Roberts has taken the Cedar Rapids-Farley run "bumping" Conductor James Fringle.

Agent A. I. Jackson was in Marion for a brief time, April 22 on the way from Chicago to Monticello. Mr. Jackson is improving very rapidly and prospects are good for his complete recovery before long.

G. E. Madsen has been appointed agent at Teeds Grove and Mr. Campbell has returned to his regular trick at Oxford Junction.

Conductor Thomas Freeman was away a few days taking E. W. Biggs to Chicago for an operation; Conductor C. L. Tucker relieved Conductor Freeman.

L. C. Rawson has been appointed agent at Arlington.

H. C. Gustafson appointed agent at Portsmouth.

H. P. Buswell appointed agent at Waucoma.

Engineer Ben H. Giles returned to work on Nos. 30 and 9 after several weeks of serious illness caused by being accidentally scalded by a lubricator breaking. Mr. Giles did not consider it serious at first, but later blood poisoning developed.

Mr. and Mrs. R. Lee Taylor have returned to Marion from an enjoyable trip to Chicago and Washington, D. C.

Jack Slater, assistant roundhouse foreman, Savanna, spent Sunday in Marion recently visiting old friends.

J. H. Leming, engine foreman, Marion, is spending a couple of weeks at Excelsior Springs, taking a well-earned rest.

E. J. Smith, switchman, Marion, is spending a few days in the Twin Cities.

Carney Widger, switchman, spent a couple of days in Elgin, Ill. He states his visit had nothing to do with the insane asylum located there.

J. J. Timson and wife left for Detroit, Mich., May 13. Mr. Timson being a delegate to the B. of R. T. convention in session there.

R. A. Millican, switchman, is visiting relatives at Aberdeen.

F. E. Winston, conductor East Iowa Division, was a delegate to the B. of R. T. at Detroit, Mich.

Switchmen E. A. Beeson and H. C. Adams have declared their annual war against the fish and are determined to bring back the "Villa" of the finny tribe.

Switchmen E. W. Crain and A. Montgomery have started a farm as a side line. They have been somewhat delayed on account of their live stock (one goat) getting away. They are now looking for George Titus, who they think has got their goat.

Notes From the Marion Roundhouse.

Ed. Griffiths.

Business is good in the shops these days, working full force and full time. Everybody is on the job.

Boilermaker Wm. Powers of Perry has been doing the relief work while the boilermakers have been taking their vacations. This is the first time Mr. Powers has worked at Marion, and during his short stay has made many friends both among his fellow workmen as well as among the citizens of our city. Everybody is sorry to see "Bill" leave.

Fireman Frank Millard is taking a vacation, spending the time in California.

Engineer Geo. Israel is looking over the city of Denver.

Machinist Geo. Enright is again on the sick list.

Otto Mensch, blacksmith, is visiting in Dubuque.

Boilermaker Harlan Briggs took a layoff for a week, spending the time down on his farm. Harlan says he was "making hay while the sun was shining."

Fireman Frenk Keith was off a few days on account of injuries to his hand. Engineer Oliver Thompson says that he could not make the time on this account.

Peter Theobald, the Dubuque engine painter, is at Marion, painting up some of our engines. "Morg" Hildreth says now that his engine is painted, it can make the time on the Calmar "mail" without half trying.

Machinist Clark Butler is spending a month in Grand Junction, Colo. Clark has picked out the right spot, as the writer has been there at this time of the year, and it is surely a beauty spot.

Engineer "Mike" Curran has been on the sick list, but is now able to be on the job again, pulling the "time freight" between Marion and Monticello.

Engine Dispatcher Chas. Long, one of our veterans, is on the sick list, having gone to Rochester, Minn., for treatment.

Engineer Chas. Montgomery is filing the dispatching job while Chas. Long is on the sick list.

Boilermaker Clem McDonnell spent his week's vacation on his farm, where he and Tom Pullin have gone into the fancy chicken business.

Passenger Brakeman Frank Davis, another of the old "Vets" made us a pleasant call at the roundhouse, spending his time in recalling the old days when Marion roundhouse was a two-stall affair, with only two engines on the division. He says this was "just before the year that the pig plant froze."

5 and 7 Day Lake Trips

*Spend your vacation on the water
Cruise for a week or five days*

**To SAULT STE MARIE, MICH.
or BUFFALO, N. Y.**

Northern Michigan Line

The Elegant Steel Steamships

"MANITOU"

"MISSOURI"

"MINNESOTA"

"ILLINOIS"

Offer unrivalled service between **Chicago, Charlevoix, Potoskey, Mackinac Island** and other famous resorts of Northern Michigan and Georgian Bay, connecting with all lines for Lake Superior and Eastern Points.

SPECIAL FIVE AND SEVEN-DAY CRUISES

The Steel Steamship "MISSOURI" to

SAULT STE MARIE, MICH. and Return
via Charlevoix, Potoskey, Harbor Springs and Mackinac, "Soo"
River by day light returning via Grand Naverse Bay ports
including meals and berth **\$27.50**
five days

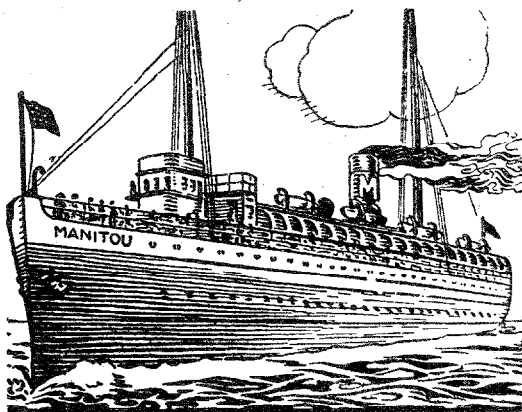
The Magnificent Steel Steamship "MINNESOTA" to

BUFFALO, N. Y., and Return
via Milwaukee, Charlevoix, Harbor Springs, Mackinac, viewing
Detroit River and St. Clair Flats in daylight; 12 hours at Buffalo to
visit Niagara Falls: including meals and berth **\$40.00**
seven days

You can have the many comforts that a large, elegantly equipped steamer affords. You can eat well and sleep well. Peaceful quiet and exhilarating breezes will rest and strengthen you. In sight of land most of the way, you can view some of the most magnificent scenery in the world. For illustrated folder and book of tours, address

J. C. CONLEY, Gen. Pass. Agt.

Office and Docks, North End Rush St. Bridge, CHICAGO



La Crosse Division Doins.
Guy E. Sampson.

The Mississippi River reached the highest stage since 1897 this month and on account of the high water the C., B. & Q. Ry. had to run their trains over the C., M. & St. P. Ry. over part of the river division and through La Crosse to Grand Crossing. The Milwaukee was fortunate in having their tracks high enough so the high water did not hinder traffic.

Brakeman Arthur Peterson attended the Easter ball at Kilbourn City. Arthur says he did not go to see the new bonnets although he did enjoy escorting the wearer of one of the latest styles, five miles into the country after the dance. When asked what kind of trimming the hat had, he was unable to tell.

Mrs. Fred Washburn, wife of a former La Crosse employe, now of Malden, Wash., was called to Portage this month by the illness of her sister, Mrs. Albert Affeldt. Mrs. Washburn also visited her parents, Mr. and Mrs. Louis Schultz, who reside at Portage.

Conductor Ray Long and wife were called to Sparta this month by the death of Mrs. Long's mother. The sympathy of all employes is extended to them in their bereavement.

On Good Friday the stork visited Portage leaving a little son at the home of Brakeman Fred Jinkins.

The infant daughter of Engineer Chas. Ellis and wife was recently called by death. The mother is also in the hospital at Milwaukee. The sympathy of all employes is extended to the bereaved parents and hope for the quick recovery of Mrs. Ellis.

Miss Kathryn Madden and sister, Gertrude, of Sparta visited in Chicago, the last week in April.

While at New Lisbon recently we met Louis Schiefelbein, formerly a New Lisbon boy, and a son of the car repairer at that place. Louis now holds a position as brakeman out of Mo-

bridge. He says he is in love with the prospects for the future on the P. S.

Supt. E. W. Morrison and wife of Chicago attended the golden wedding of Thomas McCaul and wife at Tomah the latter part of April. Mr. Morrison was formerly trainmaster of the La Crosse Division and we dare say he enjoyed shaking hands with some of his old co-workers, for they were glad to see him looking hale and hearty.

J. W. Hancock, agent at Tomah, was elected chairman of the Vets' Association for the W. V. and La Crosse divisions west of Portage, and has asked us to mention the fact that he has a supply of applications on hand now and will be glad to furnish one to any employe who has the required amount of service years to their credit. The association now has about 1,200 members and with co-operation on the part of those who are eligible the society should number 2,000 by the close of the present year.

Foreman Sarney with a crew of men has been working at Lisbon and other points along the line repairing the telegraph lines this month.

Conductor M. McCormick, who has been laid up for several months, is again back on the job, taking Nos. 57 and 58.

Conductor D. Fitzgerald has been in St. Louis this month attending the convention of the O. R. C.

Conductor A. S. Heberlein and wife went to Detroit, Mich., this month where Ad is a delegate to the B. R. T. convention from the Portage Lodge.

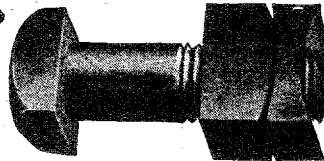
Frank Rusch of Tacoma, superintendent of motive power for the P. S. line, visited at Portage last month. Old friends are always glad to see Frank and hear his tales of electric railroading in the mountains.

Brakeman Jess Taylor of Portage spent Sunday, April 30, visiting friends in North La Crosse.

Several silk trains passed over our division last month, so no doubt Josie has found the

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"



Why not investigate and learn why nearly one hundred Railways, Private Car Lines and Industrial Corporations are using Millions of "**Boss**" Lock Nuts annually.

BOSS NUT COMPANY

1744-48 No. Kolmar Ave., Chicago, Ill.

much wanted silk waist for the M. N. G. gathering which will be held some where, some time.

Harry Koss, cashier at Sparta freight station, has never been accused of being troubled with the swell head, and still he was absent from duty a week this month owing to a swelled head caused from a severe attack of mumps.

Brakeman J. H. Sullivan of Portage attended the Easter ball at Sparta.

Gust Ptzke has returned to his home at Milwaukee after keeping time for steel gangs on the La Crosse Division since last November.

William Blank and Jack Kelly, who have had charge of the extra gangs all winter, have returned to their positions as section foremen at Sparta and Kilbourn.

On the morning of May 3 the people of Portage were shocked to hear that Mrs. Sheean, wife of Night Roundhouse Foreman Frank Sheean, had died early that morning. Besides her husband and two sons she leaves a host of loving friends to mourn her early departure from this life.

Agent Cordes of Sparta is now nicely located in his new home at that place.

Now T. P. ain't you 'shamed to refer to us as saying anything? We only remarked that we saw it in a Milwaukee paper. Perhaps Josephine don't read all the correspondence like we do, and perhaps she did not want to let on that she did see it. At any rate she didn't even say "Taint so." And now comes the news that she even went and tied up and never asked one of the M. N. G. bunch. Sad.

Days will come and days will go.
Things occur that make us laugh;
As Titus' daughter is married now,
We hope Earl also took the calf.

We noticed Sted's rival's photo in the May issue and if Jurgy ever had a better one than we would sure like to see it.

No, Brother Wilcox, we are not looking for a steno as we can operate the new machine enough to take care of our items, but if we cannot handle our correspondence we will let you know as we are sure you can introduce us to a few of the class you spoke of last month.

Several of our extra brakemen have gone to the Superior Division to help out during the heavy ore business.

Brakeman Valequette has moved his family from the south side of La Crosse to get away from the long walks when the street cars are not running.

Third Trick Operator Bob Williams at Sparta, and wife attended a dance at Nashota, their old home, May 10.

Conductor Geo. Clemmons had the misfortune to get thrown against the stove in his caboose when a draw-bar pulled out of one of the cars in his train. He is laid up at his home in Portage.

On May 2 occurred the death of Franklin Ely, veteran agent at Pewaukee, Wis. Mr. Ely was 76 years old and entered the service of this company in 1861, having held the position of agent at Pewaukee continuously since that time. Mr. Ely was active in village affairs, and established the Pewaukee band, noted all over the state.

After an illness of several months, M. McCormick is back at work, holding runs Nos. 57 and 58.

Conductor D. Fitzgerald is off attending the O. R. C. convention in St. Louis.

M. G. Zunsitz, who has been working the past few months in Superintendent MacDonald's office, has returned to his regular position as night clerk at Wauwautosa.

Kansas City Division Items. F. R. M.

An open "Safety First" meeting was held at the Commercial Club rooms Ottumwa, Ia., April 14, 1916. J. M. Oxley presided. A. W. Smallen, General Chairman, was present and addressed the meeting. There was a good attendance.

Seeding it most all done in this territory and plowing for corn well on its way. Con-

Evans Art Pianos and Players

Factory to You

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ditions are very favorable for splendid crops.

J. A. Sanford, second trick operator, Ottumwa Jct. Dispatchers' Office, is laying off. He is being relieved by Operator C. T. Nolan.

P. L. Mullen, roundhouse foreman Savanna, spent Easter Sunday in Ottumwa.

R. O. Clapp, Dispatcher Ottumwa Jct., has returned to work after being off a few days.

M. F. Washburn, formerly Assistant Paymaster Milwaukee, now employed in Superintendent Oxley's office Kansas City Division, was married on April 24th to Miss Ruth Zaubitzer at Des Moines, Ia. They will reside in Ottumwa.

O. W. Schendell, second telegrapher at Cone, is off on an indefinite leave of absence on account of illness.

Coburg Items.

That stalwart Welshman, John Evans, with his gang, is doing some work on the Missouri River Bridge. They make their headquarters at Northern Junction but travel to Coburg on the speeder to purchase supplies in Kansas City.

Operator Frank A. McCarthy, off duty a few days taking in the sights around Sturges, Chillicothe and Laredo. Extra Operator F. P. Hammer relieved him.

Day Caller Earl Chitwood came to the rescue of the roundhouse one night recently by taking the place of the regular fireman on the Coburg Yard Night engine. But, like one other ex-call boy, he announced that the job had been misrepresented to him.

Elmer Rudolph, Esq., has changed his headquarters to Kansas City, after an absence of a year or so. He prefers the varied attractions of Twelfth Street, this city, to the tamer ones on Main Street, Ottumwa.

Billy Hern, Chief Day Caller, of Laredo, spent two weeks in Kansas City, mingling with the younger social set, and taking in the Dillon-Levinsky bout. He paid his Coburg acquaintances a call.

On May 9th Assistant Freight Claim Agent Dietrich, and party, after finishing a trip

over the West Division on the way freight, arrived in Coburg, and returned to Chicago on No. 6.

Conductor Will Stewart is back from a brief visit to Wichita Falls, Texas.

Jess Epperson, and gang, are doing odd jobs around the yard. While here they anticipated the fly and bug season by putting on a fine set of screen doors and windows.

Engineer J. T. Sweeney has at last come to realize that Kansas City is the only place to live, and has moved his family here.

Switchman W. E. Murray is the bravest man in the yard. He sported the first straw hat of the season.

Uncle Del Parker, who has been ill for several weeks is back on the job and his many friends will be glad that he is able to work again.

Mrs. E. F. Reed, wife of our chief clerk, made a short visit in St. Joe recently.

Conductor Frank Broadus is the proud parent of a new daughter, and a son has arrived at the home of Switchman Maltby.

Mrs. S. J. Davis visited in Ottumwa recently.

Brakeman Chas. Ismael who has been living in Laredo, bought a home at 6011 St. John Ave., and has moved his family here.

Transfer Conductor L. B. Davidson and West Division Conductor J. G. Gurwell are serving the county in the capacity of jurymen.

General Yardmaster Fred Clark and Conductor Henry Risken were in Ottumwa recently attending court.

The yard office acknowledges a beautiful bouquet of flowers, the gift of Mrs. Stewart, wife of Transfer Conductor J. P. Stewart.

Born to Engineer and Mrs. Paul Afield, a girl.

Walter Miller, the engineer, is back from Los Angeles. He can't stay away from old Missouri.

Local Chairman R. R. West spent several days in Chicago with the trainmen's general committee.

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Last month we overlooked mentioning the changes in the local police department. Officer Lee Landon is now at the head of the special officers in this district and his territory extends as far as Ottumwa. This takes him out of town a great portion of the time.

Brakeman Leonard Davis lost a couple of weeks' time on account of a severe attack of pleurisy.

Brakeman J. C. Davis has moved his family from Laredo to Kansas City.

Conductor Harry Biesecker is off a trip to celebrate his wedding anniversary.

Conductor Chas. A. Sperry is in St. Louis, delegate to the convention of the Order of Railway Conductors. Charley will be found while in St. Louis at the Maryland Hotel, his headquarters.

The Billy Sunday meetings are in full swing in the city now. Switchforeman Wm. Leach, Car Inspector James Fugate and Conductor Sam McKinlay were among those who went to hear the great evangelist.

After a stay in our midst of about a year, H. E. Dudley, the concrete foreman, loaded up his outfit and shipped to the C. C. B. Division where he will have charge of some new work. We will miss Mr. Dudley's company and his good-natured smiling countenance, and hope that on his trips to Missouri he will frequently include Coburg. We trust he will find the pastime of chasing mosquitoes around Sabula fully as interesting as that of chasing chickens on 12th Street, Old K. C.

Coburg Roundhouse.

Engineer M. L. Coad and family have gone to Delta, Colo., where they will spend the summer.

Lawrence C. McDaniels, storekeeper at the roundhouse has moved to the country and has engaged in the live stock business as a side issue. He has a horse and an old hen we understand.

Allen Bollmeir, fire cleaner, says the matrimonial bee has been buzzing around him recently and he has a premonition that it is going to sting him May 18th. Don't let this worry you. Allen, you'll get over it.

Foreman J. H. Lord and family recently spent Sunday in Ottumwa. There they met Foreman Mullen of Savanna and they kid-napped General Foreman S. J. O'Gar and his automobile. They motored to Eldon, Iowa, where they invaded the C. R. I. & P. roundhouse and told them the Coburg and Savanna way of keeping up the power.

Machinist Perry has made several trips to Sedalia recently to visit his mother who is ill. He reports that she is improving.

Foreman Lord has been making great efforts to convince the company that a steam hammer was necessary in all well equipped roundhouses. It has taken Machinist Will Fletcher to bring about this improvement. He recently converted our stationary engine into a steam hammer of the first class. We are proud of you, Willie. We see better things ahead for you.

Motoring on the Milwaukee.

Up and Down hill on the East End, E. M. Div.

Mrs. N. B. Hill.

Everybody can say Loweth now without stuttering for five minutes beforehand and suppose in time we will forget there ever was such a name as Summit, but we never will forget there was such a place.

Engineer Burgoyne bumped Mr. Thomas on the east end local, Mr. Butler laying off. (We still have that nickle coming) and as long as Mrs. Thomas doesn't see that picture every thing will be O. K. but—

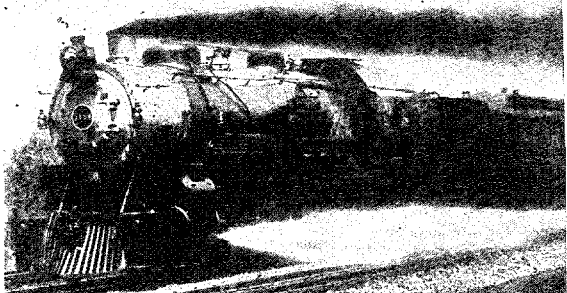
Conductor Hurst on 33 and 34, while Mr. Rawls is laying off, Conductor Hatton on Mr. Allen's place while he is "back east" on a visit. Messrs. England and O'Brien are on the Olympian and Columbian, extra.

H. C. Breckenridge, third at Loweth, off for a ten day's visit to his home in Hilger, relieved by Operator Meade who was bumped at Lennep by Operator Kearn from Three Forks. Mr. Meade had the misfortune while

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trying to get off a freight train at Loweth to fall and break his leg. He was taken to the Three Forks hospital and at last report was doing as well as could be expected. Mr. Henderson from Nathan was sent to Loweth to work until another operator could be found.

J. J. Toy, conductor, got a cut on the head while trying to hurry his train up the hill and after a little work by the "first aid bunch" was able to get on his caboose in the regular manner and came out on the next trip looking same as usual. After a visit to the local barber he will look O. K. again.

Conductor Sterling is back on the east end after a few weeks on the "branch," on work train out of Sixteen. Conductor Nealen with the steam shovel there moving eastward. The passing tracks will all hold that hundred box cars when they get through with them.

Miss Francis Peacock, second Lennep, attended the dance given by the train men in Three Forks Easter Monday. She reports a fine time and is going again. Every one went who could get there and those that could not wanted to. Wonder what they gave the callboy to forget to call "Jack," and wonder why he hurried to Butte on 33? M. J. W. says he can't go down to Lennep any more for he doesn't get home until the middle of next week and he isn't any good when he does get there. Why don't you bid on third there "Jack?"

Claude (Happy) Haton and Miss Pauline Beasley of Harlowton were married April 20th and left for a visit to coast cities on No. 17. The very best wishes of the Rocky Mountain Division go with them and may they have a long and happy life. They will make their home in Harlowton.

Engineers Rader and Echard so long on the Lennep helpers, are now on Motors on the main line and every time they go by Lennep they try to back the motor in on the coal dock to get the fire cleaned.

Operator Reed at Nathan relieving Operator Paris who is off on a trip to Alaska. Worked couple of nights third at Harlowton account the man there quitting to go to the same place. The "kiddo" working extra train dispatcher, says his feet are itching too. Hope not Alaskaward right away, as he is a fine man to work with and hope he stays with us a while longer. Getting so we know each other well enough now so we don't fight every time we have to copy a train order. The rest of the T. D.'s are going to take lessons in politeness from their "Southern brother," if you please. Thank you.

H. B. Earling, W. B. Foster, E. H. Barret and others with Mr. Murphy made a trip with a test train of 33 cars and 2100 tons from Harlowton April 29th, Conductor Toy and Engineer Shaw. Some delay at Loweth account No. 15 trying to take all the trolley along to Three Forks with them. This was fixed up by trouble crew, Lyons and J. J. M., and the test train went on its way after inspecting the sub-station here. Too many motors trying to get up both sides of the hill at the same time caused a little excitement, but every one behaved very nicely including sub-station operators McGill Wells and Pee-Wee Sternes, who spends what time there is left between calling for help from Josephine and Two Dot (12 to 8) and sleeping, training the German machine gun he has on muskrats in the lake and an orange crate on top the highest hill back of the sub-station. He has never hit the crate that we know of and the muskrats still flourish in the lake, so why worry.

Pinky Harrold, second Loweth, made a flying trip to Harlowton between trains and a flying trip back again when he got off. Think the operators should be furnished with wings on the R. M. Division for the trains only stop five minutes in Three Forks now, and the rest of the stations—not at all.

Steele on work train Loweth a few days distributing ties. There are several extra gangs working on the track on the east end getting it in condition to haul the heavy trains soon to go over the division when they

can find a passing track that will hold a hundred cars. A Jap gang and an Italian extra gang at Loweth.

Operator Searls first at Harlowton was borrowed by the N. M. Division while Mr. Cornwell was off on the new time card. Jake Shafer on second at Harlowton and Mr. Patterson working first while Searles was away.

O. C. L. riding the road about ten days was a Loweth visitor several days and made a "hit" with the sub-station folks. He talked to them in Dutch. Maggie is going to wear a sign with his name on it next time he leaves home so his friends will know him.

W. T. Hanaway, a switchman, in the Harlowton yards was instantly killed when a car he was riding was side swiped by another car on another track. The body was taken to Bellefontaine, Iowa, and was accompanied by M. R. Davis, president of the Pocatello lodge of the Brotherhood of Trainmen.

Operator Monthey at Ringling with some friends took in the dance at White Sulphur Springs at Easter time and is going again.

Little Boone Wells, small son of C. J. Wells, will follow in his father's footsteps. He was trying to get a wheelbarrow full of scrap that Fitz had overlooked up the hill from the sub-station to one of the bungalows and it tipped over on him. His mother came out and asked him what was the matter. Boone looked dazed for a moment then said, "Oh, nothing, just had a flash over, is all."

Sayings of Sigh.

The boomer shack counts that day lost, whose low descending sun finds him shy the cost of a bed and nose bag donated by some of his admiring (?) friends among the tourist gentry.

For the life of us we fail to see the use of sending all those Red Cross outfits to the other side. If the slogan "America First" means anything at all, why not send them to the polo grounds to see whether they could not be of use to the New York Giants?

We are glad to note that after many years of more or less antagonism the different branches of the Methodist Episcopal church have decided to consolidate and operate one through system between this earthly terminal and Paradise. If the managers of the new combine are open to suggestions, we would suggest that before they issue any schedule, they look over the Milwaukee's system and style of doing business. From a railroader's point of view, the nearest thing to heaven is to ride the cushions of the old Milwaukee.

Speaking of the changes that have transpired in railroading during the past twenty years, here's a fair comparison. In the olden days Mike Moriarity took his section crew to and from work with a handcar plus plenty of elbow grease and Irish profanity. Now Joe Alliato, having invested some ninety iron boys into a doodle bug for which Casey Jones acted as god-father, comes speeding down the main line burning more gasoline than a month's output of Fords, trying to shame the time-honored record of the old 999.

Say, have you ever noticed how the gink who is so tough he has to mix Copenhagen with his tobacco will brace up to a finished piece of American hardwood on a pay day evening, toss his monthly check to the angel in white with the request that he start the lights in the cash register to blinking and to see to it "that all the boys had something," and then after taking on a full tonnage of tonsil varnish, burst into tears, when the mechanical phonograph grinds out some ear-rasping ballad about mother? Funny ain't it?

MILWAUKEE SHOPS NEWS.

H. W. Griggs.

It was Geo. Balzer, not Geo. Barber, veteran tank shop employe, whose death was mentioned in the May Magazine.

Master and Veteran Car Builder Jno. J. Hennessey, who has been laid up with sickness the last six weeks, is able to be up and around an hour or two at a time. We hope it will not be long before he can be with us again.

Chief Electrician C. R. Gilman is attending the Electrical Meetings at Salt Lake City.



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CH. CAGO

It is reported that the time-keepers force at the Store Department under Chief F. Budzien will shortly be moved to quarters in the Union Depot to be vacated by Paymaster Scott who is transferred to Chicago.

The new coach repair shop is now being occupied and doing business. Stark's silver platters have moved in up stairs.

The big floods north and west of us did not bother the Milwaukee Road trains to speak of.

Mrs. Jno. Sheehan, wife of Night Round House Foreman at Portage, was buried the 6th inst. at Portage. Mr. Sheehan was formerly engine dispatcher at Milwaukee shops. His many friends here deeply sympathize with him in his bereavement.

C. H. Beltz, mechanical engineer, attended the M. C. B. Committee Meeting at Pittsburgh, early in the month.

Asst. Dist. M. M. Al. Klumb was laid up at his home in Wauwatosa and had a siege of sickness from which he is slowly recovering.

Engineer Wm. Kerwin, of Portage, dead heading on No. 6, Sunday P. M. the 14th to go out on No. 1, had a stroke of apoplexy and was taken off the train at Watertown. He is no better at this writing.

The company's "Milwaukee Road" films of Montana Canyon, the Electrification of the Rockies and the Cascade Mts. were shown at the Grand Avenue Congregational Church, Wednesday evening, May 10th, and created a profound impression. So much so that they are called for again. It is the intention to give a series of these exhibitions over the City. They are certainly among the finest of travogue pictures. They will be shown at the "Milwaukee Road" Club Meeting, Wednesday night, May 24th.

The Olympian and Columbian are right on time, east bound, now-a-days. Not many transcontinental roads beat that.

Malden Roundhouse Notes.

H. R. Gates.

Engineer R. P. Kleinhans has returned from California, where he spent the past couple of weeks inspecting his orange farm.

Engineer Joe Williams is planning on taking a month leave of absence and going to California to get his auto. Hurry up, Joe, and you can give us that auto ride that you have been promising.

Train Dispatcher L. V. Curran of Malden is relieving Dispatcher Reilly Beal at Spokane on account of sickness. E. E. Kilboun is relieving Dispatcher Curran.

Day Callboy Jas. McGarvey, Jr. has been promoted. Harry Huser, night caller, is on the day job, and George Steidel is on the night job.

"Bob" Hooper, stationary fireman, had a broad smile on his face when he received the new lawn mower for the roundhouse lawn. "Bob" takes considerable interest in the lawn and the flower beds around the roundhouse and always keeps them up in fine shape.

Engineer Otto Butzlaff and wife are visiting with relatives in Portage, Wis.

Traveling Engineer Tom McFarlane is again on his old beat on the Columbia and Idaho divisions, Engineer Wm. Emerson having been promoted to traveling engineer on the Missoula division.

Firemen Theo. May and John Misterek are fullfledged engineers now. They were set up during the past month.

Fireman O. A. Burns is laid up with a dislocated shoulder which he sustained when jumping from the cab of engine 5572 when she turned over near Othello recently.

Engineer G. W. Nelson is on a work train near Ramsdell now, having given up the way-freight runs Nos. 93 and 94, between Malden and Othello.

The Malden baseball team defeated a team from Tekoa last Sunday by a score of 18 to 5. We are pretty proud of this team, as about half of its members are from the roundhouse.

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Twin City Terminals.
Idell N. Widholm.

George W. McMillan, ticket agent at Minneapolis passenger station, spent a few days with his parents at Arlington, Wis.

A. D. Emery, assistant district engineer, has been proudly displaying his 25 years' service pin of the "V. E. A."

A. Woodward, demurrage inspector at Minneapolis, spent Sunday, May 14, in Winnipeg, Canada.

Mrs. Leach of the Travelers' Aid, and son, Elmer, visited for a few days at Milwaukee.

General Clerk Cove has returned to work after an extended leave of absence.

Walter Howell, demurrage clerk, Minneapolis local freight house, spent Sunday, April 30, at Winnipeg, Canada, visiting friends.

A. F. Alexander, signal supervisor, went to Wisconsin fishing last week. On his return he went to the home of one of his friends and presented the small son with two fish and told him to have his mother cook them. Then he called the small boy to one side and said to him, "Eat them slowly, very slowly, as they cost me \$5 apiece."

Frank Detunca and Harry Gee, checkmen in our Minneapolis baggage room, were recent visitors at Aberdeen.

M. H. Stone, claim clerk at our Minneapolis local freight office, is off duty on account of sickness.

George F. Hancer, car distributor, spent Sunday at his old home in Merrill, Iowa.

Carl Johnson, trucker, Minneapolis baggage room, has resigned and taken up a claim in North Dakota.

Jack Regan, checkman in our Minneapolis baggage room, has been given a position as ticket seller in the ticket office of the passenger station.

Bert Sheldon, correspondence clerk at our Minneapolis local freight office, leaves Saturday, May 20, for Chicago and points east.

Miss Marion Cohen is a new general clerk at our Minneapolis local freight house.

Fred Ahr has taken a position as collector at the Minneapolis local freight house.

Chicago Terminal News.
Catherine M. Bartel.

Miss K. M. O'Neil, stenographer in the office of W. C. Bush, left on her annual vacation May 15, and expects to be gone two weeks. She will visit Dundee, Algonquin, Aurora, Joliet and the suburbs of Elgin. Katy is doing this visiting in her Chalmers and is some chauffeur. Miss A. Bauer is manipulating the Underwood in her absence.

General Yardmaster Grunau, Galewood days, has been off sick since May 9. Jack caught cold the day of the Cragin elevator fire and has not been able to work since. Geo. Hale is performing in his place with John Mahon placing the men. Go to it, Sleuth.

Miss Anna Fisher, stenographer to W. H. Fesler, agent Galewood, can be seen almost every night on North avenue, attending the Apollo Theatre. The pictures are either very interesting, or else some of the ushers are. How about it, Anna?

Dispatcher W. M. Peters of Galewood roundhouse day force is passing the bunk around how things run when he was chief. We all know how things went without Willing telling us, don't we Pat?

Mrs. Pat. Carey, wife of Dispatcher Carey, Galewood roundhouse, was visiting her sister in Englewood a few days, and Pat was batching it, also trying to keep the kiddies quiet. He had to take them to the movies and buy peanuts and candy to keep them from crying.

Mrs. John Hendrickson, wife of Chief Dispatcher Hendrickson, Galewood roundhouse, was taken to the hospital for an operation recently. We wish her a speedy recovery.

C. Lundberg, general foreman Fire Department at Galewood, led by Chief Marshal J. Buchanan and Assistant John Hendrickson, did some fine work at Galewood coal shed at a fire drill, all of the Fire Department responding except Roggenkemp and Hale. After



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A. A. MORRIS, President
H. P. LAMBERT, Cashier

everybody got good and wet, refreshments of coffee and sandwiches were served to the Fire Department. Fire Marshal Buchanan was presented with a bouquet of flowers by roundhouse foreman, Frank Spake.

Engineer Albert Creighton went to Milwaukee, May 4, to do some shopping and take in the movies. How about it?

Chief clerk to Trainmaster Costello, A. C. VanZandt left April 28, to accept his new position of efficiency expert for the B. & O. Railway with headquarters at Baltimore, Maryland. We were all sorry to lose Van and you can rest assured he will be sadly missed among the lady bill clerks, but he has been partly replaced by his successor, J. W. O'Keefe, who seems to be very popular among the fair sex.

Frank Reed, third trick train director, of Galewood, comes to work these nights in his Dodge and has rented space on the viaduct for his garage. He can be seen almost every morning acting as chauffeur for General Yardmaster Miller, his assistant and telephone operator, Miss Slater, taking them all to their homes. There is a switch tender at the east end who is getting jealous. Don't you care, Molly.

Henry Bischoff, engineer, has again discarded his boots. He is now wearing a pair of oxfords.

Roundhouse Foreman Spake, Galewood, went to his farm at Wauseka to break in the team of horses he bought from John Reilly. This team is not broken. He took Heinie Bischoff with him to instruct them in the art of backing up. Good for you, Heinie. Hoch der Kaiser.

Wooden Shoe Doings—Superior Division.

C. S. Christoffer, our very energetic and always hustling trainmaster, paused long enough in Milwaukee on April 19 to have dinner with the Safety First chairman. We understand he was well up toward the front of the column entering the banquet hall. Eating at railroad hotels and eating houses for several years past has taught us that the above is a wise precaution and in keeping with the idea of Safety First and the vast majority of us need but little urging to practice it.

With the return of spring, May flowers and nice weather has come Engineer "Dick" Ainsworth. He displaces William Sharkey on the Elkhart run.

Conductor Dan Kelly has been appointed assistant trainmaster with jurisdiction west of Iron Mountain.

About ten new firemen and twenty-five new brakemen have been added to the payrolls—they will receive bi-monthly donations from the company until the ore season is over, by which time it is expected they will be more capable of running this railroad than the president and know more about "rights" than a general chairman.

Conductor W. Donovan has been placed in charge of the Iron River District.

Several crews have been assigned to service between Iron River and Escanaba. It is expected that this will relieve some of the congestion at Channing.

William Tierney, formerly yardmaster at Green Bay, has accepted the position as yardmaster at Channing during the ore season.

Having spent four or more years in the school of practical experience and having wielded the hickory end of a No. 4 scoop in such a manner as to produce the required amount of "putty" whenever needed, some of our members are now preparing to graduate from tallow pots into eagle eyes. The process of evolution seems to be very difficult and complicated. As a starter they require the young man to be chuck full of air—hot air, straight air, New York and E. T., being the favorite kinds used, with just enough of the ozone of Wisconsin to keep the patient alive. He is required to break and repair everything from an angle cock to a cross-compound pump and to be "ready in five minutes." He is also made a gum-shoe detective and placed on the trail of a suspicious looking puff of air and required to run it down in the remote corner of some triple valve and then chase it out again. His success in either of these un-

dertakings usually depends upon the proposition of hot air and other kinds he has at his disposal, both kinds being necessary to get the examiner's O. K.

The second degree requires the victim to be able to make a locomotive perform all the mechanical gymnastics known to science also to be an "M. D." able to prescribe for any and all of the "old girl's" ailments, whether it be a dislocated side rod or a cold in her air pump. If these trials are successfully passed he is given a certificate which will permit him to sit on the right hand side when required and refer to the fireman in a fatherly fashion as "my boy." Generally, however, these certificates are filed away in a safety deposit vault(?) as there is little danger of using them before the year 1950. Nevertheless we wish the candidates success and confidently expect they will meet all requirements without difficulty.

J. T. Boyle has been appointed night yard master at Channing.

The season of brides, graduates and Green Bay flies is upon us once more and we anxiously scan the horizon for a glimpse of some worthy brother who is contemplating "for better or for worse" act, but we look in vain. Truly, if some of our ministers, furniture men and hack drivers had to depend upon the Superior Division boys for a livelihood they would soon pass away for lack of proper nourishment.

Baggageman J. Schreck recently returned from a six weeks' vacation to California and reports a splendid time.

Prairie Du Chien Division Notes.

Margaret Murphy.

Mrs. E. Horr, wife of Baggageman E. Horr, and daughter of Waukesha were visitors at Milwaukee.

Roadmaster J. Murphy, Waukesha, attended the railway appliance exhibition at Chicago last month.

Engineer T. Kennaugh, who has been running trains Nos. 21 and 6, has been assigned to switch work at Janesville yard. Engineer Smith has been running trains No. 21 and 6. Brakeman Chas. Knight is at present on a leave of absence.

Mrs. L. Propp, wife of Brakeman L. Propp, and son of Wauwatosa were the guests of relatives at Pardeville, Wis.

Fireman John Marsh and Will Zunker took a trip to Green Bay, Wis.

Agent Z. C. Willison of Palmyra was a visitor at Waukesha.

Engineer Leslie Cavanaugh and Miss Norma Kaad of Wauwatosa were quietly married at Wauwatosa May 3. Miss Kaad is a sister-in-law of Brakeman L. Propp and has been teaching school at North Prairie. The best wishes of the employes are extended to Mr. and Mrs. Cavanaugh.

Mrs. J. Lawless, wife of Agent J. Lawless, Waukesha, took a trip to Milwaukee.

Steamshovel Engineer E. Knaak, who is working at Sinclair Pit took a trip to his home in Minnesota.

Engineer T. Dempsey was off duty on account of the death of Mrs. Dempsey's brother. Fireman Jack Hoppie "fired" the switch engine during Engineer Dempsey's absence.

Miss Ruth McGee has accepted the position as clerk at the Waukesha freight office.

Agent O. A. Millard and wife of Lima Center are on a trip to the coast.

Asst. Supt. N. P. Thurber and Chief Train Dispatcher C. H. Agner, Milwaukee, attended the Safety First meeting at Madison, May 2.

Agent C. F. Dahnke has been appointed agent at Lima Center during Agent Millard's absence.

Conductor R. Rathbun is the proud father of a dandy baby boy. "Congratulations."

Conductor and Mrs. I. Fuller, Waukesha, spent Sunday with friends at Milwaukee.

Conductor and Mrs. Ed Wheeler and children were the guests of relatives at Waukesha.

Miss Marie Brady, daughter of Engineer J. Brady of Richland Center, was the guest of her sister at Waukesha.

Saint Paul Road Employees

do you realize that it is possible for you to have your name on two payrolls—one of them that of the railroad for which you work and the other the interest payroll of the bank where you deposit your savings?

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

In this case, whether or not your pay increases depends entirely upon you—the more you put in the more you get out.

Merchants National Bank

Capital - - - \$2,000,000
Surplus and Profits \$2,000,000

Fifth and Robert Streets
SAINT PAUL, MINN.

The Bank of Personal Service

First National Bank

OF LEWISTOWN, MONTANA

RESOURCES
\$2,000,000.00

The Big Bank of the Judith
Basin Territory

Brakemen George Horr and Chas. Horr were off duty to attend the funeral of a relative.

Engineer Chickens and wife and daughter enjoyed an automobile trip from Eagle to Milwaukee.

Engineer Karl Knope, who is firing with the Wauwatosa switch crew, spent Sunday at his home at Madison.

J. L. Thomas has been appointed agent at La Farge, Wis.

William Hammond, first trick operator at Mineral Point, took a trip to Chicago.

A. C. Wilson has been appointed third trick operator at Waukesha.

Conductor S. Raymond and crew, consisting of Engineer P. Connelly, Engineer Harry McCarthy, who is firing; Conductors Fuller and Perrigo as brakemen, are busy every day hauling gravel from Sinclair Pit to Milwaukee Terminals for the track elevation.

Miss Evelyn Tomlinson, daughter of Section Foreman R. Tomlinson, of Stoughton, visited relatives at Milton.

Conductor W. Pauls of the local freight crew was off duty for a few days. Conductor M. Slechta had charge of the crew during his absence.

Car Inspector H. Bensing and wife attended the wedding of a relative at Elm Grove, Wis.

Mrs. William Jones, wife of Baggageman William Jones, Waukesha, was a visitor at Milwaukee.

Extra Gang Foreman H. Shortell spent Sunday at his home at Eagle.

Dubuque Division News.

S. A. Gobat.

Business good on the Dubuque Division and we are able to report the marriages of two of our prominent young men.

Lloyd Lang, chief clerk in the Store Department, and Miss Garnet Mathis were united in marriage Tuesday, April 12, 1916.

Machinist Apprentice Frank Zemauek and Miss Mae Mauer were married March 16, 1916. Both young couples have the best wishes and

heartiest congratulations for a long and happy wedded future.

Conductor Frank Allard spent a few days visiting at La Crosse, Wis.

Miss Bessie Hahn of the superintendent's office enjoyed a few days' visit with friends in Chicago, Ill.

Switchman Dick McAndrews, who had the misfortune to have his ankle sprained a couple of months ago, is again back at work.

Carpenter Alfred Rhomberg and Ray Willmers spent a couple of days visiting friends in Buena Vista, Ia.

Firemen Barney Hallehan and Charles Digham are enjoying an extended trip through the West, stopping over at Denver, Salt Lake City, San Francisco and many other places of interest along the way.

General Boiler Inspector E. W. Young has returned to Dubuque after spending a month out on the "Puget Sound Line."

Engineer William Luther has returned from Florida where he spent the last month enjoying the Southern climate.

River Jordan, from the coach department, and wife spent a few days visiting with their daughter in Chicago.

Machinist Art Lang, wife and son, Neal, are enjoying a visit with relatives at Milwaukee, Wis.

William Lang of the B. & B. Department after spending two weeks at Excelsior Springs, has returned to work.

Store Department Clerks Herbert B. Breitbach and Emmet Ryan are enjoying a visit through the East, stopping-off at Washington, D. C., New York and Philadelphia.

Stenographer Mattie Kiebler of the Store Department is still reported on the sick list.

Stenographer Fred Permantier of the master mechanic's office at Dubuque spent Sunday, April 23 in Chicago, visiting friends.

Harry Vogle, clerk in the Store Department, from what we understand, was visiting in Chicago the other Sunday and the best of it is we hear that he did not go alone either. How about it, Harry? Put us wise.

Savings and Health

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

Or will you be forced to stay at home?

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

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

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

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

SAVINGS DEPARTMENT (On ground floor—just inside of front doors)

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For Your Savings or Checking Account For the Selection of Your Investments
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Capital, \$4,500,000 Surplus and Undivided Profits \$2,000,000



Car Foreman C. S. Swaby of Sioux City was a business caller here on April 24.

Storekeeper J. E. Dexter has returned to work after being on the sick list for the past two months.

Engine Handler Paul Smith spent a couple of days visiting with friends in Chicago, Ill.

Machinist Willis Clark is reported on the sick list for the past two weeks.

Engineer J. McKown has returned to work after having been laid up for some time with a sprained ankle.

Government Inspector John Walsh paid us a visit here on April 25.

From what we hear a baby girl arrived at the home of Carpenter Elmer Ricketts. Congratulations.

Fireman Lloyd Robinson has purchased a new eight-cylinder "Cadillac" car and believe me he is all swelled up about it. That is as much as we will say, but if you will only ask Lloyd what happened the first day he took the car out and tried to see how fast he could go—maybe he will tell you and maybe he won't.

Roller skating seems to be put aside here of late, but the last one we heard of on the rollers was, that Engineer John Loetcher was copping off all the prizes for fancy skating.

Conductor William Remus and Miss Florence Udelhofen were married at the Sacred Heart Church Tuesday morning, May 9, 1916. After a wedding trip to Chicago and Milwaukee they will return here where they intend to make their future home. The boys all join hands in wishing you a long and happy wedded life, Bill.

Fairview Gravel Pit Notes.

The Gravel Pit opened up April 10th with Conductor Burt Brashear in charge, as yardmaster and pit boss, D. G. Crinklaw, operator; J. A. Johnston, steam shovel engineer and N. E. White in charge of the extra gang.

Some delay was experienced at the beginning account of having to straighten the pit banks and getting things into shape for the heavy runs of gravel. There has been taken from the pit so far this season in the neighborhood of a thousand cars of gravel which is being used as ballast between Sioux City and Manilla and is the best grade of ballast ever used for this purpose. Little or no trouble has occurred in the pit as far as derailments, etc., are concerned and everything is running along in ship shape. The expectation is to ballast 35 miles of track on the Eastern Division and about the same on the Mitchell Line.

Operator Crinklaw has moved into a bunk car with his family and Engineer Tom Thompson and wife occupy a bunk car and with the improvements the ladies have made around the cars they make a fine appearance.

Conductors Delaney, Blackney, L. Bicknell, M. Johnson and D. Stuart bid in the hauling jobs and are doing the necessary in getting out of the pit on short notice.

"Boss" Brashear and the operator had a terrible battle with a large bull snake recently. The operator's dog, Togo, found the reptile and called the help of "Bush" and "Crink" to the scene and with the aid of a club the snake was soon dispatched, although "Bush" had to make 8 or 10 swipes at it before he hit it the first time. It measured 5 feet 2 inches long—some snake.

The operator's shanty underwent repairs this week and now it looks like real folks lived "around about." With a nice front porch and flower beds on the East and West sides—guess it won't be bad this summer.

Engineer Tommy Thompson was seen scouting around his "bungalow" about 3 o'clock in the morning one day last week and upon being questioned as to the cause of such a performance so early in the morning replied that he had received notice from the Fairview Gravel Pit Improvement Association to begin to make improvements to his property or suffer the penalty of a heavy fine and imprisonment in the Gravel Pit. As he didn't care much for that, and his time was taken up during the day time "he thought he had better concede to those Dod-goned fellers' demands."

JOHN S. TUCKER, Pres. ISAAC HAZLETT, Vice Pres.

G. W. LALONE, Cashier

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Special Accommodations furnished on
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4% Paid On Savings 4%

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We keep open Saturday and Milwaukee
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European Plan Rates from \$1 up

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City During the Miles
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Your Headquarters

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Within the Business and Shopping Circle
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SPOKANE, WASH.
Opposite New Union Depot

"Facts and Fancies" From the S. M. (West).

J. W. Malone.

Engineer Henry Campbell is visiting his folks in Austin this week.

John Whalen, formerly agent at Welcome, Minn., drew Howard station on bulletin.

Agent R. N. Miner, formerly at Howard, drew Spring Valley, Minn., on bulletin.

Agent E. M. Phillips, Lake Preston, has returned to work after an absence of a few weeks.

Relief Agent H. S. Hoff has returned to Hokah after relieving at Lake Preston.

Agent A. E. Lambert, Chandler, has exchanged positions with Ralph Trickle at Hokah, Minn. Trickle now holding down Chandler, while Mr. Lambert is basking in the "smiles" of the S. M. (East).

V. Lucas, formerly section foreman at Ramona, has been appointed foreman at Howard S. D. May success attend his promotion.

Carl Perkins, formerly of Lake Preston, S. D., has been appointed foreman at Ramona, S. D. We wish him the best of success.

Relief Agent A. P. Anderson has been holding down Howard station while same has been on bulletin.

A. P. Hughes, formerly of Jackson, is now employed as night transferman at Madison.

Peter Rodts, clerk at the Madison round-house, is enjoying the sights of the Twin Cities while attending business there.

Foreman J. E. Curtis, Madison, was a Sioux Falls visitor recently.

A. G. Lehman drew Welcome, Minn., on bulletin, which leaves Garden City open for bids.

H. E. Collins, a new man on the division, is holding down Garden City while same is on bulletin.

Agent Y. A. Garlock, Bradley, is off on business for a few weeks relieved by J. Alderson, a new man on the division.

We hope that Agents Collins and Alderson, will decide to remain on the S. M. (West), we are sure that after the first ten years they will agree with us that this country is truly "the only garden spot."

Agents R. E. Wood, Edgerton, R. Jones, Wentworth, and G. Leiser, Iona Lake, paid us a pleasant visit recently while attending the "Safety First meeting."

The S. M. (West) will have a baseball team this year that will be second to none in the national game. The boys have all contributed and have collected enough funds to supply themselves with uniforms, masks, pads, etc. Their suits will be of a bright green color, inscribed with the emblem "Safety First" on one shoulder, while a beautiful harp will adorn the other. The boys are practicing every day and soon hope to be in first class form. Any one desiring games will please write Captain Frank Flynn or Manager Wm. Larson, Madison, S. D.

Brakeman T. L. Bucholz has been visiting friends in La Crosse the past week, relieved by Alfred Brakke.

Foreman Golden, Egan, was a Madison visitor recently.

Adolph Moe, Madison, was a Flandreau visitor over Sunday with "home folks."

Will we be in Chicago June 25? "We will that, with a bunch of roses in one hand and an umbrella in the other."

Council Bluffs, Iowa Notes.

Helga Hackstock.

Machinist Helper Chris Nelson, who had his eye badly injured some time ago has recovered sufficiently to return to work. "Chris" is one of the "Veteran employes" and we are all glad he has come back to work.

Cannot help but notice the look of pride in the face of the fellows who wear the blue buttons. There are a number in Council Bluffs who have the honor.

Messrs. J. J. Connors, F. P. Miller and M. P. Schmidt attended a meeting of the South Omaha Joint Inspection Association at South Omaha on May 10.

Peter Johnson, wrecking foreman of Manilla, was a caller on May 6.

Car Repairer Otto Larson had the misfortune to badly mash his great toe a short time

ago. But has recovered sufficiently to be at work again.

Car Repairer Frank Larson took a day off May 4, and we learned that he was wed to Miss Lungaard of this city on that date. He was back at work the following day, thinking we did not know, but we guessed that it was something very important or Frank would not have been off. The fellows smoked fine cigars.

Hans Peterson, another car repairer, took a trip to Culbertson, Mont., recently, he left a single man, but we have whispers that he is likely to return in double harness.

One item in particular we missed last month: Jim Jensen of the Council Bluffs switch engine and wife have a lovely baby girl.

Geo. Runyon, night yard clerk, was very painfully injured May 5. He had his right arm badly crushed and broken. We understand he is getting along very nicely considering.

Car Cleaner Hiram Paulsen and son have recently returned from a Western trip over the Puget Sound. Paulsen is infatuated with the electric power. He especially remarked on the way trains start and stop there.

JUST HEARD:

"Did you get your blue button yet?"

"No, did you?"

"Sure."

"Let's see it."

"On my coat there."

"V. E. A., 25 years. It's a dandy. Wish mine would show up soon."

Car Carpenter Theodore Schmidt and family spent Sunday, May 7, with relatives at Neola.

Roundhouse Foreman Graff had a birthday recently and when he got home in the evening his wife had arranged a surprise dinner. Some of the railroad boys were there and they report a very fine dinner and an excellent time. Mr. Graff was not really surprised as he snooped and saw things not meant for him to see.

W. L. Butler our agent at Council Bluffs has been confined to the hospital, having recently undergone an operation. We hear he is progressing nicely and hope he will soon be about.

Car Repairer Chas. Christensen and daughter have gone to Storm Lake to visit relatives.

The wife of Andrew Christensen has also gone to Storm Lake.

Mr. and Mrs. Joe Antonious have had as their guest, Miss Maude Antonious, a niece, from Saskatchewan, Canada.

Superintendent Marshall, Roadmaster Barneske and Trainmaster Anderson were callers on May 13.

"Heiney" is all right. (Special from yard office.)

Car Foreman Schmidt has started wearing a straw hat.

If you want to see the very latest thing in hats, look at the lid worn by Brakeman Frank Davis, or if you don't like that, take a squint at the cap worn by Fireman Julien.

We were pleased to learn of the arrival of a little son at the home of Geo. F. Hennessey. Council Bluffs wishes them much joy.

Car Repairer Chris Anderson was forced to buy a suit of brand new overclothes. The rats amputated one sleeve and one leg of his last suit.

J. W. Sheppler of Perry was a business caller May 11.

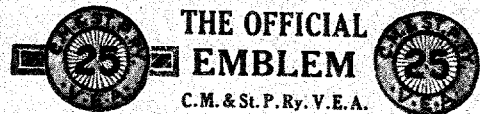
"Dad" Monroe has been off duty for some time. He suffered a broken jaw.

Car Carpenter Andrew Anderson and family have been called to Clinton, Ia., on account of the serious illness of Mrs. Anderson's mother.

The wife of Engineer Ben Moore is contemplating a trip to Columbus, Neb.

A duo at the freight house office. Will it ever materialize—all this stuff we hear about Jimmy Chapman and "Casey Jones?" A very bad case they tell me.

We have one of the busiest yard clerks in the country I think, in the person of Peanut Rooney.



THE OFFICIAL EMBLEM

C.M. & St. P. Ry. V.E.A.

Made in solid gold and rolled-plate. Enameled in best grade imported hard blue enamel.

Sent post paid on receipt of price

Buttons Solid Gold with rolled-plate backs \$1.00

Buttons Rolled-plate50

Ladies Bar Pins Rolled-plate75

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Established 1883

D. G. GALLETT

JEWELRY AND
MUSIC STORE

ABERDEEN S. DAK.

(Branch Store Mobridge, S. D.)

7 Expert Watch Makers

Watch work sent to us promptly attended to.
Satisfaction guaranteed.

C. M. & ST. P. R. R. Watch Inspector.

"KIRKMAN'S SCIENCE OF RAILWAYS"

The Author of "THE SCIENCE OF RAILWAYS" served for fifty years in various departments as a railway officer and employe. However, in writing "THE SCIENCE OF RAILWAYS," and in its many subsequent editions and revisions (to meet the ever changing conditions of the service) he and those interested in the publication of the work, have had throughout, the active advice and aid of practical experts, familiar with every branch of railway operation. The books are, therefore, authoritative, and as valuable to railway men as standard text books are to Lawyers, Doctors, Civil Engineers and other representative men.

"The Science of Railways" explains with great particularity, (profusely illustrated by charts and other necessary devices) the duties, responsibilities and embarrassing problems of engine-men, trainmen and shopmen, written by scientists and practical men who have themselves solved the problems and mastered every intricate detail connected with the work.

The books describe in detail the Locomotive and Motive Power Department; the Application of Electricity to Railways; the Construction and Working of the Westinghouse and New York Air Brakes; their practical working being illustrated throughout with colored charts; the Working, Handling and Practical Operation of Cars; the Movement of Trains and the problems connected with their successful operation.

The foregoing and other subjects relating to the duties and problems of those connected with the engine and train service are described in great detail with such illustrations and charts as are necessary to afford the reader a clear understanding of the perplexing problems that arise daily in connection with his work. For further particulars, address

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Special Attention Given to Savings Depositors

A Friend of the Workingman

—IS THE—

National City Bank

—OF—

Seattle, Washington

We pay 4% interest on saving accounts. We also offer our services in making investments which bear a higher rate of interest.

Items From the I. & M.
Katherine McShane.

Superintendent Thiele, Trainmaster L. T. Johnson and District Carpenter F. Rice made an annual tour of inspection over the I. & M. Division last week. They were accompanied over their respective territories by Chief Carpenter Kurzejka and Roadmasters Carlson and McShane.

Switchman Carl Klem, Austin yard, went to Sleepy Eye to attend a shooting tournament.

Miss Evelyn and Maurine Paulick, daughters of Yard Switchman Paulick of Austin attended a Sunday School meeting in Dundas last Saturday.

Firemen Mitchell and Stephan are laying off and visiting at their homes in Minneapolis.

Last Wednesday Ray Severson of the agent's office force of Austin, Minn., was married to Miss Ethel Norris. The young couple will go to housekeeping at once in Austin. The best wishes of all fellow employes are with Mr. and Mrs. Severson for a long and happy life.

Engineer Sam Jones is back at work on his old run between Austin and Calmar. Mr. Jones goes to the south, east and west at various times of the year, but he always comes back saying there is no place like "Austin."

Mrs. A. Oleson of Moberg, S. D., was in Austin visiting old friends and acquaintances last week.

Thomas Carlson of Adams, while working as section laborer in Austin yard a few days ago, had the misfortune to smash several of his fingers. At present he is getting along pretty fairly.

Engineer and Mrs. Charles Gillece of Austin and daughter, Genevieve, have gone to Seattle, Tacoma and Spokane for a few weeks' visit. They will visit other points of interest in the west before their return home.

Conductor P. Gallagher of Berkeley, Wash., is visiting at Austin, his former home.

Walter Chestnut, lineman on the I. & M. division, and wife have gone to Sioux Falls, S. D., to spend a few days with their son, Earl, who is in the shoe business in that city.

Mrs. L. King, wife of Brakeman King of Mason City, Iowa, has been in Austin this week for medical treatment.

Conductor Will Smith is enjoying a visit from his father, W. W. Smith of Faribault, Minn.

Brakeman Chas. Freeman is laying off and O. J. Monroe is taking his place.

Conductor Oleson resumed work after a few days' lay off. Brakeman Peterson, who was relieving him, has gone back to work on the way freight.

Conductor Alex. Murphy has resumed work after a short lay off.

J. L. Ahern, second trick operator at Austin, is taking a few days' lay off and Ray Murphy of Cresco, Iowa is relieving him.

Harry Murphy of the chief carpenter's office in Minneapolis, spent Sunday with his people at Austin, Minn.

Conductor and Mrs. Thos. Keating are spending a few weeks at Hot Springs, Ark. Steve Ames has Mr. Keating's run during his absence.

Bridge and Building Foreman T. J. Hainstock spent Sunday with his folks at Medford, Minn.

Miss Augusta Sprague spent a few days this week with her mother, who is very ill at St. Joseph's hospital in St. Paul.

Roundhouse Foreman A. M. Laurence and family are enjoying a visit from their daughter, Mrs. Joseph Price of Granville, Iowa.

Section Foreman L. Lorkoski spent Sunday with home folks in Owatonna. Mr. Lorkoski is located at Adams, Minn.

What Nots from Milwaukee Terminals.
Josephine Healy.

Born to Mr. and Mrs. Earl Marsh, on May 5, a ten pound baby girl. Earl says she is the cutest little bundle he ever saw.

Switchman John J. Riemer and wife were

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called to Chicago on account of the illness of Mr. Riemer's mother.

Edw. Bates, rate clerk in Agent Miller's office, has become a benedict. Miss Kathryn Minehan is the lucky girl.

Agent Glen C. Swearingen of the stock yards is the prize winner of a safety razor. Earl Marsh says he don't care anyhow—his wife just bought him a new one.

J. B. Ryan, foreman in the canal yard, was fatally injured while on duty on Monday, April 24. We extend to his bereaved relatives our sincere sympathy.

Edward Patzke, our good looking switch-tender who took a chance at selling cigarettes, is back on the job.

Walter Wehmeyer, the famous heart-breaker, is now located at the east end of the air line yard.

John Fuchs, engine foreman on the stock yard lead, has moved from Wauwatosa to North avenue.

Harold Murphy, the "dancing king," of the stock yards, is now giving lessons in that art.

Yard Clerk Geo. Dickenson of the Milwaukee shops, has a hard time distinguishing black dirt from cinders—at least he carried a bag of cinders home one night last week to do some gardening. He denies this, but Officers Ryan and Dunn will verify the same. Dickenson is still on a quiet hunt for the man who stole his dirt.

Clem Follmer, our Beau Brummel time-keeper, had better keep out of sight or the booking agent of the 101 Ranch will get him. Clem says he rode a broncho, but by the looks of his arm, we think his ride was short if not sweet.

Victor Filut, newlywed, has returned to his duties in the M. C. B. office. It is reported that he gained two pounds while away. Mrs. Filut must be a good cook.

John Rewolinski, Mr. Finnegan's chief clerk, will soon follow in Mr. Filut's footsteps, it is rumored.

Harold Carney, champion bowler of the C. O. F. five, is planning a trip to the west. Harold says he is not going to be married, however. We all wish you a pleasant trip, Harold.

Warren McAvoy and Harry Funk, clerks in the M. C. B. office, are going on a trip to the Rockies. Harry is going because he likes the place, though we have heard that "Mac" is going to visit his New Butler girl, who is at Glenwood Springs at present.

Switchman Harry J. Washeckek was married March 30 at 4:30 p. m. to Miss Emma Eshie of Milwaukee. Harry has a cute little flat furnished and says "this is the life."

Edward Klug, clerk in the M. C. B. office, Milwaukee shops, has been married three months, and no one knew a thing about it. However, we have quite some detectives at the shops, and it didn't take them long to find out.

Peggy Rohde, yardman, is taking a look at the extension—he writes us from Butte, Mont., where he was on May 12.

R. & S. W. Notes.

H. J. Beamish.

Owing to a complication of internal disorders this line was absent from the May issue. A consultation of specialists having decided against an immediate operation we are again among those present.

A general re-arrangement of the Beloit yard is to take place in the near future, material already ordered. A passing track 4330 feet in length, storage and coal tracks, four stall roundhouse, ninety foot table, coal shed and pump house are to be built.

J. M. Butler, an employee of this division some twenty-five years ago, was an Elkhorn visitor May 5th. His father was for many years section foreman at Davis and his brother, John, was in the train service for some time. Mr. Butler was assistant dispatcher, on the N. P. under Edw. Moran, and is at present on the Board of Trade in Chicago.

Nick Hermes' many friends on the line will be glad to know that he is rapidly recovering from his illness.

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Agent Duffy, Lyons, attended the funeral of his brother James at Elkhorn, May 3rd. Vacation season in the dispatchers' office starts June 1st. W. G. Ende doing relief work.

Lake trains are scheduled to start June 11th. "Showers and continued cool."

Gollmar Bros. circus showed at Beloit May 13 and Elkhorn May 15.

T. J. McCarty had Regan's way freight run for thirty days while John performed the usual spring house cleaning stunts.

Conductor Tilton was seventy years old May 18 and admits that he, like wine, gets just a little better every year—and his appearance bears out the statement.

Bob White is the latest Kansasville assignment—that is at this writing.

Brakeman J. Glover was on the sick list a few days the last of April.

Houy, Roth and Sweidish, who were injured in the derailment on Springfield hill, April 18, are again able to be at work.

Chief Dispatcher Hoye and N. P. Thurber went over the line May 8th.

The east end now has way freight service, daily each way: D. McCarty on the second crew. Burlington ice train runs three days a week.

A change in the Racine runs gives Victor three round trips daily, and tie up at Corliss. One engineer now handles the motor run.

Engineers Owen and Dudley, both off last of April; Dudley with a sprained ankle.

Conductor Carrier and Engineer Myers, two more of the sick list, are improving slowly.

E. M. Ginaine, Elkhorn, spent Sunday with the Dover folks March 23.

Extra gangs are laying steel between Bardwell and Beloit; another gang working at Davis. Milo is becoming proficient in the Greek language—but Barney pins his faith to the "Ould Sod."

"Hope springs eternal." Geo. B. Hayes has recently been appointed a member of the Board of Education at Elkhorn, and if G. B. fails to locate a few desirables for the faculty then "they ain't no such animal."

A dead mouse (no doubt a victim of an over-dose of amateur cooking) seriously interfered with work in the dispatchers' office recently. Scraps should be burned.

Trainmaster Richards, Division Freight Agent Westcott, A. E. Halderman, Supt. W. W. A., Inspection Bureau, and E. A. Lyons, of the Storekeeper's office, made a trip over the division by motor car May 4th to 6th. As a pleasure trip, it was rather a frost, but as an endurance test it was a complete success. Mr. Halderman expressed himself, (about) as follows: "Take it from me, as a mechanic, Mr. Westcott is—a very capable division freight agent. I don't mind having to walk from Savanna to Elkhorn, but to have to push that (blank) car all the way, isn't my idea of hospitality. And, besides, well—it seems to me, that a man with Westcott's luck, ought to be able to GUESS what the trouble was with that motor. Please cash this check." (Censored.)

L. W. Carlton, GYM at Beloit, off April 20th, account funeral, relieved by W. T. Scollard. He was assisted by Reynolds.

With 45 cars, one pair trucks completely off, carry frogs from Caboose, rerail car and out of town all in 12 minutes. Good work Muck.

Brakeman Dan Desmond off April 24 to 27, and W. J. Brice off 27 to 29, relieved by Reynolds.

Mrs. R. A. Reynolds has returned from an extended visit with relatives in Oklahoma and Texas.

Flagman A. G. Calkins at Beloit has resigned.

J. T. Barrett has displaced the CB Ills Man on Irwin's car.

Brakeman O. G. Campbell off May 5th attending funeral of his aunt, Mrs. J. M. Foley, the agent's wife at Stillman Valley, relieved by E. Amerpole.

P. A. Rogers off 2 days account sickness, relieved by Reynolds.

Hook and Bye boys all busy, account work trains.

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Items from the S. C. & D. Division.*Blanche Manley.*

Engineer Elmer Rehn took a short trip to Miles City.

District Engineer W. E. Wood and Asst. Engineer Shawhawn paid us a pleasant visit during the first part of the month.

Yardmaster Henderson went to Omaha over Sunday to attend the funeral of one of the Omaha conductors.

Section Foreman John Miller deserves creditable mention for discovering brake beam down on train 6 at Grant Center recently.

Conductor W. G. Schadle took his sister Gladys to Chicago recently for an operation.

Mrs. C. A. Manson, wife of the yardmaster at Sioux Falls we understand has been quite ill with appendicitis. We trust she is better at this writing.

Conductor E. Fraser is taking a short vacation in Bay View, Mich.

Operator A. L. Ellis at Sioux City yard has resigned his position and is going east.

H. R. McPherson, agent at Rodney, made a flying trip to the coast. G. V. Kohls relieved him.

Brakeman G. N. Bushnell's wife was called to King City, Mo., account death of her grandmother.

Trainmaster A. Esse was absent in Omaha for several days as witness in a suit against the company. Roadmaster Carlson says some people have all the luck, as when he gets called on a case like that it is always postponed or settled by the time he gets there.

Supt. Beardsley made a business trip to Chicago.

Mrs. Fred Fillmer, wife of Operator Fillmer at the city office, spent a few days at Jefferson, Iowa.

Conductor J. A. Reagan was called to Chicago recently account of the sickness of his wife who had gone there visiting.

Conductor F. M. Gallant's wife and her mother have returned from Rochester, Minn.

Engineer P. H. Rav, who was in the hospital for a time, on account of pneumonia, is now at home, but is still weak. Here's hoping you get along well, neighbor.

Brakeman J. F. La Turno is spending a few weeks in Stanwood, Nebr.

Conductor F. W. Nelson advises his wife's mother is very ill with blood poisoning at Sioux Falls.

C. W. Wilkinson, chief inspector, was on the Division several days helping transfer merchandise, account wreck. He was accompanied by Inspectors Sullivan and Larson. Always glad to see you, C. W. W., even though your hair is gray.

A Safety First and Proper Handling of Freight Meeting was held at Sioux City on April 28th. The attendance was not as large as would have been liked, but a very good meeting was had and an interesting and profitable evening spent. M. J. Larson of Chicago was present.

Conductor and Mrs. E. A. Stewart have the sympathy of the S. C. & D. Division in the loss of their little son.

Mrs. C. Harrington, wife of Engineer, and her mother, Mrs. Willison, are in St. James visiting. From there they expect to go to Ireton, Ia.

Conductor Weber's daughter, Ethel, is visiting in Chicago.

Conductor F. W. Weed has about recovered from a severe attack of inflammatory rheumatism, but is still weak. He lost fifty pounds, but this seems a poor way to reduce. Glad to see you back.

Conductor Ben Bowen and family have moved to Milwaukee where Mr. Bowen will continue his Committee work.

Engineer F. M. Gibbs should be given creditable mention for stopping No. 6 recently on the Eastern Division and putting out a fire which had started in a field.

Roadmaster Walsh called on us one day recently. He is so busy these days we don't see him often.

Roadmaster M. Murphy, of Tama, made us a flying visit one Sunday. Stay longer next time.

F. M. Henderson was sick for a couple of days and was relieved by C. E. Broderick.

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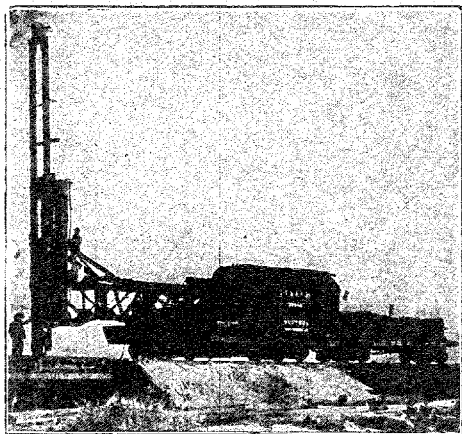
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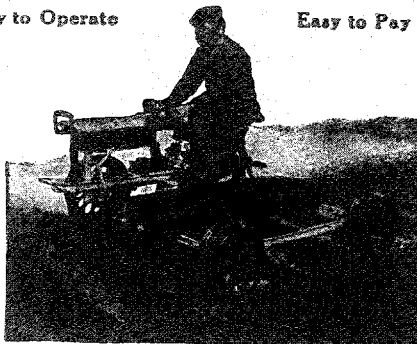
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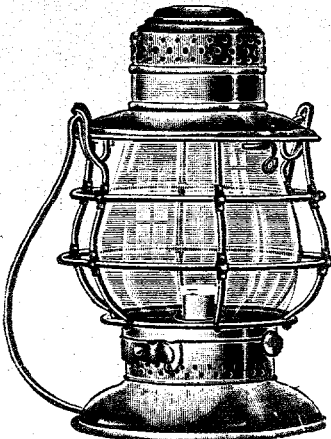
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