A black and white photograph of a river flowing through a forested valley. The river is in the center, reflecting the sky and the surrounding trees. The banks are rocky and covered with dense vegetation. The overall scene is serene and natural.

THE MILWAUKEE EMPLOYEES MAGAZINE

April 1921

DELLS OF THE
WISCONSIN RIVER
KILBOURN, WISC.

OLD KENTUCKY HOMESPUN TOBACCO

Cream of the Finest Crops Direct to You

RIPE, RICH, OLD-FASHION LEAF

The choice of Kentucky's finest crops direct from our farms to you. This FAMOUS

OLD KENTUCKY HOMESPUN is no more like the manufactured tobacco than day is like night—free from chemicals and all other adulterations that undermine the health, that conceal imperfections and delude the sense of taste. Grown and nurtured in Kentucky's finest soil, cut at the proper time, carefully selected, aged and mellowed for chewing and smoking. Like old wine in the cellar, its rich, rare fragrance permeates the air. Cured and "sweated" by the same method as employed in the early days, the method our grandfathers used in preparing tobacco for their own use—every trace of harshness leaves it—nothing to "bite" your tongue or parch your mouth; nothing to tire your taste. No fancy packages, no decorations—just QUALITY and lots of it. Throughout the country—North, East, South and West, men have tested this fine old tobacco and spread the news of its inimitable quality. Grown right here in the greatest tobacco producing district in the world. We bank on it you have never tasted a finer flavored, more satisfying tobacco in all your life. Give the old "cob" a treat—"load er" up to the brim. Cut off a "hunk" as big as your fist and slip it between your teeth. Smoke or chew it will give you the keenest joy since the days of Old Bourbon.

"I have used the best tobacco they have in Canada, England and Ireland, but have never tasted any as good as your Old Kentucky Homespun."—J. P. O'Connor, Gold Beach, Oregon.

"I am a retired physician, 82 years old. Have used tobacco ever since I can remember. I chew but do not smoke. None gives me such satisfaction as Old Kentucky Homespun Leaf Tobacco. It is not only the most pleasant and agreeable but goes farther than any other kind and produces no ill effects."—S. S. Sutton, Kirby, Ark.

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"The tobacco came in good shape and I like it fine. Have been imposed upon long enough by the makers of high priced, doped up trash called tobacco."—C. L. Gates, Morrisville, Vt.



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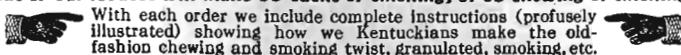
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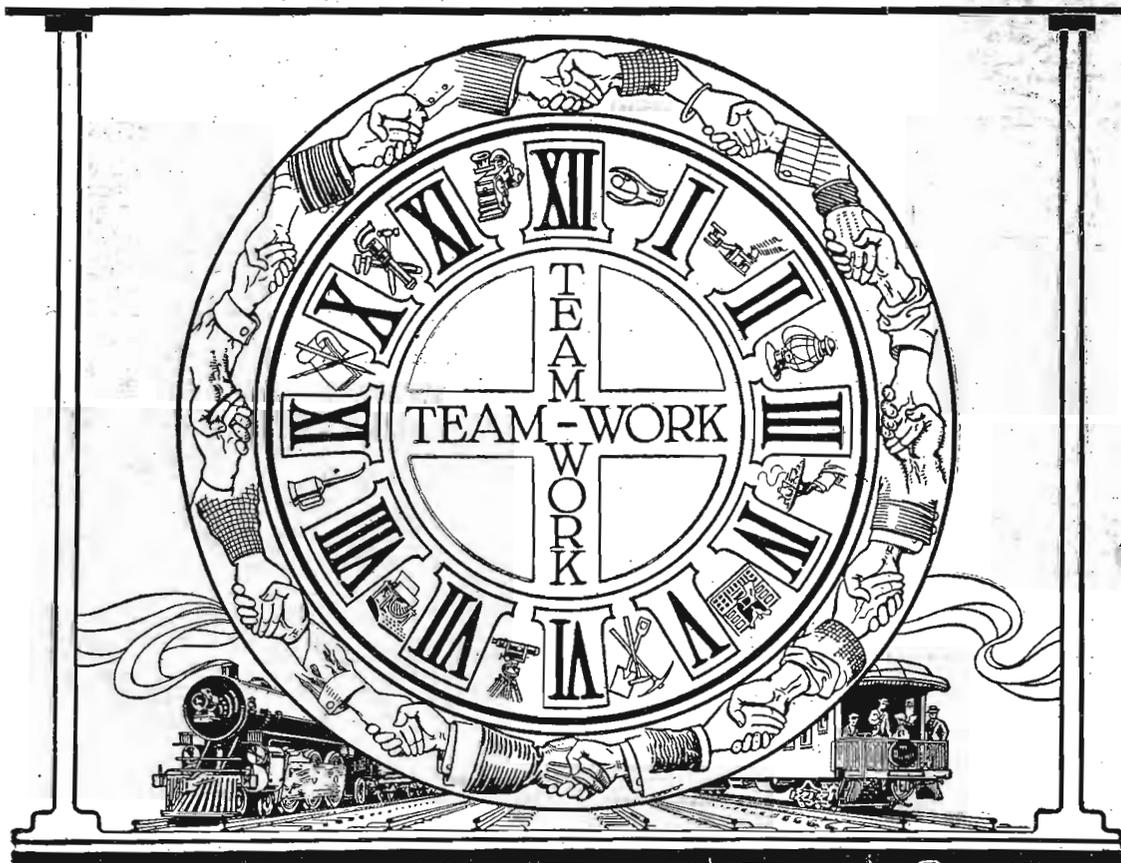
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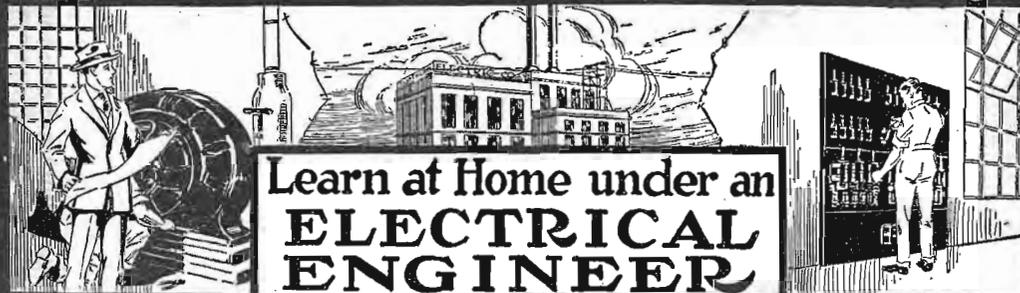
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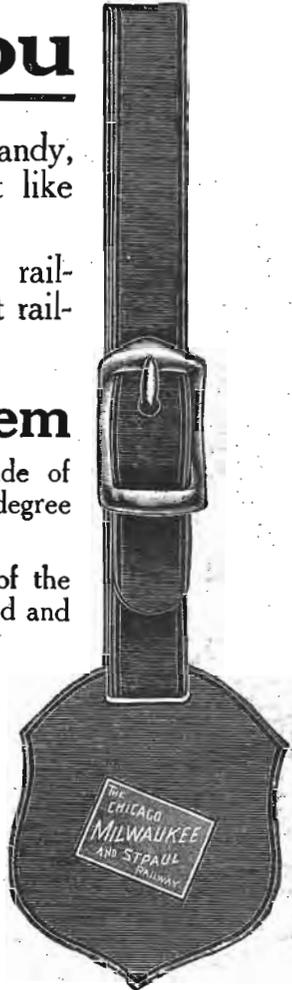
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THE
MILWAUKEE EMPLOYEES
MAGAZINE

Railway Exchange Building, Chicago

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

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VOLUME IX

APRIL, 1921

NUMBER 1

(General Manager Macy Nicholson of Lines West is an apostle of the doctrine of "the human element" in the every day affairs of life. In a circular letter sent out to his subordinate officers, he says, "I am quoting below, two verses from some poet with a happy thought and I think it sets forth a principle which all railroad officers in authority should follow—that is, commend the employe for doing work that pleases you.")

Tell Him Now

"If with pleasure you are viewing any work a man is doing,
If you like him or you love him, tell him now.
Don't withhold your approbation 'till the parson makes
oration

As he lies with snowy lillies o'er his brow;
For no matter how you shout it, he won't really care
about it;

He won't know how many tear drops you have shed.
If you think some praise is due him, now's the time to slip
it to him

For he cannot read his tombstone when he's dead.

More than fame and more than money is the comment kind
and sunny,

And the hearty warm approval of a friend.
For it gives to life a savour and it makes you stronger,
braver,—

And it gives you heart and spirit to the end.
If he earns your praise—bestow it; if you like him, let him
know it,

Let the words of true encouragement be said.
Do not wait 'till life is over and he's underneath the clover,
For he cannot read his tombstone when he's dead."

Fuel Economy

By An Employee.

The subject of locomotive efficiency and fuel economy is one of the most vital subjects a railroad company has to confront. As the general management has put out circulars relative to same, there have no doubt been many suggestions made.

The saving of fuel can be approached from many different angles. Generally the first ones looked to are the locomotive, the fireman and the engineer. The locomotive itself, after being properly constructed and maintained, is not to be blamed.

The matter of proper design should start with having boiler and grate area designed of ample proportion to furnish enough steam to develop maximum cylinder horse power of the cylinders at all times. Every modern locomotive should be equipped with superheaters, brick arches and power fire doors which we mostly have, and are all fuel saving and capacity increasing devices. Then in order to get the greatest results, it does no harm to know something about combustion. Although it, like all other knowledge may be of some benefit some time, it is not necessary to enable one to be a good engineer or fireman, but it is well to know that it takes three things to make combustion, namely, fuel, oxygen and heat. Nothing will burn without air. Fuel will not burn with the air without something to bring it to the igniting temperature. When the heat breaks down the coal into coke and gases, the coke is made up of fixed carbon and ash, the gases are made up of hydrogen and carbon called hydro-carbon. If a sufficient amount of oxygen be present this gas will burn to form a colorless gas called carbon dioxide, which causes a very high degree of heat, causing one pound of coal to evaporate about 12½ pounds of water into steam, and if, however, the supply of oxygen be restricted, which would occur if the ash pan became filled up or the grates became filled up or the grates became clinkered over, or if the gases on top of the fire which have been burned do not escape, due to some mechanical defects in the front end either by air leaks, steam leaks or improper construction, clogging of flues, which causes a pressure on top of the fire and will not allow the air under the grates to force its way through the fire at the proper time, then another colorless gas will form, called carbon monoxide, and only four pounds of water would be evaporated into steam with the same amount of fuel. Therefore, you will not get the heat that you would with the proper flow of air through the fire.

It takes about 300 cubic feet of air to furnish enough oxygen to burn one pound of coal and as the locomotive will burn from 80 to 120 pounds of coal per square foot of grate surface per hour, depending on how the engine is worked, it follows that the air opening through the grates must be of sufficient capacity to accommodate the amount of air required. Therefore, we must keep the grates clean and free from clinkers. With this and the draft appliance in proper con-

dition, a level and uniform firebed permits air to enter without undue obstruction over the entire grate surface, and at the same time prevents cold air from entering through holes in the fire. With a light level fire the air enters the firebox through a uniform firebed and a high and uniform firebox temperature results from a proper air supply and a good mixture, and most of the coal gases burn before they can escape the firebox, which causes a higher firebox temperature.

Banks or clinkers in the fire may restrict the air supply to such an extent that there is not enough air to insure combustion. Even though large quantities of air may enter through holes in the fire, thinner parts of the fire or through the fire door, the gases arising from the banks or coal on top of the clinkers will escape from the firebox before they receive a sufficient amount of air to burn. The firebox may be receiving too much air, still not burning the gases on account of poor mixture.

A fireman can waste lots of coal, for each shovel of coal placed in the firebox cools the fire down a certain amount before it reaches the igniting temperature, and each time the door is opened, it cools down the firebox a little as there is too much air entering on top of the fire which reduces the firebox below the igniting temperature of the fuel. Therefore, if a fireman opens his door while he puts in ten or twelve shovels of coal, he is reducing the temperature considerably and besides he has placed more coal in his fire than will ignite readily and by the time his fire gets back to a normal temperature he has consumed a great deal more coal than had he taken a little more time and put in each scoop separately. This is where the power door is a coal saver. I fired an engine a long time before I learned what the coal did after I got through with it, and after I learned, I did not see where I had made any advancement, only the satisfaction of knowing what took place to cause the coal to cause the water to boil. That is all well for us all to know, but while it is often suggested to put a man in the field with a high salary to teach these things at the expense of the company, I don't deem it necessary, for after he is gone, the fireman gets all mixed up and is worse off than before, because he has just learned enough so he can't or won't listen to the engineer.

The best instructor for a fireman is the man on the righthand side. As the engineer is responsible for the performance of the engine while in his charge, no one is better fitted to instruct the fireman than he, as he is always on the job with the fireman and by his years of service, he has learned the manner in which the duties should be performed.

Harmony between the engineer and fireman must exist in order to secure the best results, but we must do something to get them more interested in the work and keep them working together.

A careless engineer can waste lots of coal and I consider it unfortunate that we are not

operating our engines under the old individual coal record system. When I went firing, the coal was dished out by buckets and a record kept of what each man burned and I'll say we were careful. We would do everything, even buy it, if we got the chance. An engineer would do most anything to keep on top of that coal list and the man at the bottom was the man to be called in and had to answer why. The engineer was the boss on that engine all the time.

Those days it was a fight between the engineers to keep on top of the coal report which was posted each month where all could see it.

We would be thousands of dollars ahead if every pound of coal was weighed on to the tender and at the end of the trip, the amount taken to fill the tender again charged to the man who ran the engine, and the dispatcher figure out the amount of coal used per thousand gross ton miles. That these figures be placed on the superintendent and master mechanic's desk each morning. Consequently if any crew or engine shows an abnormal performance, they can call on the engineer for an explanation. This will give him a chance to explain himself and his trip in detail, for it isn't always the engine, the engineer or fireman—I think the train dispatcher can waste more coal than any man on the railroad. Where a fireman or engineer may waste a few shovels of coal over the road, a train dispatcher can waste as many tons. Still we always go to the engine and crew first to look for help.

Everytime a train dispatcher stops a tonnage train nowadays, he burns from one-half ton to one and one-half tons of coal, it depending on the grade. Therefore, if he is running 25 or 30 trains a day and causes each of them to make two or three extra or unnecessary stops, he will waste more coal in one day than all the firemen on his division could waste in thirty days, and this would not be unusual on some divisions, as I have followed way freights all day long, with full tonnage, making all stops, and have seen a half dozen trains blocked behind a way freight.

Your conductors waste more coal than do the engine men. How often do they figure when on a way freight or doing local work, to get right in the clear to let a heavy drag go without stopping it. How often will he figure if he is getting by a way freight and has some local cars for the next town or so, to give them to the way freight to save making extra stops with the tonnage train.

And the brakeman—how often will he go back while leaving terminals or ascending the hard grades, to look for stuck brakes. I have seen them burn the brake shoes almost off, and the engineers could not drive them back.

How many conductors and brakemen ever attend coal meetings to know what an expense it is to the company?

How about the roadmaster and the section man? I have had a slow order on a piece of track and stopped to wait for them to finish the job and came along two weeks after

and found the slow order still out. That man wasted more coal in that two weeks than any one fireman would waste in a year, as this was a five mile an hour order at the foot of a long hill.

A lot of coal could be saved by putting an extra force on the tracks while business is slack and there are not many trains running, for when there are lots of trains on the road, there is lots of delay both to the trains and the workmen. Besides there are altogether too many slow orders left out for longstanding.

If everyone on a railroad were taught that a moving train contains much energy and to reduce its speed is adding expense to one of the greatest items the railway company have to contend with, I am sure they would be more careful.

We should also endeavor to have our water tanks up on the level instead of all down in a hollow at the foot of a big hill, where it takes an excessive amount of coal to get out of. We should also have these tanks where there is the best grade of water possible, as good water means lots to the coal pile, as well as to the life and maintenance of the engine. The engine tanks should also be made as large as possible to avoid extra stopping for coal and water.

How about the yard master, who orders trains one or two hours before the train is made up. Does he waste any fuel? Yes, the fireman goes over in the yard with his engine hot and prepared to couple on to the train and go, resulting in a big waste of fuel, then the fuel burns down and clogs the grates, and as previously explained, improper flow of air through the grates causes improper combustion all the way over the road, resulting in his burning a couple more tons of coal there. How many times does he make up a train with short cars all the way to the caboose? Does this burn coal? No, the fireman burns it all.

The switchmen, as well as the trainmen, will go ahead and back all day over a switch when if they would pull back a little ways to give the engine time to get started and stop before getting over the switch point, many times could save one-half of their moves. He is also afraid of the yard master and will many times be running around wearing out the engine and cars and burning up coal. These men should not be molested when caught standing still, if they are caught up with their work, but on the other hand, should be encouraged in getting done so as to stand still and not be burning coal for nothing and the engine crew should be notified accordingly, so they may let the fire go down and do any work that is necessary, like straightening up the fire, packing valves, etc.

How about your operator, who leaves the block out and stops a train unnecessarily? Is he blamed for wasting coal?

How about the electric signal man, working on signals with him at danger and stopping trains? Why isn't he in touch with the train dispatcher?

The car inspector goes around squeezing the oil out of the waste with the thought

of saving a few drops of oil. The engineer handles his oil in the same way. You hear all kinds of talk about saving oil, which is perfectly all right as far as practical. At the same time we put 25c worth of oil and \$75 worth of coal on the same engine. Then we send the train out and have a couple of hot boxes and waste more coal than it would cost to oil the whole engine and train complete.

Give your engineers a coal record to look out for and they will think of more ways to save coal than all your superintendents, train masters and travelling engineers.



Repairing an 80,000 Capacity Box Car, Dubuque Shops

Frank Artus, Safety First Committeeman

Note the safe conditions under which this car is being repaired; trucks are placed under center sills and block on same and cross tie; This gives ample room to remove draft arms and make them safe to work under. No danger of truss breaking or jack giving way.

These men are replacing diagonal rods and post rods to hold car body in rigid position on steel underframe. These rods when left some time without overhauling, lead to a great many things hard on a car body; and in most cases nuts come off on top side plate, and rod in time projects from steel underframe, which are at times driven back, in most cases damaging roof of cars; which makes leaky roofs.

Note the scaffolding is placed around this car, and how the scaffold ladders are spread so they will not come together and let men fall to the ground,—which are Safety First instructions.

The repair yards are clean, so that men can work to the best advantage and have no fear of stepping onto pieces of lumber with nails projecting. Unless these things are taken care of, employes are bound to receive injuries.

The men on roof in the foreground are applying a safety appliance, running board so that no accident can happen to a train man. Many an accident happens through a loose box on these boards.

Our work of making occupations safe, working places safe and highways safe is an expression of the right principle. We are

to work together on these matters of vital importance, and the sooner we adjust ourselves to each other, the better; and the basis of adjustment is Fair Play.

Then and Now

Take a facility that before 1914 cost \$100. The railroad had to earn and pay out to cover interest on that facility about four hundred dollars and a half annually. Today, that same facility will cost at least \$200, and with money at seven and one-half per cent, you can readily see that there must be earned annually \$15 in interest to cover identically the same thing that cost us \$4.50 five years ago.—W. B. Storey.

It has been demonstrated that an average freight train stopping and starting, consumes 1,500 pounds of coal.

Club House For the Pioneers

The Milwaukee Puget Sound Pioneer Club have a tentative plan for a club house and playground of their own, on the banks of Coeur d'Alene Lake, a short distance from Spokane. The Pioneers Club was organized in 1914 for the purpose of perpetuating in memory, the stirring times of Construction Days on the Puget Sound Line, its members are all pioneers of that memorable period and its object was an annual get-together to celebrate and renew the friendships then formed. The war interrupted for a few years, the program of the yearly gathering, but last year there was an interesting and enjoyable meeting held in Seattle and the 1921 meeting is scheduled for August 10th, 11th and 12th at Tacoma. The prospectus is already in the hands of the members with the reminder that plans should be laid early, for attendance, as "this meeting will be a 'hummer'." There is also a plan afoot, and one that will undoubtedly be brought up for consideration at Tacoma, for the club to acquire a permanent home in the way of a big main house for gatherings, amusements, etc., and a settlement of cottages around it which members may occupy in the vacation season. Former President C. F. Wilder has tendered a two acre tract fronting on Coeur d'Alene Lake, free, for the use specified, and there seems to be a considerable sentiment in favor of the project and the location.

The Pioneers, it would seem, could not do better than to inaugurate some such plan, and in so doing, broaden their lines a little, to admit more members and go ahead with a constructive program and object of some kind.

"Were you trying to catch that train, sir?" he asked pompously.

The painting would-be passenger eyed him balefully for a second before he hissed in reply: "Oh, no, I merely wanted to chase it out of the station."—The Arklight.



J. G. Love, General Agent
Freight Department,
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Charles L. Whiting,
Superintendent Milwaukee
Terminals



N. A. Ryan, Trainmaster
Milwaukee Terminals

The Milwaukee Road in the City of Milwaukee

In the latter days of the last century a traveler, returning from Europe, was stricken on shipboard with a fatal illness. The ship's surgeon was called in the hope that he might at least alleviate the sufferings of the dying man. The important young Aesculapian plus strutted into the cabin where the patient lay unconscious, and without as much as a glance toward the sick one, began a cross-examination of the attendant. "Ah," quoth he, "whe-ah from?" "From Milwaukee, Wisconsin, sir," said the anxious nurse, with a glance of apprehension toward the bed where the sands of life were ebbing fast. "Ah, Milwaukee y-a-a-s, Milwaukee," drawled the M. D. languidly, "That's whe-ah the bee-ah comes from." Going strong, even in the presence of death—that beverage that "made Milwaukee famous." But that was on a day of the yesteryears, when beer was first in size, first in fame and first in thought of the Cream City's industries wherever those were mentioned, whether at home or abroad; and in those years, the daily beer trains out of Milwaukee terminals were a substantial increment of this company's revenues. Now in the all-enveloping aridity, the great breweries are a part of the past and the opulent brewing companies are turned to other lines of industry; while the industrial life of the town whirls on to the hum of countless factory wheels and the terminals have not in any degree, fallen victim to sleeping sickness, in spite of the fact that beer is a minus quantity and beer trains are in the discard.

Milwaukee's seventy-fifth birthday occurred on the 31st of January of the current year, and whereas prior to 1840, there stood at the mouth of Milwaukee river, but a scattering village of 1,700 people, history says this little hamlet had expanded to 20,000 people when a little railroad that constituted the beginning of the present "Milwaukee Road" planned to reach out from the city to the fertile grain fields of the interior and bring their product to the waterside where

lake boats were nosing their way in from across Lake Michigan, and from ports farther east. In 1851, it is recorded the first railroad train steamed out of town toward Waukesha, Wisconsin, on what was then called the Milwaukee & Mississippi Railroad; and it was that twenty miles of track, soon extended to Madison, Wisconsin, which was acquired by the projectors of this railroad and incorporated with other embryo lines in 1863, as the Milwaukee & St. Paul Railway. Who, among the veteran corps of this railway at least, does not remember the old Prairie du Chien Yard down in the Menomonic valley under the north hill; and the LaCrosse line that wound its way out of town on its southern side, through soldiers home; also the "Old LaCrosse Division" facilities up around Chestnut Street and the river. The "Old LaCrosse Depot" is still one of the landmarks in that part of the city, and the venerable relic, still enjoying a hale and hearty old age, does duty as a warehouse for the Chestnut Street Terminal traffic.

Before the railroad was extended from Milwaukee to Chicago, which occurred in 1873, the three "Yards" mentioned, and the tracks to North Milwaukee, where the railroad shops were then located, were considered sufficient to take care of the business both originating in the city and coming to it from over the line. When the C. & M. Division was built, the yards followed on down south toward Kinnickinnic, which was regarded as a very far outpost indeed of the terminal system—one that would take many years to actually reach. The facilities for handling the company's traffic in those days, and their gradual expansion with their relation to the growth of the traffic, are comparable, perhaps, to the little one-lung "buzz-buggies" of the early days of auto-motivation, with the present-day machines of luxury and power. The progress of the automobile is within the memory of most readers of this magazine, and the comparison may be easily envisioned.

The Milwaukee Terminals are the second largest on the System, having four hundred miles of trackage and sixteen distinct yards, included for convenience of speech under four heads; the Air Line, Muskego, Blue Mound and North Milwaukee Yards. The Air Line, Muskego and Blue Mound are the main receiving and departing yards—trains from the east arrive at Muskego, from the west, at Blue Mound and Air Line; they depart from Muskego and Air Line for the east, and go out of Muskego and Blue Mound to the west. The main classifying yard is designated the Hump Yard. These various yards and subdivisions and their location are shown on the accompanying map. The map also indicates the many leads in all directions—the city's extensive canal system and the three rivers—the Milwaukee coming in from the north, the Menominee from the west and the Kinnickinnic on the south. On all of these waterways are many miles of dock facilities and numberless industries, all of which are reached by our tracks. The principal industries using both rail and water transportation facilities are coal, grain and ship yards and dry-docks. This company has at present, nine large dock houses situated on rivers and canals that are utilized for storage of freight and in the service of the boat lines and car ferries that operate in connection with this railroad.

The story of a railroad terminal is necessarily largely a collection of statistics relative to the volume and character of business which it serves and of the extent of its operating facilities. It must include not only the business occasioned by traffic which comes to it from distant points for distribution and the business passing through the city, but it must be the story of the many business enterprises which contribute and originate traffic for it to handle. Also the story of terminal operation must reflect the activities of the great army of men who direct and handle the trains, the traffic, the accounts, the maintenance and the countless details of an intricate and highly specialized branch of railroad operation.

Without going too much into detail, and leaving out for the moment consideration of the through traffic, following are some of the reasons why Milwaukee Terminals have an intimate and strong relation to Milwaukee's constantly growing importance as a manufacturing and commercial center.

GRAIN.

A chief source of the city's commercial wealth, and of this railroad's heaviest tonnage lies in its immense grain tonnage, in the great grain elevators and the number and size of its flouring mills. The Milwaukee Chamber of Commerce is, with the exception of the Chicago institution, the oldest grain exchange in the West. It was organized in 1858, and it now handles over one hundred

million dollars' worth of grain annually. The elevators either served or owned by this railroad are located on the canal system, there being seven on our tracks, two of the largest being owned by the company. These two elevators alone have a capacity of about six million bushels, can receive 80 cars a day and load out approximately the same number. In addition to these, our tracks serve five public elevators with a capacity of five million bushels. There are also seven large mills manufacturing flour and other grain products.

BEER.

In days gone by, beer would have about topped the list of Milwaukee's chief industries, but nowadays brewing plays but little part in the industrial or traffic activities of the city. Such an amazing event as Milwaukee's great brewery chimneys standing smokeless without occasioning an apparent tremor in the whirring wheels of progress would have been thought impossible in the hey-day of brewing, but so it has transpired, the same in the Cream City as otherwheres in the great American Sahara. A number of the brewing plants are being utilized to some extent for the making of non-alcoholic drinks, others are being prepared for other lines of manufacture, while the brewing companies are undergoing reorganization for the same purpose.

COAL AND COKE.

Milwaukee enjoys a supremacy in the coal trade. Ten large docks operate contiguous to our tracks, and there are two immense coke plants which make every known by-product of bituminous coal. One blast furnace operates near the coke plants and a large steel mill, and these two industries have operating in connection with them the iron mines at Mayville, Wis., which also furnish a large amount of traffic for the Northern Division.

CANDY.

While candy has always been a chief industry of Milwaukee, and furnished a prolific commerce for the railroad, its growth within the past ten years has been remarkable. There are now ten large candy factories, and there is now under construction one of the biggest establishments for the manufacture of cocoa and chocolate in the United States—a plant that is to cost over fifteen million dollars, and will give the Milwaukee Road a very large tonnage.

BOX INDUSTRY.

Paper and wood boxes are an important item in the manufacturing activities, there being six large plants making paper boxes and two engaged in the construction of wooden containers.

LIVE STOCK.

Live stock is represented by two large packing houses and stock yards, the last named being owned by this railroad, although operated under lease by the Stock Yards Com-

The saving of coal must have the personal attention of every employe on the railroad—not one pound of coal must be wasted.

pany. These yards were built in 1870 by the company to furnish facilities for feeding cattle in transit to the Chicago markets and, a few years later, were leased to a company formed by the packing industries of the city, since which time business at the stock yards has shown a steady increase. During 1920, a total of 15,718 cars of live stock were received, these cars containing a total of 553,975 hogs, 109,752 cattle, 334,195 calves, 60,669 sheep and 2,246 horses, the value of which exceeded \$30,000,000. In this connection, there has also been established one of the largest and best dairy cattle markets in the United States, shipments of dairy cows being made daily to all parts of the country.

TANNERIES.

Very important is the tanning industry to the Cream City and to the Milwaukee Railroad, for there are five of the largest in the world located either on or in close proximity to our tracks. These tanneries produce all grades of leather, from the finest quality and finish to the coarser and heavier grades, and ship their output all over the world.

BRIDGE AND IRON WORKS.

Four large bridge and structural iron works are located on our tracks, this industry being one of the pioneer activities in the Menomonic Valley.

TIN AND ENAMELWARE.

Milwaukee's tin and enamelware industries are among the most important in the city's list, they being among the largest in the country. One of these plants, located on our tracks in the "Valley," occupies a space covering several city blocks and turns out an immense traffic for the road every year.

FURNITURE.

Eight large furniture and interior woodwork factories give the city pre-eminence in this class of manufactured products. The largest and most important of these industries are situated in the manufacturing district either directly on or contiguous to Milwaukee tracks, while some of the smaller are more remotely located.

LUMBER.

Lumber is a large item in our traffic records at Milwaukee stations, serving immense wholesale lumber yards and ten big plants making sash, doors and blinds and interior woodwork.

ASBESTOS.

Here is the home of the largest concern in the United States engaged in the manufacture of asbestos and roofing products and hair felt for insulation purposes. This industry has expanded immeasurably since it was first established in Milwaukee and now has many large plants located west and east, but the head house, so to speak, is in Milwaukee.

SHOES.

Milwaukee's shoe industry is assuming proportions that place it among the largest and most important in the United States, which, considering the huge shoe factories in New England and the middle states, is quite a large statement, but one that can be substantiated. There is, in addition to the shoe factories, one new plant intended for the manufacture of shoe lasts.

MISCELLANEOUS.

Among the other industries which contribute largely to the traffic of this railroad are two large stone and marble cutting plants; four agricultural implement stations; two stove and heating apparatus works; ten knitting mills; twenty different concerns dealing in scrap iron; two large seed plants; two motor truck factories; ten iron and steel castings plants; three motorcycle plants; two toy factories which do a thriving business and ship many carloads each year; two soap factories, one of these being the home of, perhaps, the most noted American toilet soap on the market; two large hardware industries; two piano and organ factories; three large manufacturing chemists; one incandescent lamp factory; a big new food products plant, which it is expected will become one of Milwaukee's most important manufacturing institutions.

It would be manifestly impossible to go into Milwaukee's immense industrial life, with its countless branches of manufacturing, in anything like detail; but the foregoing may serve to show in a measure something of the requirements upon a railroad serving them. But including those specified, there are in round numbers, 500 located immediately contiguous to the tracks of this company, and these reflect in a large or small way, all that is needed or used in the arts and sciences and the varied life of the whole world.

One gets a fair idea of a city's wealth and substantial qualities from a study of its bank figures. These show for the year 1919: Assets, \$229,833,922. Deposits, \$194,259,019. Clearings, \$1,528,336,806.92. In the same year its rail traffic totaled 11,753,968 tons.

It is the home of one of the world's largest life insurance companies; its total manufacturing number 1,478 and the capital employed during 1919, \$404,150,313. The production for the same period was \$781,170,125. It is interesting to note, also, that since the days of The Milwaukee & Mississippi Railroad of 1853, and the granting of the charter to the Milwaukee & St. Paul Railway in 1863, the Cream City has expanded to an area of twenty-six square miles, and has a population of half a million.

To handle the business of the railroad in Milwaukee, we have beside the main freight terminal, eight outside agencies located respectively at Bay View, Stowell, Allis Station, West Allis, North Avenue, North Milwaukee, Chestnut street and the Stock Yards.

The normal daily average of freight cars handled in the terminals is 7,000, and during last November, when business was even then at less than normal, the records show 1,052 trains in and 995 out. The average daily assignment of engines is 108; there are five engines assigned to Union Depot; eighteen to Milwaukee Shops; three to Menomonic Belt; three to Stowell; three to Pere Marquette Ferry Service; ten to Fowler street; eight to Reed street; eight to Chestnut street; three to North avenue; two to North Milwaukee; ten to Air Line Yard; ten to Canal street;

eleven to Stock Yards: three to Burnham Bridge; fifteen to Muskego Yard; four in helper service and twenty in transfer work. Two transfer trains daily, each way, handle the business in and out of Chestnut street; one each way daily for North Milwaukee, North avenue and West Allis; two for Menomonic Belt; two for the C. & N. W. delivery and receipts; two for Pere Marquette Ferry; two in and out of the Coke Plant; one each way daily, to Stowell, to the Grand Trunk Car Ferry and the Bay View District.

Nearly a hundred passenger trains arrive and depart daily from the Union Passenger Station, on an average of four trains every hour; and on holidays such as Fourth of July, Labor Day, etc., it is not unusual for the company to handle 15,000 people in addition to the regular traffic, and this has always been accomplished without accident or "hitch" of any kind.

The outstanding feature in the Milwaukee road's contribution to the industrial prosperity of the city is the mammoth shop plant at West Milwaukee, at the head of the Menomonic valley. This plant employs thousands of people in the various departments of construction of and repair to rolling stock and equipment. In the locomotive departments, the facilities are of the most modern type for the construction of both road and yard engines; while the car shops are fitted to turn out all types of passenger equipment.

The wealth invested by this company in the city of its birth, is a very substantial increment, representing on an average 8,946 employes in all of the departments of the city shop, and terminals, with a monthly payroll in 1920, averaging \$1,424,230.

At the head of the terminals forces is Superintendent Charles L. Whiting, with C. A. Bush, assistant superintendent, and N. A. Ryan, trainmaster.

In charge of the local traffic forces is J. G. Lové, general agent, freight department; E. G. Hayden, general agent, passenger department.

At the shops is R. W. Anderson, master mechanic, and C. G. Juneau, master car builder, in charge of the two branches of the mechanical department there.

The Operator's Prayer

When the circuit of years is broken,
And the local of life grows weak,
May we find a haven of peace,
In the office which all men seek.
When the crosses of earth fade away
And the grounds and escapes are no more,
May we not be afraid to report to our chief,
When we cut in at eternity's shore.

When the ledger of life is closed,
And life's balance sheet handed in,
Pray God that no error be charged
In the auditor's column of sin,
When the fatal death message is received,
And Jesus calls us to say
How the office He gave us was managed,
May our answer in all truth be "O. K."

—Author Unknown.

What We Are Doing to Save

Probably nothing has ever been started in the way of a general movement, on this railroad which has been and is being prosecuted as vigorously and with as much interest as the drive for conservation of material and radical economies; and the outstanding thought, as one reads the reports which come in from all departments all over the system, on the measures being taken to conserve material and save expense, from the largest to the minutest detail—the outstanding thought, I repeat, is, what a fine efficient "bunch" is developing on this railroad. When a man reaches down into himself to find something more than the mere give and take of his job, he is finding the best he is capable of and consciously or unconsciously such a man is developing himself into an indispensable employe. If a man is engaged in "business for himself" he has need of his constant and most constructive thought if he would be successful; if he would get ahead in the world, he must watch the loose ends and avoid extravagance.

Now when the same kind of care and thought is applied to a man's work on a big railroad, the business of the railroad benefits and the man himself is to say the least, in no wise worse off even though he may not realize at the time, to what a degree he has been working himself upward and onward.

The semi-monthly reports are all interesting, and it is regrettable that lack of space prevents publishing them in their entirety. The roadmasters and section men are "carrying on" in the saving of labor by doing a large part of the work themselves, in many instances working overtime, for which no charge is made or expected. One section foreman worked several hours overtime unloading a car of cinders, for which he neither asked or expected extra pay. They are making their own repairs as far as possible, using old lumber and ties for sidewalks, snow fences and fences; picking up and turning in every scrap of material found on their sections, and even unearthing old buried treasure, in the way of rails, spikes, nails, etc., which but for the present campaign would undoubtedly have been left to enrich Mother Earth, and perhaps to cause savants of the future to puzzle over the traces of native ore in spots where no other evidences of mineral wealth exists. Track spikes are being straightened after pulling out of track, and used again on inside of rails. Coal is being picked up where found on the right-of-way, and sent to station boxes, or put to other company use. Bolts in rails are very generally being oiled the day before rails are changed.

One section foreman with an original thought, writes that "due to heavy snow this winter, necessitating the wearing out of several rattan brooms furnished by the company, I made arrangements with a large department store to turn over to me, their worn-out brooms, and I find that they are in

excellent condition for use in cleaning the switches and crossings."

Another section foreman saved \$50.00 for the company, on the highway roads in his section, by going to the road commissioner and telling him the company would furnish the cinders if he would do the hauling; so the commissioner did all the work, with only the help of the foreman in unloading the cinders.

Numbers of the foremen have also found time to help on other sections; to help pump repairers; to reset blown down telegraph poles, replace broken window panes in station buildings; make snow scrapers out of light boards to use in cleaning snow from station platforms, as this takes less time than to clean with scoop shovel.

The agents also have been distinctly on the job, as the reports show. They are running one fire, oftentimes, instead of two, in stations, when weather permits, saving all odds and ends of waste and refuse in shape of boards and pieces of wood, and storing them for kindling; some are letting fires out at night and getting around in the morning early, cleaning grates and building new fires, thus saving about one-half on coal; sweeping and cleaning stations themselves on their own time; using envelopes a second time, by being careful in opening; replacing window panes and doing other needed light repairs; and one agent writes that he fixed up his old office stool with baling wire, making it as good as a new one. He, further, says he keeps a good supply of rat medicine on hand, and there are no claims for rat damage at his station; and then he modestly finishes up his report—"my opportunities are limited, but I will do what I can." Grain doors are being reclaimed in phenomenal numbers; at many stations warehousemen are proving themselves handy with tools on repairs to floors, doors and the like; conservation on lights is very generally practiced; reverse side of obsolete forms of stationery are being used wherever possible; also using old newspapers and other waste papers in good condition to protect shipments of flour, thereby saving on wrapping paper. At one station where coal oil lamps are used, the agent sews two short pieces of wick together, making old wicks last much longer. Another agent reporting, said that he had received a broom from the storekeeper, with handle in bad shape, so instead of ordering another, he spliced on an old handle, and made it do very well. Many reports come in regard to saving of envelopes for unsealed mail, one station having in this way, acquired a sufficient supply to last throughout the month.

In roundhouses and car shops, utmost economy prevails, with everyone taking personal interest in saving at every possible point. Draw bar knuckles and other similar articles are being rewelded and used to save putting in new. The use of second hand material, where it may be profitably done, is general throughout roundhouses and shops, constituting very remarkable savings, and much material available for use has been re-

claimed from the scrap piles—among these being: nuts, reamers, hammers, brakebeams, clinker hooks, gaskets, torches, drinking cans, valves, oil cans draw bars, brake shoes, scoop shovels, wrenches, etc., all of which, with some slight repairs could be put back into service with good effect. One car foreman reports that he has been able to materially reduce the number of cars set out, account hot boxes, by carefully watching all oil boxes and drafting, on cars going through his station. This same foreman also found four perfectly new ties which had been used for blocking on a flat car received from a foreign line, which he removed and placed on tie pile at his station. Another C. F., says he made three trips to repair cars, on a speeder, saving two and a half hours on each trip, as before that, the men had to go out on passenger trains and would be traveling during noon time and could not get back until one hour after quitting time.

B. & B. forces, like the road men, have exceptional opportunities to effect savings, and they have entered this drive with great interest, according to the reports coming from those sources. Saving of lumber by the use of second hand material makes a fine showing during the past month. Attention to B. & B. tools by interchange between crews, and personal inspection by the chief carpenters of all tools results in reduction of the quantity ordered from storekeeper. One foreman reports saving \$300.00 on grinding by hand and on the ground, certain pivots for yard tracks scale. It is usually customary to take scales out when needing repairs and send to Milwaukee Shops, or to the shops of manufacturers, after the work has been ordered by the State Scale Inspector. On this occasion the foreman undertook to do the work himself, at a cost of \$113.00, whereas if same had been sent to our, or other shops, the cost would have been \$425.00. In this case the Scale Inspector pronounced a very good job done. Another interesting item that seems worth while reporting, comes from work done on pontoon drawbridge at Prairie du Chien. When the new drawbridges were placed in service a few years ago, they were equipped with appliances for lifting the floor system with power. This appliance made provision only for lifting the floor system proper, and it was necessary, in order to place the blocking under the eye-beams, for the men to climb up from the deck of the pontoon on horses or scaffolding. This created a dangerous situation, as well as requiring considerable time and labor, and to overcome this, a scheme was devised whereby, with the use of lifting chains and steel plates, the blocking could be placed from the deck of the pontoon, eliminating the necessity of climbing up to the floor system as related. It required two men and two and one-half to three hours to place the blocking before, and with the new device, this work can be done in one hour.

Train service is doing its share in saving, economizing on overtime, making good "meets" and eliminating delays. Dispatchers are alert to help the freight trains along as

fast as consistent, get fair rates of tonnage and avoiding the use of helper engines where actual savings could be accomplished in that way. One dispatcher writes: "Another thing I aim to do, is to handle only merchandise peddler cars and short loads on way-freights with tonnage light enough to enable them to make their schedule and get the freight unloaded by daylight; as the handling of merchandise during daylight hours is more important than we realize, for after a way-freight crew has been working all day, the checking of freight is next to impossible after darkness overtakes them, and careful handling is not accomplished where the only light is a railroad lantern."

Close co-operation with station agents is practiced by dispatchers, in regard to proper loading of trains, hauling all tonnage possible with the maintenance of an economical basis of operation. Station and train crews are also requested by dispatchers to report fully to conditions existing out on the line, as they are in better position to know what can be done, and in many instances, in better position to act than the dispatcher who may be many miles away. And all dispatchers report loyally, that nothing will be left undone to save every dollar in labor and material and help tide us over the present stringency.

The entire tenor of all reports is an appreciation of the situation and the need for economy, which is being practiced for the good of "the old Milwaukee."



Japanese Inspecting Electrification.

Two representatives of the Imperial Government Railways of Japan, Messrs. K. Hasegawa, electrical engineer, and Takeo Oye, president's secretariat, spent a week in our electrification districts and in Tacoma and Seattle, inspecting all details of our electrification system. The gentlemen were met by Electrical Engineer R. Beeuwkes of this company, at Deer Lodge, and the shops repair department for electrical equipment were thoroughly inspected. Coming westward over the Bitter Root Mountains, and from Othello to Black River Junction, the party rode the motors, and were greatly impressed with the smoothness and ease of the train haulage. The substations were visited and all the workings of the machinery carefully inspected. The Imperial Government Railways already have about eighty miles of electrified railroad between Tokyo and Yokohama and twenty miles of suburban electrification in the vicinity of Tokyo. They are in this country in the interests of building a steam plant for generation of electric power and installation of modern electrical machinery for railroad operation.

Something to Think About

H. B. Olsen

The most effectual way to secure and keep a man's business is to satisfy him, and, to do this, one must serve him well. A successful freight or passenger solicitor seldom asks a man for his business; they do things for him.

Don't forget "Safety First."

Don't lose your head because someone else does.

Don't criticize the work of others; watch your own.

Don't fail to give proper signals, as improper signals cause confusion and accident.

Consider these things when ordering your stationery and do not make your requisition each month simply because it has been customary to make a monthly requisition for stationery. When you make up your requisition, make it from the stock on hand and your actual requirements, not merely from habit.

High Finance

A man came up to our section in the Chicago Consolidated Ticket Office and asked for a ticket, inquiring the price.

"Two ninety-seven," said the agent.

The man dug down into a well-worn pocket-book and fished out a bill. It was a bank-note for two dollars, all the money he had.

"How soon does the train go?" he inquired.

"In fifteen minutes," replied the agent.

The man hurried away. Soon he was back with three silver dollars, with which he bought the ticket.

"Pardon my curiosity," said the ticket seller, "but how did you get that money? It isn't a loan, for I see you have disposed of the two dollar bill."

"That's all right," said the man. "No, I didn't borrow. I went to a pawnshop and soaked the bill for \$1.50. Then as I started back here I met an old acquaintance, to whom I sold the pawn ticket for \$1.50. I then had three dollars and he has the pawn ticket for which the two dollar bill stands as security."

Current News of the Railroad

BUSINESS SITUATION

The story is told of a station agent back in prosperous days who "hoped business would slow down so he would have time to answer his correspondence." If that agent is still in harness he is perhaps now having plenty of time to do many things he would gladly forego in the interest of increased business; even from a selfish motive every employe would rather have his employer successful than find difficulty making both ends meet.

Railroad loadings, which constitute an almost infallible barometer as to general business conditions, continue poor. Our figures for the period March 1st to 21st compare badly with a year ago but show an increase as compared with last month:

	Mar. 1921	Feb. 1921	Mar. 1920
Grain	6,319	5,388	6,081
Flour and millstuffs.....	3,261	2,986	2,766
Stock	7,646	8,345	7,308
Coal	4,053	4,547	8,107
Lumber	3,500	3,261	6,833
Brick, stone, gravel, ice, etc.....	2,641	3,276	4,461
Other freight	50,975	47,693	74,543
Total	78,395	75,496	110,099

TAXES

During the year 1920 the railroads of the United States paid taxes aggregating \$281,380,620 or approximately \$83,000,000 more than in 1919; four and one-half times as much as the Net Operating Income.

"ON-TIME"

During the month of February, 1921, the trains of our entire system accomplished an "on-time" efficiency record of 95.6%. This record takes into account not only arrival at destination terminal but every division terminal as well, and includes every train on the railroad. Such a record is something to be proud of and the management conveys its appreciation to the men who made it possible. "On-time" performance is a wonderful business getter and, vice versa, nothing so disgusts a patron as failure to make schedule. May the men who have it in their power to make or break the schedules make Milwaukee service synonymous with "on-time."

"AM I MY BROTHER'S KEEPER?"

When Cain asked that question six thousand years ago he unconsciously set a precedent for failure to observe "safety-first." Every time an individual does something to cause, or fails to do something to prevent accidents to his fellow men, he mutely asks and falsely answers that age-old hypocrisy. However, conscientious and continuous pressure on the subject of "safety-first" is showing wonderful results. It is, of course, regrettable that industry must report any accidental deaths or injuries but as long as human nature is willing to take a chance with his own or the other fellow's life, accidents will happen. We may perhaps get a grain of consolation out of our 1920 figures, which compared with 1916, show a decrease of 43% killed and 24½% injured; this in spite of a 31% increase in force. Only eternal vigilance will make 1921 and each successive year increasingly "safe."

"LONGER—HIGHER—WIDER"

The berths of the Milwaukee sleepers have made that combination of words famous and we can truthfully advertise ourselves as the originators of that boon to tired travelers. Remember too that our trains are Milwaukee owned and operated from locomotive pilot to observation platform.

OFFICERS' SALARIES

Demagogues and self-appointed muckrakers are constantly criticising the payment of alleged "enormous salaries" to corporation officers, railroad and industrial. Even they, however, must admit that a business concern must have some supervision and pay some sort of compensation. On that basis they may find food for thought in the amount paid the 704 officers of the Chicago, Milwaukee & St. Paul Railway Company—less than 2½% of the entire payroll for the year 1920 and less than 1¾% of the operating expenses.

POST-CARD SOLICITATION OF BUSINESS BY EMPLOYEES

Very gratifying results mark the post-card solicitation of business which was inaugurated in February, and reports which are available at the present time, cover the period between the time of receipt of the February Magazine to the end of that month. It is felt that as far as possible, employes should be given credit through these pages, for their efforts in behalf of securing business, but it is recognized that it will be hardly possible to avoid overlooking some, on account of the necessarily widely scattered hosts who are doing their bit in this way to help along on the road to better times. Every employe, whether recorded here or not, however, is assured of the appreciation of the management for their interest and their efforts, and it is hoped that "personal initiative" may be sufficiently stimulated in business getting to keep the drive moving as vigorously as it has started. All together, Everybody. Names starred indicate business secured. Others in prospect.

Passenger Solicitation			
Name	Occupation	Residence	Report Made
H. E. Beckman	Assistant engineer	Chicago	One to Mitchell, S. D.
Wm. E. Bernbrock	Railway exchange	Chicago	One to Los Angeles
C. R. Carlson	Timekeeper	C. & E. Trk. Elev.	One to Seattle
Ry. Employes	Journal	Chicago	One to Des Moines
C. P. Rawson	Architect	Chicago	One to California
Peter Sullivan	Bridge inspector	Chicago	One to Lewistown, Mont.
M. J. Wiltsee	Switchman	Bensenville	Two to California
H. J. Wyckoff	B. & B. foreman	Bensenville shops	Two to California
*H. W. Barnett	Traveling inspector, C. D.	Chicago	Two Minneapolis to Chicago
*H. W. Barnett	Traveling inspector, C. D.	Chicago	One Minneapolis to Spokane
*H. W. Barnett	Traveling inspector, C. D.	Chicago	One Minneapolis to Seattle
*W. J. Boulger	Supply dept., Minn. shops	Minneapolis	One Minneapolis to New York
B. M. Benson	C. C. Minneapolis shops	Minneapolis	One Minneapolis to New York
C. G. Fulnecky	Engineering department	Minneapolis	Party en route to Norway
*J. W. Hafner	Locomotive engineer	Minneapolis	Party contemplating trip
.... Heddlstone	C. C., supt. office	Aberdeen	Four R. T. to California
*R. E. Kennedy	Night chief operator	Minneapolis	Two to California
*C. L. Kennedy	A. G. F. A.	Minneapolis	One R. T. to Florida
*Tom Kinny	Conductor, H. & D. Div.	Minneapolis	Three R. T. to California
*James McEvoy	Switchman	Minneapolis	Two to Seattle
*W. T. Nelson	Machinist	Minneapolis	One to Chicago
*R. J. Reise	Locomotive engineer	Minneapolis	Five to Chicago
			One to Chicago, advice as to some other business to move in Michigan
*J. W. Tiffany	Locomotive engineer	Minneapolis	Two to New York
*J. J. Wolfe	Yardmaster	Minneapolis	One to Cleveland
*A. C. Adams	Asst. supt. tel.	Milwaukee	One to Chicago, en route to California
Harry Belond	Traveling inspector	Milwaukee	Family, Green Bay to Seattle and California
J. Bodenberger	A. D. M. M.	Bensenville, Ill.	Three, Chicago to California
A. E. Brinkman	Machinist	Milwaukee	One to California
*Mrs. C. L. Bush	Clerk	Milwaukee	One R. T. to Miami and one R. T. to St. Petersburg, Fla.
Natle Giardina	Fireman	Racine, Wis.	Six to California
*C. H. Gaulke	Warehouseman	North Milwaukee	One to Florida
J. J. Robertson	Operator	Horicon, Wis.	Family, Horicon to Florida
*C. H. Gaulke	Warehouseman	North Milwaukee	One to Seattle
C. R. Hambach	Supt. tel. office	Milwaukee	One to California
*Miss Hebard	Stenog. general agent	Milwaukee	Two to California
*J. C. Love	General agent, F. D.	Milwaukee	Two and one-half to California
Otto H. Kruger	Machinist helper	Milwaukee	Two to California
L. R. Knoebel	Asst. clerk supt. office	Milwaukee	One, Waukesha to Portland, Ore.
*Otto Pakorney	S. Freight agent	Milwaukee	Two to Seattle
*Otto Pakorney	S. Freight agent	Milwaukee	One 500 mile ticket
Edw. Salva	Section foreman	Mazomanie, Wis.	One, Middleton to Mt. Vernon, S. D.
G. E. Sampson	Yardmaster	Bensenville, Ill.	One going LaCrosse to Norway
E. M. Bornfleth	Asst. rate clerk	Milwaukee	One to Marquette, Mich.
*J. A. Todd	Milwaukee shops	Milwaukee	Three Milwaukee to Kansas City and three St. Paul to Milwaukee
Miss Alice Tierney	Clerk supt. office	Milwaukee	Two, Portage to Seattle
A. W. Wasecheck	Mech. Val. office	Milwaukee	One to Livingstone, Mont.
*Mrs. Tucker	Clerk, North Div. office	Milwaukee	One to St. Petersburg, Fla.
*C. G. Juneau	M. C. B.	Milwaukee	One to Minneapolis
H. E. Williams	Conductor C. & M. Div.	Milwaukee	Two to Texas and California
Miss E. McGinty	Clerk	Darlington, Wis.	One, Gt. Falls, Mont., to Darlington
Hy Burnett	Section foreman	Leon, Wis.	Two to Casper, Wyo.
G. Harrington	Warehouseman	Madison, Wis.	Three to California
A. J. Hess	Clerk	Madison, Wis.	One to North Dakota
A. Villwock	Operator	Mayville, Wis.	Two from California
*W. G. Luck	Leverman	Portage, Wis.	One, Portage to Spokane
*Chas. H. Baker	Chief timekeeper	Ottumwa, Ia.	Two to California
D. L. Casbaugh	Sug. maintainer	Washington, Ia.	One to Duluth, Minn.
*Geo. A. Crabb	Operator	Cedar Rapids	Two and one-half, Keystone to Bellefont, Pa. Spokane prospect from Anamosa, Ia.
*W. L. Finnicum	Conductor, D. M. Div.	Des Moines, Ia.	One from Knoke, Ia., to Hamburg, Germany
Maude French	Timekeeper	Des Moines, Ia.	Two Seattle and Alaska prospects
S. E. Moore	Operator	Moravia, Ia.	One to Tomah, Wis. Trip to be made later
W. T. Dungan	Agent	Marathon, Ia.	One to Olathe, Colo. Will secure later
G. L. Ewing	Agent and operator	North English	Los Angeles prospect
E. L. Nunn	Agent	Keystone	One Fresno, Cal., to Denmark, prospect
J. V. Tuomey	Operator West Yards	Ottumwa	One to Forsythe, Mont., prospect
*Chas. Golden	Conductor	Savanna, Ill.	One, Savanna to San Francisco
*David T. Gilbert	Engineer, C. & M. Div.	Chicago	One, Elgin to Savanna
*E. S. Hanth	Operator	Mt. Carroll, Ill.	One, Mt. Carroll to Germany
*Geo. Layton	District special agent	Savanna, Ill.	35/50 Shriners, Savanna to Des Moines in June
*E. R. Snively	Engineer	Rockford, Ill.	Two, Rockford to California
Jerry Sweeney	Agent	Freeport, Ill.	One, Lena, Ill., to Seattle
L. L. Bon	Conductor	Green Bay, Wis.	One, Iron Mountain to Seattle
*L. W. Huginin	Brakeman	Green Bay, Wis.	G. B. to Iron Mountain
*W. S. Robbins	Conductor	Green Bay, Wis.	Bowling team for Chicago
*Howard Hart	Machinist	Green Bay, Wis.	Bowling team for Chicago
E. J. Conway	Stenographer	Sioux City, Ia.	One to California
Alex Porter	Brakeman	Sioux City, Ia.	Two to California
E. L. Taylor	Operator	Sioux City, Ia.	Two to New York

Name	Occupation	Residence	Report made
T. A. Biggs	Conductor, S. C. & D. Division	Sioux City, Ia.	Five, S. C. to Chicago, one to Des Moines and one to Arion, Ia.
*Geo. Haynes	Brakeman, Iowa Div.	Cedar Rapids	C. R. to Kansas City
*Geo. L. Pryor	Station baggageman	Cedar Rapids	Special party, 25 delegates DOOK to Chattanooga, Tenn., and return
T. L. Holland	District special agent	Ottumwa	One, Ottumwa to Chillicothe
R. H. Wilson	C. C. to G. F. A.	Chicago	Okmulgee, Okla., to Chicago
J. W. Sowder	C. C. to superintendent	Ottumwa	One, Ottumwa to California
C. D. Taylor	Conductor River Division	Minneapolis	One, Tulsa, Okla., to New York
M. L. Hubbard	G. F. substations	Tacoma, Wash.	One, Kansas City to Tacoma

Freight Solicitation

From	Position	Regarding	Result
H. L. Kramer	Boiler maker, Dubuque shops	Household goods to be shipped by H. J. Johnson from Dubuque, Ia., to Madison	Mr. Johnson had intended to use I. C. He was induced to ship via C. M. & St. P.
J. W. Hilliker	Ticket agent, Dubuque	National Refining Co. business	Promised a good share of their business
A. Helling	Blacksmith, car dept., Dubuque shops	Becker Hazleton Co.	Promised all of their business
T. H. Kingrey	Freight house employe, Deer Lodge	10,000 lbs. L. C. L. from Minneapolis	
H. P. Bennett	Sub. station employe		One car emigrant mov.
J. Swop	Section foreman, Butte, Mont.		One car canned goods
Harry Burns	Freight depot, Kansas City	Clay County Produce Company's business	Five cars secured
S. A. Ramsey	Cashier, Northfield, Minn.	Car hay from Lexington, Neb., to Northfield, Minn.	Secured
S. Greengard	Clerk, acct. office, Seattle	Shipment from N. Y. to Seattle	Routing order procured
W. S. Smith	Warehouse foreman, Tacoma	Shipments furniture Tacoma to Spokane	Route changed to C. M. & St. P.
E. W. Crain	Yardmaster, Atkins, Ia.	Live stock movement from C. R. I. & P. territory	C. M. & St. P. handling
G. L. Gallaher	Agent, Sigouney, Ia.	Car tankage from U. S. Yards	Shipment secured
W. H. Robinson	Agent, Collins, Ia.	Car emigrant mov. destined Leroy, Minn.	Promised to C. M. & St. P.
H. C. Brisbine	Great Falls, Mont.	Shipment Firestone tires	Business secured
W. T. Nelson	S. Minneapolis shops	Household goods, Minneapolis to Chicago	Promised to C. M. & St. P.
B. Regan	Agent, Brodhead, Wis.	Three cars shingles from Everett, Wash.	Secured long haul on cars for Juda and Brodhead, Wis., and haul to Minnesota trr. on car destined Milton Junction, Wis.
J. P. Fahey	Chief clerk, local office, Minneapolis	Movement 25 cars sand Minneapolis to Montgomery, Minn.	Promised C. M. & St. P. providing we meet competition M. & St. L.
R. C. Blakeslee	Telegraph opr, Milwaukee	5,000 lbs. castings Milwaukee to Waukesha, Wis.	We are promised the business
W. Knapp	Asst. dist. engr., Milwaukee, Wis.	L. C. L. shipment household goods from Sand Center, Wis., to Milwaukee, Wis.	Secured
L. L. Kortbanke	Asst. ticket agent, Kansas City	Car household goods, Milwaukee to Kansas City	Promised C. M. & St. P.
A. E. Johnson	Brakeman, Mason City, Iowa	Car emigrant moving Mason City to Sandstone, Minn.	Secured
J. L. Burke	Chief yard clerk, Western avenue, Chicago	Movement oil about 15 cars per month from Oklahoma City—also 4 C. L. shipments from Chicago—1 destined to Minneapolis—1 Dallas, Tex.—2 Denver	Secured
J. T. Dinwoodie	Train dispatcher, Green Bay, Wis.	Shipment dry doogs destined Green Bay	C. M. & St. P. promised fair division of traffic
L. W. Huginum	Brakeman, Green Bay, Wisconsin	Shipment building material Green Bay to Iron Mountain, Mich.	Secured
H. H. Held	Agent, Neenah, Wis.	800 tons structural steel from Ft. Wayne, Ind., destined Neenah, Wis.	Secured
Members of round house force at Beloit		Shipment groceries from Milwaukee to Beloit	Secured
H. McMurtrie	Yardmaster, Canal yards, Milwaukee	Car forgings from Milwaukee	Secured

Save coal by avoiding starting engines out of terminals with dirty fires, causing an excessive use and waste of coal.

This Means You



SAFETY FIRST

Safety First

A. W. Smallen, General Safety Supervisor

Safety First

I have been an employee of the Chicago, Milwaukee & St. Paul Ry. Co. for the past sixteen years, on the good H. & D. Division, and I have yet to get my first accident that has caused me any injury, or that has cost the company any claims. It's not that I have been lucky, but it is because I have always been in the practice of Safety First. And I am sure that if every man on the Milwaukee would get into that habit, that the Milwaukee would be one of the best roads in the U. S. A.

Written by
M. L. HOMAN,
Pumper.

Some Foremen I Have Known

Starting on my rounds one morning I saw a colored man washing windows from an insecure perch at the top of a ladder with dull points. His foreman came along, and I started to tell him of the danger to which he was exposing his man in allowing him to use a ladder in such condition.

"Oh, that ladder don't belong to me at all; I borrowed it," he replied.

A man who reported to the plant doctor with emery dust in his eyes was advised to get goggles. He came back a second and third time with emery dust in his eyes, and reported that his foreman had refused to give him goggles. I asked his foreman why.

"Well, that man don't need goggles," said the foreman. "All he does is a little grinding on an emery wheel."

The men engaged in placing guards on machines reported one day that the foreman in one department had refused to allow them to install a gear cover on one of the machines. Questioned as to his objections, this foreman admitted that the gear cover would not interfere with production, but said scornfully:

"It isn't necessary to cover them gears. A man's no business around there anyway, and if he gets caught it's his own fault."

Our small tool inspection accumulated a lot of defective hammers, chisels, drift pins and punches. We sometimes displayed these with a card telling why such tools were unsafe. One day a foreman came to my office and asked if he could get a few of the discarded hammers. I thought at first that he was arranging for a little private display to instruct his men and I said, "At last I have them coming." This motion was quickly dissipated when upon further questioning the foreman said, "My men don't do particularly fine work and they don't need good hammers. Besides, good hammers are more apt to be stolen and I figure that no one would want to steal those old hammers." After recov-

ering from this shock to my safety sense I felt like taking a few of the worst hammers and attempting to forcibly drive the fact into his head that they were dangerous.

Another foreman was telling me one day that it was unnecessary to equip the machines in his department with guards because his operators were "all experts and understood machinery in all its phases." While he was talking one of his men rushed past us with a badly mangled thumb.

That cured him. The other fellows were all cured too and are now safety boosters. These types of foremen have become practically extinct, and today we have foremen with vision, foremen with hearts.

A SAFETY ENGINEER.

Safety First and This Association

(Reprinted from the *Railway Employees Journal*.)

There's a reason why this association is committed heart and soul to the principles of Safety First, why our national officers never omit a chance to talk it whenever and wherever they address a group of our own members or any gathering of railroad workers; why we preach it all the time in this magazine; why it is given importance and prominence in practically every meeting held under our auspices.

This reason is that our business in life—our religion, if you please—is to care about the man that works; is to help and teach him to care about himself. Ida M. Tarbell, the distinguished writer, says:

"Nothing is so valuable economically as the man. To injure or to kill him is to destroy the one essential element in the scheme of world-wide civilization and prosperity. Injury and death are the fruits of ignorance, recklessness and greed. A death toll is no part of a properly managed industry. It is wasteful, wantonly wasteful. The saving of life thus becomes an industrial issue. The new workshop is a safe shop."

But our association goes farther than Miss Tarbell. It thinks of the railroad worker not as an industrial unit, but as an individual—a man with a life to live, mostly with other lives dependent on his. We believe that we have the right to say that in our eight years of constant effort we have done a great deal toward making railroad workers more careful about themselves and necessarily, therefore more careful about their fellow workers and more careful about the safety of the lives and property entrusted to them.

Safety First, as applied to the railroad industry, has a record of only ten years. It was just getting started when our association came into existence. In that time there has been a material and significant change in the degree of hazard attached to railroad employment—a fortunate change that would

have been impossible if it had not been for the Safety First movement.

According to Vice-President B. B. Greer of the Milwaukee System, it used to be "taken pretty well for granted that accidents on railroads were unavoidable, and when a man was hurt his fellows generally were sorry and his friends outside of the railroad business accepted his injury as a matter of course, as it was expected that any man in the railroad business took greater chances than men in other lines of industry."

In a recent issue the Railroad Trainman said: "Twenty-Five years ago it was almost impossible to see a switchman or a brakeman who did not carry some evidence of having been 'car hit'; the yards were filled with armless and legless men who had made their sacrifice to transportation and were then in the lowest paid classes of service that could be found for them, while every railroad town was burdened with its complement of cripples too badly injured to work at all.

"When the men rode 'em down the mountain, when they coupled by hand and on some roads rode out the entire trip there was a railway list of killed and totally disabled that annually showed in our organization above 23 to the thousand of men employed."

We select the Chicago and Northwestern road for a recent report on the Safety First work because it is this association's pioneer road and because it was the starting point of Safety First activities in American railroading. Ralph C. Richards, who signed the report, has been well called the "Father of Safety First" as applied to railroads. In his report Mr. Richards says that during the ten years of organized safety work on his road, ending last summer, with an increased mileage of about 500 miles and with 5,000 or 10,000 more employes, Safety First had to its credit 383 fewer employes killed, or a decrease of 35.8 per cent and 21,842 fewer employes injured, or a decrease of 25.3 per cent.

Still broader figures, prepared by Slason Thompson, show that in 1918, with 1,897,741 men employed, 2,759 employes were killed, whereas in 1919, with 1,960,569 employes, the total number of employes killed was 1,693—a saving in one year of over 1,000 lives among employes alone.

The same report, dealing with all persons killed in connection with railroad transportation, shows that there was a saving between 1906 and 1919, inclusive, of 38,621 lives—and all of this is to be credited to the Safety First work of the railroads of the United States.

Safety First work has always been regarded by this association as one point on which there could be the closest kind of co-operation between employer and employe—a conclusion borne out by the Railroad Trainman, which says.

"Here is one common platform on which the railway companies and their men can meet without danger of falling out. It should have a tendency to bring about a better and broader understanding of the general rela-

tions between the employer and the employe."

On some railroads Safety First has been notably more successful than on others. There can be little doubt that the reason for the difference lies in the degree of co-operation established between the management and the men. A few months ago Marcus A. Dow, General Safety Agent of the New York Central Lines, delivered an address in which he said:

"It has often been said that the majority of accidents are due to carelessness of the individual employe involved in the accidents. I do not think that is altogether true. At least all accidents caused by carelessness are not the fault of the man who was careless."

Mr. Dow went on to say: "And so a better statement and a more truthful one is that the majority of accidents are of a character which can only be eliminated when all of the employes and all of the officers co-operate in the task of creating an atmosphere of carefulness—an atmosphere of Safety."

So we see that the official organ of a great body of employes engaged in train operation and a high officer of one of the greatest railroad systems in the world are in perfect agreement—they both believe that an essential of efficient work for Safety First is 50-50 co-operation between the workers and their superiors, between the men who make the plans and rules of the road and issue the orders and the greater body of employes who live under those plans and rules and carry out those orders.

This, indeed, has been the experience of all industry. Where the management works out a system of Safety First Rules and depends for their enforcement upon discipline alone, Safety First is bound to lag. We have yet to hear of any industry where an attempt has been made by the employes alone to establish and make effective a system of Safety First regulations, but we doubt whether the movement would be any more effective in the second case than in the first.

Naturally, railroading is hazardous work. It involves the widest possible range of occupations and operations. Furthermore, it is a business of emergencies. Through darkness and storm, through cold and heat, trains must be kept running lest the public which depends upon the railroads for the means of its daily existence shall suffer. And if there be a great public calamity—fire, earthquake, storm, pestilence or drought—the one indispensable factor of relief is the railroad.

Safety First, therefore, will always be needed in the railroad industry perhaps to a greater degree than in any other because of its exposed and emergent nature. But the lesson of the last ten years, in which Safety First has been made from a slogan into a system of working and living, teaches us that we can cut out many of our hazards—and that the way to do it is by co-operation all up and down the line of railroad management and operation.

This association intends to keep on doing its share for Safety First—doing everything it can to create what Mr. Dow calls the "Safety atmosphere" and what we choose

to call the "Safety First habit." It is one of the comforting things about our association that the stronger it grows in membership and lodges the more efficient its work will be to reduce the yearly toll of killings and maimings in our industry. In a word the wider our circle of protection thrown around the toil and lives and homes of railroad workers the greater our possibilities for Safety First.

Famous Last Words

"I wonder if it's loaded. I'll look down the barrel and see."

"They say these things can't possibly explode, no matter how much you throw them around."

"I wonder whether this rope will hold my weight."

"It's no fun swimming around in here. I'm going out beyond the life lines."

Eastern Lumbermen Visit the Pacific Coast

During the early part of February a party of about one hundred eastern lumber dealers made a tour of the Pacific coast lumber districts, with a view to acquiring a better knowledge of western lumber and establishing trade relations with the coast. The party traveled by special train over the Milwaukee, and were received by operating officials and local lumber interests, at all points where stops were made.

At Minneapolis the special was switched to the new plant of the Thompson yards in the Midway District and the party were entertained at luncheon in that company's new huge shed, which was specially decorated for the occasion. General Superintendent Foster had charge of the arrangements for the railroad, and everything possible was done to give the visitors a pleasant impression of western hospitality. Following are extracts from a report made by Division and Passenger Agent E. A. Lalk, who accompanied the party west from Butte and was charged with the business of getting and giving the easterners all possible information in regard to western lumber and lumber market. Mr. Lalk's report is a very generally interesting story of the most important industry in the northwest, and its relation to the prosperity of railroads in that country.

Having completed a trip with the New York Lumber Men's party and having been with them on their entire trip west of Butte with the exception of Everett and Seattle, up to and including Aberdeen and Hoquiam, I deem it proper that I give you a condensed report of the impressions gleaned by me from these people as to the effect upon them produced by the journey through this country and visits to lumber producing plants. Without going into extreme details as to personal conversations, public speeches, etc., I believe their views can be summed up in the following:

These people realize that the time has arrived when they are obliged to look to the western coast for certain grades of lumber, particularly timber and finish.

These people are not keen to the proposition of moving their lumber by water, chiefly because of the fact that finished lumber cannot be moved by water successfully, due to the salt atmosphere which causes warp and raising of the grain after

"Which one of these is the third rail, anyway?"

"There's only one way to manage a mule. Walk right up in back of him and surprise him."

"That firecracker must have gone out. I'll light it again."

"Watch me skate out past the 'Danger' sign. I bet I can touch it."

"These traffic policemen think they own the city. They can't stop me. I'm going to cross the street now. Let the chauffeurs look out for me."

"What a funny noise that snake makes. I think I'll step on him."

"I've never driven a car in traffic before. But they say it's perfectly simple."

"I think I'll mix a little nitric acid with this chloride of potassium and see what happens."

"Oh, listen! That's the train whistle. Step on the accelerator, and we'll try to get across before it comes."—Dorothy Parker in Life.

it has once been dried, either air or kiln dried. They talk exclusively of rail business and bemoan the present high freight rate on all occasions and at every opportunity; in fact they could buy some lumber in Grays Harbor at from \$5 to \$8 per hundred weight on their trip and are not in a position to move it on account of the freight rates, in competition with the lumber they are now using.

Idaho pine met with approval and a certain amount of enthusiasm on the part of easterners, yet bull pine or bastard pine on the east side of the mountains, which is known as western in some places and larch in others, did not seem to make much of an impression because of its discolorments and shake. A gratifying condition to the western lumbermen was the enthusiasm with which our western hemlock was viewed by the New Yorkers, the idea of the eastern men being that western hemlock is better than Wisconsin and Minnesota hemlock, which you know is shaky and brittle, whereas our western hemlock is firm, clear and of longer texture.

There were a number of large shingle buyers among this party who formerly bought most of their shingles, in fact practically all of their shingles, from Canadian mills on the strength of the statement of Canadian salesmen that American manufacturers made considerable cedar siding and used the best part of the log for this purpose, and the cedar they used for shingles was cull cedar, butt logs and limbs. These people were agreeably surprised to learn that there was very little cedar siding made in this country and the American manufacturer of cedar shingles uses the entire log for that purpose, and made the best clear shingles in the world. The result of this investigation, I understand is, that from now on shingles will be bought in preference among mills of the Pacific coast within the States.

Referring in generalities to the trip itself, I wish to say that the New York people were impressed with the magnitude of the operations on the Pacific coast, the system employed, the optimism of the operators and apparent integrity and co-operation between manufacturers; and I believe they are going away with the impression that coast lumber men are men of high integrity and employ only the highest character of business practices.

Mr. W. P. Warner, who accompanied the party as far as Seattle, assumed the role of passenger representative and carried the matter to the conclusion in Mr. Warner's usual thorough and satisfactory manner to the end that the party as a whole are unlimited in their praise of the Milwaukee service and the scenery along the Milwaukee railway and all the treatment afforded them in comparison.

Regardless of what traffic officials may have done in the way of promoting the interest of our company with these people by giving them the height of service, I believe the main credit for

the exceptional praise that was heard on every side for our service is directly chargeable to the splendid co-operation exemplified by the members of the operating department. All superintendents, as we crossed their divisions, accompanied the party and very tactfully assisted in their entertainment, and each and every one of them was very cordially received, which illustrated what a great factor in the solicitation of business the members of the operating department are.

The party was exceptionally pleased to think that a general manager of our company as well as an assistant traffic manager in the personnel of Mr. Nicholson and Mr. Veitch, would consent to take their time in the assistance of their entertainment, and this particular feature made an exceptional hit as it displayed a vital interest in the promotion of a mutual understanding between the shipper and railroad men.

My personal opinion of the trip in question is that it was a trip which will be productive of very good results, that the people who made the trip are going away with a new idea of our western country, its scenery, the hospitality of the people and magnitude of lumber operations, and above all, I believe our company has made one of the greatest bunch of boosters for the Milwaukee system of any party we have ever handled in this district.

Two ways to save coal on locomotives: Prevent engines popping off and prevent overloading of tenders.

Stop rough handling of cars loaded with coal in switching and train service.

Getting Together

H. W. Griggs

We frequently see this slogan in print and there is a whole lot in it if taken for and by everybody as it is supposed to mean.

Getting together of factions among themselves, and of other factions among themselves is a way to get after many small ills that seem to beset the commercial path nowadays; but a getting together of all the different factions at every and all times when necessary with a committee conference at every meeting of both employer and employe will, it would seem, go a long way towards a better understanding of many complex conditions. Staff meetings are a good thing. Lodge meetings are a good thing, but a meeting of representatives from both sides at all conferences is a better thing.

Many of the secular and mechanical journals occasionally cite the success of certain factories over the country where this co-operative spirit is put in practice, and it would seem that what one plant can do, all can do, more or less. To be sure conditions in different communities differ greatly, but a better way to get at many things, it would seem, lies in the direction of invitation and getting together. The different railway clubs welcome members to conference in all the departments.

Corporation heads get together to talk over efficiency and the handling of the capital and of the material, the overhead expense (which many of us never think of), and many other big items, but the question of the so-called MORALE and Golden Rule is bound to knock at the door whether recognized or not.

From the evidence at hand from time to time it would seem that the conservative labor and brawn of the modern commercial

world could in a great measure parry with the conservatives of the other side at nearly all meetings acting as committees of the different sections to be invited in for a mutual conference, discussion, and suggestion which would seem to be a way of removing a whole lot of misunderstanding.

As an example of some of this sentiment we might cite the efforts of the Veteran Employee's Association as making a good balance wheel for many differences, effecting some of the old timers, and where the officials have given much of their time and hearing, and invite us to come in at anytime. This same spirit undoubtedly could be practiced anywhere and we might be surprised at the better "Morale" and good will that would accumulate.

In the case of our own "Milwaukee Road," the "Family Road," where will you find a railway corporation that has treated its employes better? To be sure we have no pension system as yet, but this seems to be on the way. We are enjoying many things that are nearly as good, and when the roads begin to make some money possibly we may look for something a little better.

Someone has said that the Golden Rule will not work in business, others who have tried it say it does. We all have our faults and misjudgments at times, but much of this certainly could be cleared up by a great big GET TOGETHER.

Sighs from the Black Hills

Elsie Hodges.

Just a few items from the Hills—the wind blew the rest of them away.

Night Roundhouse Foreman S. Grosche is moving his family to Murdo. We hope they will like the country as well as we do.

The G-4 engines have been replaced by G-7's between Murdo and Mitchell.

Several of the roundhouse employes have been on the sick list.

Engineer Fred Diehl was called home to Ell, Neb., on account of one of his children being sick. We hope he finds them all in good health.

D. W. Kelly, division superintendent, and G. P. Hodges, D. M. M., were at Murdo today making a business inspection.

Elsie Hodges, clerk, spent the week-end at her home in Mason City. Also making a short visit to St. Paul.

D. A. Gibson, trainmaster, was a business caller at Murdo this week.

Engineer Rodgers is relieving Jim Johnson on Nos. 3 and 4 between Chamberlin and Murdo, while Jim is spending the spring days in Rapid City. We miss your "Good evening."

Engineer D. Caldwell has taken the passenger run on Nos. 3 and 4 between Chamberlin and Murdo account of slack business. He says it is good exercise.

Black Hills Division Engineer C. Forrest reported at Murdo for work-train service as engineer after trying his hand at firing G-7's between Mitchell and Murdo.

Fireman Martin Christiansen is doing extra work in the roundhouse.

Conductor C. Yount complains that there has been no mention of him in the magazine recently. You are not forgotten nor ever will be. We will say that Sticky is still on the job, not as conductor but as brakeman. He has promised to help out with news items and we will expect him to deliver the goods.

After a California winter, spring has appeared, bringing with her the robins and meadow larks.

Mr. Glenn of the store department made an official visit to Murdo.

A. A. Ricks, roundhouse foreman, is the proud grandfather of a dandy boy born February 20th. This young man is to carry his grandfather's name of Adelbert.

At Home

Hazel M. Merrill, Editor



Donald Stanley Atkins, Mary Alene, Little Son of Operator O. J. Daughter of W. Harold Atkins, Eight Months, Murphy, C. C. to District Master Mechanic, Aberdeen, S. D.

The House of Gladness

C. K.

Carved on the chimney piece over a great, "homey fireplace" in an ideal home, a stranger found this,—and it warmed his heart and gave him welcome in a place he had never been before.

Carve it into your own home and make it a part of the home life.

"This Is the House of Gladness,

Within its walls each member
Of the household is courteous,

Considerate, generous, helpful and kind.
To lighten burdens and to reflect sunshine
Is the mission of all."

"Fashion Notes"

One could scarcely design or wear anything this spring, which would not be strictly in-in, so varied are the dictates of dame fashion. The spring modes in suits seem to follow the simple, conservative line, some of the coats adhering to the belted style, some Eton jackets, some straight box coats, with skirts a trifle fuller and longer. This promises, so far, to be a season of wraps, rather than suits. Short jackets are very smart, but in jackets, as in all else, every style is worn, and many wonderful creations of dalmatian effect are seen for the more "dressy" wear, and even embroidered shawls for evening wraps. They do say no wardrobe is quite complete without a stunning coat-dress of dark blue.

Canton crepe takes the lead in fabrics for afternoon frocks, many of them following the slender, straight lines, but the fuller, flaring frocks are also good. There are flounces, bell-sleeves, split up about one inch, tight sleeves, short sleeves, elbow-length sleeves; high collars, low necks, tight skirts, full plaited skirts, tunics, anything—you can't miss it. One black taffeta dress has an apron front of circular ruffles; another has a circular skirt with streamers of white-faced black ribbon dropping from a twisted ribbon

belt. Nearly every gown, and suit has a sash of some bright contrasting color.

It is this season's pet theory that hats must be very soft—not stiff, and soft milans are the things in straws. We must also be veiled. Hat pins are again coming in; not that they are deemed necessary, but you must have a hat pin stuck somewhere in the crown of your new spring bonnet where it will do the least good, serving the purpose of an ornament only.

To be strictly in it, we must have gray slippers and hose, and long, gauntlet-effect gloves, and carry a bright silk umbrella with white ivory tips and leather handles.

Making the Home-Site Attractive

Thousands of Americans are beginning to realize how many vegetables can be raised in a back-yard garden. This is largely the result of war-time necessity. Few, however, have any idea how much food can be produced in a small yard when fruits and berries are grown as well as vegetables. Around the house, and immediately behind it, productive trees and bushy growths should be planted, reserving the rear of the lot for the vegetable plot. A huge tree shading the house and sheltering a portion of the roof under wide-spreading limbs gives a house a snug, attractive, homey appearance. Such a tree should be planted in the side yard, and not near the garden so as not to shade the vegetable plot. Nut trees are ornamental, afford good shade, and are productive as well. Pecan trees, English and black walnut trees have beautiful foliage and are particularly adapted to this sort of planting. A number of small trees may also be planted, such as plum, cherry, apple, peach and pear. Why not use bush fruits for hedges and plant currants, gooseberries, raspberries and blackberries? Strawberries grow well in either sun or partial shade and will prosper in almost any part of the garden. Even the neat little garage would look more attractive with a covering of vines, and why not a grape vine from which you may pick basketsful of delicious grapes?

Suggestions for the Flower Garden: A bit of a flower garden may be made gay for many months if planted with the more hardy flowers, petunias and larkspurs in the summer, following with zinnias and marigolds in the fall. Verbenas, sweet williams, cantebury bells, foxgloves, hollyhocks, columbines, hardy phlox, golden glow, candytuft and chrysanthemums are some of the flowers that will come up each year, thus making the labor of planting well worth while.

CATALOGUE NOTICE

Send 15 cents in silver or stamps for our UP-TO-DATE SPRING AND SUMMER 1921 CATALOGUE, containing over 500 designs of Ladies', Misses' and Children's Patterns, a CONCISE AND COMPREHENSIVE ARTICLE ON DRESS-



MAKING, ALSO SOME POINTS FOR THE NEEDLE (Illustrating thirty of the various, simple stitches) all valuable to the home dress-maker. Address Hazel M. Merrill, Room 1241 Railway Exchange, Chicago.

3527. Ladies' Dress. Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires 6 1/4

yards of 44 inch material. The width of the skirt with plaits extended is about 2 3/4 yards. Price 10 cents.

3564. Girl's Dress. Cut in 4 sizes: 6, 8, 10 and 12 years. A 10 year size will require 4 1/4 yards of 27 inch material. Price 10 cents.

3555. Girl's Dress. Cut in 4 sizes: 8, 10, 12 and 14 years. A 12 year size will require 4 3/4 yards of 36 inch material. Price 10 cents.

3551. Ladies' Dress. Cut in 8 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size will require 5½ yards of 44 inch material. The width at the foot is about 2 yards. Price 10 cents.

3552. Child's Play Suit. Cut in 4 sizes: 2, 4, 6 and 8 years. A 4 year size will require 3¼ yards of 36 inch material. Price 10 cents.

3538-3543. Ladies' Costume. Waist 3538 cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. Skirt 3543 cut in 7 sizes: 24, 26, 28, 30, 32, 34 and 36 inches waist measure. To make this dress for a medium size will require 7½ yards of 36 inch material. The width of the skirt, at the foot with plaits extended is 2½ yards. TWO separate patterns 10c FOR EACH pattern.

3531. A Practical Child's Set. Cut in 4 sizes: 6 mos.; 1, 2 and 3 years. A 2 year size will require 2 yards of 36 inch material for the dress, ¾ yard for the sack, and ½ yard for the bonnet for which ¾ yard of lining is also required. Price 10 cents.

3529. An Attractive Apron. Cut in 4 sizes: Small, 34-36; medium, 38-40; large, 42-44; and extra large, 46-48 inches bust measure. A medium size will require 3½ yards of 36 inch material. Price 10 cents.

3530. Misses' Dress. Cut in 3 sizes: 16, 18 and 20 years. An 18 year size will require 6¼ yards of 40 inch material. The width of the skirt at the foot is 2 yards. Price 10 cents.

3562. Junior's Dress. Cut in 3 sizes: 12, 14 and 16 years. A 14 year size will require 3½ yards of 44 inch material. Price 10 cents.

3544-3541. Ladies' Costume. Blouse 3544 cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size will require 3½ yards of 27 inch material. Skirt 3541 cut in 6 sizes: 24, 26, 28, 30, 32 and 34 inches waist measure. It may be cut with or without a centre front seam. Without the centre front seam a 26 inch size requires 2½ yards of 48 inch material; if cut crosswise of the goods, and 2½ yards if cut lengthwise and of 54 inch material. Cut with centre front and back seam and straight at the front edge it will require 2¼ yards of 34 inch material. With bias edges 2¾ yards will be required. The width of the skirt at the foot is 2½ yards. TWO separate patterns, 10c FOR EACH pattern.

3537. Ladies' "Work" or Home Dress. Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size will require 3¾ yards of 36 inch material. The width at the foot is about 2¾ yards. Price 10 cents.

The Ode That Failed.

James T. Ritch.

I wrote an ode to coming spring
Because I'd heard a Robin sing;
Because the sun shone fair and bright,
And south winds warmed the chill of night.
I pictured flowers in the bloom,
I tried to shatter Winter's gloom
But, ah, how sad! That night it snowed
I mourned, and wept, and burned my ode.

Good Things to Eat

Apples and Apricot Jam Meringue—Six apples, ¼ cup sugar, 1 cup apricot jam, 2 egg whites. Steam apples until soft but not broken or mushy. Place in buttered baking-dish, sprinkle with ¼ cup sugar, bake until glazed, spread with jam, and top with meringue. Brown in slow oven. Cool and serve.

Strapped Date Pie—One cup chopped dates, 1 cup chopped apples, 4 tablespoons lemon juice, ½ cup sugar, speck of cinnamon. Stone the dates and put through food-chopper with apples. Dried apples should be soaked overnight, then drained well before using. Bake in one crust with straps across top.

Creamed Onions on Toast—Use young onions with long, thick stems. Cut off roots and all but four inches of the stems, wash, and parboil five minutes. Drain, add boiling water, and boil gently until tender, about 45 minutes. Add salt when about half done. Drain, arrange on slices of toast which have been moistened with onion water, and pour over melted butter, or cream sauce made as follows: Melt three tablespoons butter or substitute in saucepan, add three tablespoons flour, stir until smooth, and add 1½ cups rich milk. Stir until smooth and thickened, letting it boil one or two minutes.

Asparagus on Toast—Cut off tough ends of stalks, wash, and cut in inch pieces, keeping tips by themselves. Boil in salted water 20 minutes, or until tender, adding tips when half done. Drain, pile lightly on buttered toast, which has been moistened with asparagus water, and pour over melted butter, or cover with cream sauce, made as for onions.

Stewed Rhubarb and Figs—One lb. rhubarb, 1/3 lb. figs, 1 cup sugar, water to cover figs. Wash figs thoroughly, drain, add hot water to barely cover, and soak until plump. Wash rhubarb and

cut in inch pieces without peeling, unless skin is discolored. Put rhubarb, figs, sugar, and fig water into double-boiler, and let cook until fruit is tender.

Old Fashioned English Meat Puffs—One egg, 1 cup flour, 2 cups mashed potato, 1 teaspoon salt, 2 teaspoons baking powder, 2 tablespoons butter. Filling—Chopped veal, parsley, onion, salt and pepper. To the cold mashed potato, add other ingredients and work to a smooth dough. Roll out to ¼ inch thickness, and cut with large cooky-cutter. In the centers of half the rounds put a spoonful of the filling. Wet edges with cold water, cover with another round, press edges together tightly, brush tops with milk, and bake in hot oven 20 minutes. Serve with brown gravy.

Date Crumbles—Two and a half cups rolled oats, 1½ cups flour, ¼ teaspoon soda, 1 cup brown sugar, 1 teaspoon salt, 1 cup drippings, 1 lb. dates, ½ cup water. Stone dates and cook with water until soft. Put half of mixture in square pan, cover with dates, press rest of mixture on top. Cook till brown, cut into squares while still warm. Put oats through food-chopper, add other ingredients, and rub in shortening.

Household Helps

Many are the uses to which a good-sized, sharp, well-pointed pair of scissors may be put. Parsley may be easily prepared for potatoes, white sauce or drawn butter; on poached eggs; on slices of lemon to be served with fish; on the fish itself; into the stuffing for chicken, fish, tomatoes, etc.; on macaroni and cheese; into the omelet; over the salad, or wherever parsley will add to the relish and appearance of a dish. Scissors should be used for shredding lettuce, cutting mint, celery, or peppers, or snipping beans. Fruit for marmalade may be easily and quickly prepared with the scissors; also the grape fruit for breakfast. Raisins may be cut directly into the flour for cake making, thus saving the labor of separating the mass that comes with the use of the meat-chopper; nuts may be cut in the same manner. The surplus pastry may be cut off with the scissors when making pies, thus avoiding the uneven edges. Scissors may also be successfully used for dicing salt pork; removing bacon rind; snipping off the pieces of neck and the fins of haddock; cutting up fish or clams for chowder, or preparing lobster for salad or Newburg. Scissors will also rip the tail shell of a lobster quicker than any other implement. Of course, we all know about the ordinary uses for kitchen-scissors, such as, cutting shelf paper, oil-cloth, cord, clippings for recipe book, stems of flowers, etc.

Sew the top of a snap fastener to the back of a button and the bottom of the fastener to the dress; thus, avoiding the painful necessity of having to sew covered buttons on wash dresses and sport skirts each time they are washed.

A heavy grade of curtain marquisette may be used instead of net to good advantage for underwaists of silk dresses. It will be found more durable and does not stretch as the net does.

An easy plan for mending socks and stockings is to mark each pair correspondingly. Contrasting colored thread may be used, making a cross stitch mark on one pair, two on another, three, and four for others. A stitch in time saves much trouble later.

Varnished woodwork may be easily cleaned with tea water.

If scissors are dipped in ice water, marshmallows may be cut up successfully without having them stick to the scissors. Six or eight marshmallows may be cut without having to wet the scissors again.

If potatoes are washed ahead of time and thoroughly dried before putting them in oven to bake, they will bake much more quickly.

To clean leather furniture, carefully wash with warm water in which there is a little vinegar; wipe thoroughly with dry cloth, then polish with whites of two eggs and little turpentine mixed, and applied with a flannel cloth.

An inexpensive cane suitcase makes a good substitute for a sewing room. The bag inside the cover makes a good place to keep patterns, scraps of cloth, etc. A cushion may be attached to side, a box for thread, scissors, thimble, chalk, measure, and pencil. The case will hold the sewing. This case is more durable than a box, looks neater, is easily carried about, or kept beside the machine.

Special Commendation

A Message of Thanks

The letter following, written to Vice President R. M. Calkins, by Mr. Gordon C. Corbaley of the firm of Rhodes Brothers, dry-goods merchants, Seattle, was occasioned by the kind and courteous treatment of Mrs. Rhodes on her journey eastward where she had been called by the serious illness of her husband. Mr. Rhodes died in New York City, while Mrs. Rhodes was en route, the sad news being transmitted to her by members of our passenger department upon arrival of The Olympian train at Butte, Montana. This is the second occasion on which our employes have been able to help when the hand of death has been laid upon citizens prominent in Seattle circles, the first being upon the last journey of Mrs. McDermott, one of the principal stockholders of the Bon Marche, from Chicago to Seattle about one year ago, her death occurring about one week after arrival home. Mr. Corbaley writes:

Puyallup, Wash., February 28, 1921.
Mr. R. M. Calkins, Vice President
Chicago, Milwaukee & St. Paul Railway,
Chicago, Illinois.

Dear Mr. Calkins:—
To you personally and through you to the members of your organization I want to convey a message of real thanks for the wonderfully fine help that was given by the entire Milwaukee organization at the time of the death of Mr. Rhodes. The manner in which your men took hold of this entire situation and not only rendered every possible co-operation but did those things which endear men to men has built a tie that has brought us all very close to your staff.

Through you I want to express a word of real appreciation to Mr. Chapman and Mr. Bahl for their fine helpfulness at Seattle, particularly on the night of our return, to Mr. Peckens at Butte for the fine helpfulness he showed when he assumed the responsibility of notifying Mrs. Rhodes and personally looked out for her comfort, to Mr. Cobb of your New York office for the satisfactory way in which he took hold of the many details, to your Chicago staff and especially Mr. Handy for the way in which they dropped all of their other work to be helpful to us, to Mr. Jones at St. Paul, to the Steward and the members of your staff on the train on which we came West.

In fact, I would like to write the kind of a letter that you could pass on to those various men that would show you how deeply I feel the wonderful human spirit that your organization showed us at a most trying time. In default of writing that kind of a letter, I must ask your personal assistance in passing this letter on to Mr. Haynes and all the men of his staff.

Yours very sincerely,
(Signed) GORDON C. CORBALEY.

Special Commendation

The following employes have received special commendation for meritorious service in the conduct of their duties:

Edward Maloney, pumper, Oconto Junction, for discovery of broken arch bar on St. Paul car 21711, January 30th. Car set out at Oconto Junction.

Julius Neveau, clerk, Coleman, Wis., discovering defective wheel on St. Paul car 28737 at Coleman, February 9th. Conductor's attention was called to the defect and car set out before an accident resulted.

M. Jaekels, section foreman, Chilton, Wis., discovery of bent axle on U. R. T. car 6558, Febru-

ary 7th, one mile east of Clinton. Followed train into Chilton and notified conductor in regard to it.

S. C. Malloch, Beloit, Wis., discovery of broken rail at Beloit, and reporting same to the road-master without delay.

Engineer B. F. Plough, Bellingham Division, for close observation in discovering broken piston ring on engine 7562. This was the means of saving a considerable bill of expense, as well as preventing cylinder head and possibly the cylinder from breaking.

Dubuque Division Agent M. E. Burns, discovering sand board down on St. Paul car 78152, train No. 72, March 4th, and taking immediate steps to stop the train and have car set out.

Dubuque Division Operator S. McClave, Bellevue, Iowa, discovering sand board down on St. Paul car 59176, as train No. 72 was moving past station. Conductor was promptly notified and car set out.

Ed Ramstack, Elm Grove, Wis., for extreme vigilance. When off duty and at home he detected an unusual noise as freight train passed through Elm Grove and immediately went out to investigate. He found a rail broken in three places, two feet of rail entirely gone. Trains Nos. 14 and 58, which were due in a short time, were stopped and serious accident averted.

R. M. Douglas, J. A. Rawlings, F. H. Spafford, Musselsell Division, for splendid work in clearing up the wreckage of derailed stock cars in train Extra 8170, east, March 1st. Entries have been made to their credit on the roster.

Casting Bread Upon the Waters

The letter below from the manager of the Mendelsohn Musical Club of the University of Minnesota in recognition of courteous treatment by one of our local agents is another testimonial to the "Milwaukee Spirit."

La Crosse, Wis., Feb. 21, 1921.

General Passenger Agent,
C. M. & St. P. R. R.,
Minneapolis, Minn.

Dear Sir:

I wish to show my gratitude to your agent, Mr. J. A. Felber, at Olivia, Minn., for the wonderful and efficient services he rendered my company on the 16th of February.

Such men as Mr. Felber are indispensable to the success and upbuilding of any business in which they are identified. I assure you you have one of the finest and most courteous young men I have ever had the privilege of coming in contact with. Where the average agent would have let a patron suffer a business loss, Mr. Felber put forth every effort to help save it. Such courteous treatment always elevates the standard of your road and will always bring business to you. Mr. Felber is an utter stranger to me, but I cannot let such a capable young man go without letting you know of his wonderful value to the C. M. & St. P. R. R.

We are all most grateful to him and wish you to know it.

With most sincere and best wishes from my company and myself, I am,

Respectfully yours,
THE MENDELSSOHN MUSICAL CLUB
OF THE U. OF M.
H. C. Evarts, Manager.

An average freight train going into a siding, to meet or let other trains pass, being delayed on an average, thirty minutes, will consume 2,000 pounds of coal. Engines popping off, with the average pop valve, will consume fifteen pounds of coal per minute.

On the Steel Trail

Notes from the Aberdeen Division

W. H. Murphy.

August F. Rueland of the division freight and passenger agent's office, is making arrangements for an early start in baseball practice. The Milwaukee team, under Mr. Rueland's management, made a great showing last season and with the material in sight this year the hopes are of having one of the best amateur teams in South Dakota. With the wonderful weather we have had in South Dakota this year there is plenty of opportunity for an early practice season. In fact, some of the members of the team have already brought out the gloves and ball and are limbering up a bit during noon hour. All who wish to try out on the Milwaukee team are requested to get in touch with Mr. Rueland at an early date.

Louis F. Faeth, chief clerk at the local freight house, has not been spending his Sundays in Aberdeen for some time past. However, in the near future, we understand, there will be no occasion for Louis leaving the city. Congratulations, my boy.

William Hohense, clerk to the Aberdeen division trainmaster, has been confined to his home on account of sickness for the past week. We trust he will soon be able to resume his duties.

Charles Capon, chief clerk to the division storekeeper, recently received painful injuries to both knees in a fall on the slippery pavement while endeavoring to catch a street car. Which way were you heading, Charles?

Roy Kearns has been appointed to the position of payroll maker for the car and locomotive departments in the division superintendent's office. Mrs. Dreller, who formerly filled this position, has accepted the position of assistant E. and F. timekeeper.

Clayton Baldwin, carpenter at the local roundhouse, was recently injured quite badly when he fell from a scaffold on which he had been working. He is reported as doing nicely at this writing and we all hope to see him back on the job in the near future.

Miss Renlah Davis has accepted the position of personal stenographer to Division Superintendent O. N. Harstad. Miss Davis is most welcome to the Milwaukee family.

When you are suddenly startled by the noon whistle and make a wild dash for the cloak room only to find yourself about third out, further delayed looking for your hat which is not on the hook where you placed it, make a time record sprint to the car line. Oh boy! ain't it a grand and glorious feeling when you find the Toonerville trolley has not pulled out? Ask Ed Holts.

It is with regret indeed that we learn of the illness of Miss Adeline Brown, stenographer in the division superintendent's office. We trust Miss Brown will soon be able to resume her duties.

Mrs. Charles Metzger, stenographer at the local roundhouse, has taken a leave of absence and has gone to Spokane, Wash., for a short vacation.

Red Cooney, coal dock supervisor, has a dog for sale. Anyone interested can get further particulars from Mr. Cooney.

Miss Doris Healy of the claim department is looking forward to spending her summer vacation at Tacoma and Seattle, Wash.

Whose Face?

A group of men in the smoking compartment of an "Olympian" sleeper one evening were discussing the length of tunnels they had experienced when one man spoke up to say that before he acquired the Milwaukee habit he experienced a tunnel which in his opinion was the longest in the world. "One mornning just as we were entering the _____ tunnel on the X. Y. Z. Railroad," he said, "the lights in the washroom unexpectedly went out. We tried as best we could to perform our ablutions, and all might have gone well except for a rather abrupt turn in the road. We rocked from side to side and finally, realizing something amiss I found I was washing someone else's face. Upon making inquiry as to whose

face I was washing I heard this from my neighbor, 'I don't know, the face I've been washing is talking all the time and I haven't said a word.'"

Janesville Line Items

C. W.

The Vantine brothers are great boosters for co-operative stock and clam shells.

Al Krause is planning a honeymoon trip, also looking for a best man and bargains in aprons.

I met Conductor Henry Bond in Chicago lately. Did not talk with him long, as he says when he is off duty, he is constantly busy on his new book, entitled "The Success of Goat Gland Operations."

Clarence Manley says "it's great to be at home with your family at night."

John Manley has not been off lately on Saturdays. Is it the income tax, John.

William Zoellner is a booster for those wonderful days on the main line.

Will someone kindly instruct William Kent as to the locality of a reliable show-house.

Lou Nash and mother left the early part of March for a tour of the west, expecting to be gone about three months.

Teamwork is our password.

Des Moines Division Items

"Frenchy"

R. W. Anderson, superintendent of motor power, spent several days in Des Moines during March. We are sorry to announce the death of his father which occurred while he was here.

Brakeman Charles Lemley, who has been spending the winter in Los Angeles, spent a few days in Des Moines last week on his way to Rockwell City, where he was the week-end guest at the home of one of the royalties ("Prince," in fact). It is clear now, "Chuck," why you so willingly offered to take the north-end job.

We have been wondering how so many of the train and enginemen could afford so many new hats, but we now hear that there has been a large sale on spring hats at the E. & W. Clothing Store, where the Easter lids could be bought at a very low price. Glad to see such economy manifesting itself among the employers. Even some of the dispatchers have gotten the fever and have been so rash as to purchase as many as three of these bargains.

We are getting somewhat worried for fear we shall lose the E. & F. timekeeper, as one of the numerous friends she made while on her western trip has been down to see her and things look pretty serious.

Every one of the income tax payers in the superintendent's office is grateful to Dispatcher G. R. Dickman for his kindly assistance in helping them fill out their income blanks.

Brakeman William H. Ferguson relieved T. B. M. Harry Berman on the north end during the month of March.

We are glad to chronicle the recovery of Brakeman Joe Costello's little child who was seriously injured some time ago.

Brakeman F. L. Anderson has acquired a wife and incidentally has purchased a new Ford coupe. We don't know whether the wife was the cause of the purchase or whether the purchase is what brought him the wife.

Conductor H. M. Bellman has moved his family to Spencer since his assignment to the north-end run.

On account of the mines slowing up, Conductor Earl Adams has lost his pension job on the coal run.

We have to announce that Brakeman Murray H. Michener has recently joined the ranks of the benedicts.

Brakeman L. R. Santee has completely recovered from his recent illness and is again on duty.

Agent H. C. Kirtley of Sac City is on the sick list and his place is being filled by James W. Corbett.

Freight Auditor's Office

Watch for the account of our Musical Revue, which will appear in next month's Magazine. We shall get a real critic to write up this affair, because we want the people all along the line to know just how the accounting department can do things.

It seems that our bowlers and their party had a most exciting time in Milwaukee. First came the game and then came the excitement. The Milwaukee team treated them royally and it was with much difficulty that our crowd decided to return to this native land. Our friend "Mac" sang the praises of the Wisconsin people from the time he left Milwaukee until he was told he had arrived in Chicago. They say that Mac's voice is of the loud, powerful variety and that his vocal style possesses the charm of ease and abandon which is found only after years of earnest practice. The dancing of the Scotch dances was worthy of special mention. Gus also showed signs of having superior vocal talent, while Charles H. gave evidence of great dramatic talent. The speeches will long be remembered by all present. W. F. M. still declares that he understood it was to be a stag party, at the same time claiming that he went along just to see our lady bowlers show the girls in Milwaukee how to play the game. From all reports, it was a wonderful day and when the Milwaukee team comes down here, we only hope we can show them as good a time.

There is a mystery in the revising bureau which should be explained as everyone is calling Art Peterson, Gold Fish, and Mr. Faus, Carp. Is it because they are fishermen or what?

We are unable to understand Mr. Hoffelder's sudden ambition. For the last week he has been passing out tickets to us fellows for a party Thursday, March 24th, given in honor of Mr. Corcoran. Mr. Peterson and Joe Butter at Grace Hall. We understand Grace and all her friends will be there. We also wonder what Mr. Hoffelder's interests are so keen for.

Mabel Buck is back to work having been ill for some time. Welcome Mabel, we're glad to have you back again.

Eee! A mouse. For particulars, consult Miss Amelia Freese.

The mistrel show has unearthed two dancers. Anna O'Donnell and Hazel Drew. Step forward to the limelights.

Margaret Rose says she simply loves the fourth floor. I wonder why?

Mae Dennehy has been transferred to the interline bureau. Congratulations and good luck, Mae.

Mildred Bartels was presented with a wrist watch on her birthday. Now she has plenty of time to go to Sunday school and meet Joe, Bert, Henry or Oswald.

Alma Bornhoeft says its lonesome working back in the foreigners all alone. Fred Trute, how can you be so mean?

A. Ratt paid the waybill filing bureau a call a few days ago and made his visit known in a very distinctive manner. His presence was detected by a couple of clerks whose homes are near the Stock Yards and who, after sniffing the air a few times, started to sing "Home Sweet Home." It is believed that upon entering the building, Mr. Ratt stopped at the desk of "Freddie the Rabbit" and there was inoculated with a "shot" of Fullerton avenue "Moon" which explains the early demise of Mr. Ratt and also the force of his decomposition. Mr. Ratt was a member of the Sewer Inspectors' Organization. The Fullerton avenue local, who had charge of the funeral services held on the cinder pile, was thoroughly enjoyed by all who had occasion to meet him.

Thelma Raymond has been promoted to head sorter. Lots of luck, Thelma.

Our mump victim, Margaret Miller, has returned to work. Glad to see you back, "Margee."

We know Emily Cleuver, Macy Selig and Stella Marx would like to see their names in our magazine. How do they look girls?

Charley Schulze, R. W. Wallace and Jim Buckley, the alderman, prefer to have a re-engagement with the Milwaukee bunch at Milwaukee. What's the reason, boys?

Emma Platfe, successor to E. D. Quillel on the interline receiver desk, would like to see her name in these columns. Here it is Emma. Good luck with it.

The tracing bureau was well represented at the bowling match held at Milwaukee, February

26, 1921. Messrs. Helwig, Schulze, Wallace and Buckley participated in the drinking of mineral water at the Cream City. Let's go again, boys. What do you say? anytime!

A little bird whispered that Flo Weidner may join the Marriage Club in the near future.

Suspicion is aroused in the tracing bureau on the forced vacation plan; everyone wants to take a Monday or Thursday off. What's the reason?

Bellingham Division

William J. Mahar.

While jotting down these few lines, March 11th, Bellingham was served with the first real snowfall of the season, attaining a depth of two inches. In reality it was a phenomena for this section of the universe and the natives made it eventful by arraying in battle formation, complimenting their adversaries with snowballs.

Conductor Jesse R. Walton, who has been ill for some time, recently went through a course of treatment which removed several malignant growths. He is reported to be recovering and will soon return to work.

An interruption occurred in the Hubert machinist lineage. Mr. and Mrs. Gus, Jr., fell heir to a lovely baby girl, March 2d, and honored as Patricia. Hearty congratulations!

Mr. Mason of Tacoma is visiting his brother-in-law, C. E. Heward, division storekeeper.

Frank Lackey, brother of Al Lackey, is working temporarily in the boiler shops.

Earl H. Shook from Harlowtown, brother of F. D. Shook, local car foreman, while enjoying a pleasant visit, basking in reverie of "auld lunge syne days," was called to more stern thoughts by notification from the management to report for duty immediately under the new title of car foreman at Three Forks, Montana. It looks like the Shook family have a pevie hold on this title.

Two main line locomotives, 395 of the Trans-Missouri, and 408, Coast Division, are up here undergoing general repairs.

Jerry Pierce, carman, vamoosed to Anchorage, Alaska, on a sixty-day leave. Jerry is single and the lure was not gold. We are curious to see a white Eskimo and hope he uses good judgment.

Carman and Mrs. Lyle Jacobs departed March 10th for Hoquiam, Wisconsin, account illness of relatives.

Superintendent H. G. Selby made a trip to Seattle the early part of March on company business.

About March 1st the following officials arrived on an inspection trip and exchanged greetings: Messrs. L. K. Sillcox, C. G. Juneau, F. D. Campbell, Frank R. Ruch and Clyde Medley.

A very promising campaign on fuel conservation is well under way in the master mechanic's department. George E. Cessford has had the personal ear of each engineman, who have promised their best co-operation in this very important matter.

Who is the most industrious official on the Bellingham Division? Ask Charlie Heward, plumbing is one of his many accomplishments.

The B. R. C. of A. comprising employees of the Milwaukee, N. P. and G. N. railroads, gave a sumptuous clam feed recently. There were about fifty present, including carmen, their wives and a few invited guests. Among the latter were the foremen of the three roads. The main event of the evening was a competitive dish washing race between the representative THREE.

Herbert Long, B. & B. foreman, and crew, are picking up logs giving the appearance of logging operations. However, these are only last season's strays over the entire division.

The following letter of commendation was received by the car foreman:

Seattle, Wash., March 5, 1921.

"F. D. Shook, C. F.,

Bellingham, Wash.

"I want to commend you for conditions at your place on Messrs. Sillcox and Juneau's visit. They were very much pleased. I hope you will always keep it in this shape.

"Yours truly,

"CLYDE MEDLEY, G. C. F."

Edward Shesgree, master mechanic's clerk, made a three days' business trip about the first of March to Tacoma.

Carman and Mrs. Rae Mears are leaving at the present writing for Berry, Ore., account sickness of relatives.

PRE-WAR DAYS AND DAMES

Backward, turn backward, O' Time in your flight;
Give us a stenographer with skirts not so tight;
Give us just one whose charms may be few,
And not so exposed by much peek-a-boo.
Give us a typist, no matter what age,
Who won't use the office for a vaudeville stage;
Give us a girl not so sharply in view,
Dress her in clothes that the sun won't shine
through.

Then if we've been on the road and got in a mix,
Walk in the office for a seven ought six;
Then let us feast our tired optics once more,
On a genuine girlie as sweet as of yore.
Yes, Time please turn backward and grant our
request
For God's richest blessings, but not the un-
dressed.

Iowa and Dakota Division

C. A. S.

The following employes have been elected to represent the Safety First Committee for the year 1921:

D. W. Kelly, superintendent, chairman.
W. H. Cobb, district safety inspector, chairman.
R. H. Janes, trainmaster.
H. Gasper, roadmaster.
O. H. Olson, roadmaster.
V. Hanson, chief carpenter.
G. P. Hodges, master mechanic.
C. Heinhold, car foreman.
F. T. Ballow, claim adjuster.
F. H. Dickoff, yardmaster.
Louis Crepow, engineer.
A. L. Johnson, fireman.
F. M. McConnell, conductor.
R. H. Richardson, brakeman.
A. N. Anderson, agent.
J. Joynt, B. and B. department.
John L. Rice, shopman.
Al Schrader, section foreman.
Conductor Ben Oleson is working on the Elkader line at present, replacing F. W. Hurlbut.
Conductor G. W. Bryan is on a sixty-day leave,

having gone to San Diego, Calif., for his vacation. Conductor J. M. Kinney has taken his run, and J. E. McGuire is now wearing the brass buttons on Trains 1 and 8.

R. P. Harmon has been doing relief work in passenger service on the West Division, A. W. Solon being off on account of sickness.

There was a young man called Tiny,

To Minneapolis he did go,

And now he is wearing the latest style hat,

And it certainly is some show.

Margaret McCormick made a business trip to Minneapolis March 6th.

B. F. Finnegan, formerly agent at Postville, has been transferred to Bassett.

Lee Marsden of Mason City is attending a convention of firemen and oilers, which is being held in Chicago.

Stacia Harding is now employed as stenographer for Master Mechanic G. P. Hodges.

D. M. La Zatte left for Milwaukee March 12th to visit his brother who is on the sick list.

Lost, strayed or stolen: One Underwood typewriter No. 1397734, model No. 4. For further information communicate with R. H. Janes, trainmaster.

C. A. Snook, Jr., was a delegate to the convention held at Chicago March 6th by the Brotherhood of Railway Clerks.

E. W. Chase after four months' leave is back to Evely as agent, relieving W. L. Whitney.

P. Berhardt has been appointed second operator at Ossian.

J. P. Collins, second operator, Emmetsburg, is on the sick list, having undergone an operation for appendicitis. We all hope for his speedy recovery.

E. T. Bolger, agent, Lawler, and Conductors L. Henderson and G. S. Smith attended court at Madison, S. D., March 1st.

E. L. Block, second operator, is laying off due to the fact it is said that he is contemplating matrimony.

We extend our sincerest sympathies to Mr. and Mrs. F. W. Irons, Sanborn, on account of the death of their son.

View of Our "Big Family's" Playground



Ideal Park, Endicott, N. Y., has every known form of amusement for young and old. Every kind of comfort has been provided for indoor and outdoor sport.

EVERYBODY WELCOME—EVERYWHERE

ENDICOTT-JOHNSON

Shoes for Workers and Their Boys and Girls

ENDICOTT, N. Y.

Ask your Dealer to see Our Line

JOHNSON CITY, N. Y.

Save coal by proper care on switching at way stations as well as yards, to avoid having to go in on tracks more than once, and cutting off cars incor-rectly.

"Trans-Missouri Gossip"

M. F. H.

Agent M. A. Tripp of Marmarth, who has been laying off since the first part of October on account of sickness, will resume his duties on March 20th. Conductor Jack Tunnell recently attended a stockholders meeting of the "56" Oil Company at Miles City.

L. F. Scheffelbein and wife are visiting with relatives and friends in Wisconsin.

M. E. Randall, D. F. & P. A., attended to official business at Moberidge recently.

M. P. Bamberry and family have returned from a visit in Minnesota.

Mrs. Dan McGrath is in the Moberidge hospital, having recently had an operation.

Agent H. J. Nail has been assigned to the agency at Freda.

Herman Wahl, car checker at Moberidge yard, is slowly recovering from a siege of illness. His place is being taken by George Howard.

Fireman Clarence Collier is spending several days at New England.

Mrs. Robert Reed has returned from Chicago, bringing with her, her small niece.

Mrs. J. M. Waters of Marmarth visited in Moberidge the past week.

Mr. and Mrs. E. E. Clothier are in Chicago, where Mr. Clothier is attending a meeting of chief carpenters.

D. D. Spayde spent several days in Minneapolis recently.

Conductors Dale, King and Linda and Agent Byrne of Bowman attended a session of court at Bozeman.

Dispatcher H. R. and Agent Seward Winship were called to Elkhart, Indiana, by the death of their father.

Conductor U. G. Earling of the North Line passenger run, is visiting at his home in Miles City. He is being relieved by Conductor Chamberlain.

Mrs. J. M. Humphreys made a short trip to Sioux Falls, South Dakota.

Operator Freda M. Jacobson of Watauga spent several days in Minneapolis visiting relatives.

L. K. Silcox, general superintendent of motive power; C. G. Jeaneau and F. Rusch, accompanied by Master Mechanic McFarlane, made a trip over the Trans-Missouri Division Sunday, March 6th.

It is with deep regret that we report the death of Boilermaker Arden Taylor of the Moberidge round house force. He had been sick but a short time and his death came as a great shock to his many friends. The sympathy of all is extended to the bereaved relatives.

Mr. and Mrs. Fred Nelson are called to their home in Iowa by the sickness of a relative.

Agent Lewis attended a hard times party at the Masonic Hall a short time ago and took first prize, being attired in Yardmaster Caldwell's overalls.

Elmer Peterson, formerly car checker at Moberidge, is now station helper at Faith. His absence has made considerable change in one of the person's in the superintendent's office.

Yard Officer McCoullough has been complaining recently about his collar; investigation disclosed that the said collar was in the laundry. The yard office force immediately took up a collection and got the aforesaid article out of "hock."

Milwaukee Shop Items

H. W. Griggs.

Mr. John Baumgaertner returned January 17th from a week's layup with the gripe. Now John has gone on a three months' leave. We surely are missing you John; we hope your wife will bring you back sooner and in good health.

When the big whistle lets go at 8 o'clock mornings, the coal beaver at the car department boilers lets go a holler that starts most of the other little whistles in the shops. A good lung is a good thing.

The Milwaukee shops are keeping quite up in the limelight of late. Moulder Wagner with his

reported half million windfall. Thurber's baby lately taking the \$1,000 prize in the Wisconsin News contest. Hotelkeeper Del Ano, up on the hill, held up for \$5,000 and knocking the gun from the bandit's hand. Miss Hazel Billy, the champion girl skater of the state. Ritchie and Plnk. Mitchell's father our traveling engineer. And if there are any more beauty contests, for goodness sake, girls, get in.

William Jones, one of the colored employes at the switch engine cinder pit, was killed January 17th by a falling bucket on the incline track striking him.

William Wilson, engine handler, was on a two weeks' vacation in Seattle and the coast in January. He reports a very pleasant visit with Mr. H. B. Earling.

F. S. Brand's government accounting force that has been on the job the last year and a half are nearly all released. Those remaining are over here.

Veteran John Horan had another very successful birthday January 23rd, being his eighty-third one. If John keeps on he will reach the century mark (of course he will).

Joe Roberts did not go to California after all—only to Iowa.

About as big a spectacular fire in the city for a long time was the burning of elevator A on the night of January 25th. The building was owned by the Milwaukee Road and leased to Donahue Stratton Co., owner of the grain.

Friend James Nellins we are glad to see is back on the job at Minneapolis. We read a nice letter from James latter part of January. Always glad to see his name in print.

The foreman staff meeting of blacksmiths from over the System met together February 7th at the Shops.

The paint mixing room have arranged better store conveniences. Mr. Berodin is keeping up with the times.

Mr. Julius Mierlitz, car machinist, died at his home, 668 Thirteenth Street, February 4th. His taking away was sudden. Mr. Mierlitz had been in the employ of the Company for forty-five years, and was indeed a veteran.

Nickolas Glas, another veteran, died at his home, 403 Twenty-third Avenue, January 31st. He had been with the Company since 1882. So many of our veterans have passed away before many of us knew they were sick.

Valuation Chief Mr. W. Lyons was at Dallas, Texas, a week recently on valuation convention work. Only two weeks ago he was at Seattle and the coast points. Asked if he saw the young mayor of Dallas, said he did not. This mayor is the youngest mayor in the United States, being only 22 years old but holding the boards most efficiently.

The members of the Veteran's Association and the entire locomotive shop force extend their sympathy to Brother E. J. McAllister in the death of his wife, which happened the 11th of February. The funeral was held February 15th. Mrs. Allister had been sick for some time, but recently pneumonia set in with no hopes from the start. Mr. Allister is a machinist on the tool-side of the locomotive shop and has been in the employ of the Company since February, 1873.

George Lusty is also home recovering from an operation. We are all looking forward to his early return. Frank Peterts of the roundhouse is helping out during his absence.

We hear that Myrtle French has won several loving cups for dancing. We extend our congratulations.

The first one to go on a vacation was Jane Kimmish, who went to Washington to witness the inauguration. She reports a wonderful time and a lot of good-looking officers. Take notice, ye superannuated spinsters.

Merrill Walker of the M. E. office came over the other day and bid us all a sad farewell. The honeymoon is to be spent in California, so she tells us.

Frank Klug was home a few days with an attack of gripe which accounts for the woe-begone expression worn by Myrtle.

Mary Duffy, timekeeper in Mr. Joost's office, died March 10th after an illness of two weeks. While she seemed to be failing more towards the last, her co-workers were not aware that the end was so near. Miss Duffy was for a while clerk for Mr. Joe Bartlein, chief foundry clerk. She

was in Mr. Budzein's timekeeping department at the Union Depot three years ago, and came out to the Shops with that bunch. She has a host of friends who mourn her untimely taking away.

The foundry is working only every other day now—Mondays, Wednesdays and Fridays. Some of the foundry men have quit and gone farming and other occupations.

Items from the H. & D. Division "Me."

W. L. Meyer, second trick operator at Milbank, returned from a month's trip to Cincinnati and intermediate points. Colonel Weatherly who relieved him took a trip to Minneapolis. The public misses the colonel's announcement of trains. He is the only small town man that can give it with that "metropolitan tone and accent."

Ed. Martinson, conductor, who moved to Milbank from Ortonville last fall, has returned to Ortonville, figuring that he can get more work out of that point.

Conductors Botten and Nelson, who have been working on the Hill job at Milbank the greater part of the winter, have returned to Montevideo to work out of there.

Tom Sullivan, our veteran section foreman at Milbank, has resumed work for the second time. Tom spent last fall in the Webster Hospital and after returning and resuming work he had another set-back and was required to spend a few weeks more at the hospital. We all hope that Tom is out for good this time.

The Get-Together Club of Milbank met in a coach opposite the ticket office February 7th and had a big turn-out. Messrs. Flanigan, Sizer, Hemsey and McDonald of the official staff were in attendance and spoke on the conservation of coal and other supplies and materials. This meeting again showed that the distance from officials to the employes is being reduced so they are getting to understand each other and in that way co-operating and making the work more pleasant for officers and men.

Ask Ike of the superintendent's office if he'll ever get to work late in the morning again. I am certain that he will answer you in the negative.

E. J. Ruehmer, formerly side table operator in the dispatcher's office, has now been appointed trick dispatcher at Montevideo and is assigned to the second trick. Congratulations, Ruehmer.

J. Vickery, formerly of the S. M. Division, has been appointed division accountant at Montevideo. J. F. Kasak has been appointed car foreman at Montevideo, vice J. W. Newburn who resigned.

C. E. Lenhardt and Willie Ross have made a raid on the Milbank store room and rearranged it in the best of condition, putting in new shelving and repainting, and also since "Willie" has mopped the floor and shined the windows there has been a new lock placed on the door. Their slogan is:

"Don't forget to charge it out,
And tell us when you're in need,
Before McDonald comes out,
Or we'll get bawled out indeed."

If you'd like to get the round house cleaner at Milbank a little peeved, just:

"Leave your tools and waste laying around
And throw your scrap and fire wood on the ground,
Or just do it in a shiftless way
To marr his smooth and neat gangway."

Brakeman J. B. Connery has been granted a leave of absence and is spending a few weeks with relatives on the western coast.

Janesville Doings Stanley A. Garbutt.

Did you register your mileage? correct this month? Some people are like the old man with boils, the more they have, the more they complain.

Traveling Engineer Henry Dirsch has held two meetings of the engineers and firemen at the Janesville roundhouse. These meetings are held for the purpose of conserving coal and supplies.

Engineer William Dee is spending three weeks at Hot Springs. Engineer Thomas Fox is relieving him on 22-5.

Miss Kathryn Sullivan, daughter of Machinist Helper John Sullivan and sister of Roundhouse Clerk Leo Sullivan, passed away on March 7th after an illness of several months' duration. Miss

WOOLERY ENGINES

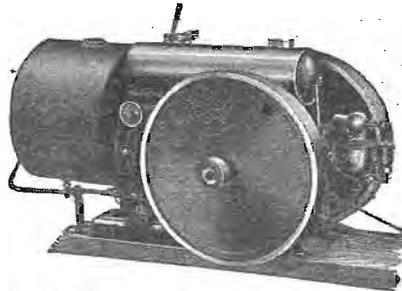
For Railway Motor Cars

STRONG :: DURABLE :: ECONOMICAL

5 H. P.
Weight, 180 Lbs.

7½ H. P.
Weight, 250 Lbs.

Single Cylinder Engines of Unusual Power for Section Work.



10 H. P.
Weight 240 Lbs.

15 H. P.
Weight 320 Lbs.

Twin Cylinder Engines for Extra Gangs, Bridge Crews, Etc.

Our New 7½ H. P. Engine is the latest design on the market. It handles the work on the heavy sections with power to spare. Newest improved design, simple construction, easy operation. Sold on easy terms.

GUARANTEED 4 YEARS

Write for Description and Prices to Department B.

Woolery Machine Co., Minneapolis, Minn.

Sullivan, with her father went to New Mexico in November with the hopes of regaining her health but returned to Janesville March 3rd. The sympathy of the railway employes is extended to the family in their loss.

Engineer Thomas Fox and wife are planning on a trip to Hot Springs. They intend to leave March 20th.

District Master Mechanic W. C. Kenney and Chief Clerk William Klein was in Janesville March 11th.

Machinist Charles Neaves treated the round-house force to cigars in honor of his recent marriage. Best wishes, Charlie.

Roundhouse Foreman George Ryan went to Madison March 12th on business.

A newsstand has been installed in the passenger depot in charge of Al Goodman.

Girls please note: All telephone calls for Cashier Jean Brown are strictly of a business nature.

Chief Clerk John Brown attended the Mitchell-Kansas Kid fight in Milwaukee March 9th.

Rate clerk Reno Koch issues a challenge for a bridge whist game with anyone on the railroad.

Business is picking up considerably around the Janesville freight house.

Mineral Point Fireman Glen Stanley was killed when a street car hit an automobile truck in which he was riding. Fireman Stanley came to Janesville about two years ago from Milwaukee. We all extend our deep sympathy to his widow and two children.

Save coal around the coal sheds by promptly picking up all coal spilled from engines or car in yards or at chutes. Coal left lying on the ground deteriorates.

MOTORING ON THE MILWAUKEE

Up and Down Hill on the Rocky Mountain Division

N. B. Decco.

The main thing this month so far as I can see is the classy cover on the outside of the magazine. Of course I am not referring to the inside of our very own book, but it seems to me this is an improvement over the former style of cover and our magazine lady editor tells me we are to see a different one each month. Perhaps if some of you have a photograph taken along our railroad she would consider placing it where this month's picture is. Let's try it anyway and see.

Another card from those pilgrims, the John Rogers family, finds them this time in New York City, homeward bound. If John don't get here pretty soon all the letters we have saved up for him won't stay in the mail box.

Operator Patterson at Donald is laid up with the rheumatism. It's bad enough to be laid up with this but still there are worse things one could be suffering from, say the smallpox or the mumps, or even a broken bank account as some of us are. Miss Mary Sheck is relieving while he is off and right here I want to say that if it wasn't for this same little Mary there are some of these important news items you wouldn't be reading, and I take time right here to give her a rising vote of thanks from myself anyway. Miss Sheck also relieved Mrs. Chambers at Martinsdale for a few days while she took a trip to Missoula.

Operator Holcomb and wife have returned from a winter in Portland and Mr. Holcomb is working third at Three Forks in place of Mrs. Hayden.

Mrs. Gross, wife of Superintendent Wiltrout's chief clerk, is having her father here for a visit of some weeks. He comes from North Dakota.

Operator Abbott, who has been working second for a few weeks at Harlowton, was bumped by Operator Fortner at Butte G. S. office while the job is bulletined.

Fireman Keeney, who has been ill for some time in the hospital at Butte where he underwent an operation, is back again and none the worse for his illness apparently. He was bumped off the Piedmont helper by Fireman Markel.

Engineer Barton, for a long while boardman at Three Forks, has been assigned to the trouble shooter outfit as engineer on the Rocky Mountain

Division. While we are sorry to lose Mr. Barton as boardman, we are with everyone else on the whole division in saying we are glad to see him again on the road and wish him the best of luck for ever more. Brakeman C. R. Johnson will act as boardman nights in Mr. Barton's place.

We have a new car foreman here in place of W. W. Schmitz, who has turned out a real sure enough dry land farmer and taken a farm near Mathews on the Gallatin Valley (now those folks on the G. V. can't say I forgot to mention them this time). He was relieved by Earl Shook who comes here from Harlowton.

Mrs. Wright, wife of Conductor Wright, has been some time in the hospital where she underwent a serious operation from which she is improving nicely. Mr. Wright purchased the nice home of Mr. Spayde recently and they will move into it as soon as Mrs. Wright is able to return home. Her mother is here from Oregon, having been called when Mrs. Wright was taken ill.

Engineer and Mrs. Rader were Seattle visitors early in the month and after their return Mr. Rader thought of something he forgot and went back again, taking Engineer McKenna with him, and left his wife at home this time.

Conductor Rice has a new pipe—at least he says it's new, you can't tell any other way. He said he gave his old one away, but I think I am safe in saying he didn't give it to anyone who was sober at the time.

Brakeman Braughton's family have gone to Kentucky for a visit, leaving here March 15th. They expect to remain some time and the checks on their trunks read Brodhead, Ky., but they have friends and relatives in a number of other towns in the state they expect to visit before returning here again.

Conductor England is off for several weeks, relieved by Conductor Hurst. He said he was going to Texas, but why go there when there is oil right in our own state. But then John Rogers never said he was going to Cuba when he left here, either.

There was a big fire at Two Dot twice this month and the last one had all the Harlowton fire department on its trail. A work train also with all the stray railroads aboard went along and soon had the fire where all good fires should be. No damage done but the burning of grass and some hay stacks near town.

Mrs. Langman, wife of Engineer Langman, is ill in the Bozeman hospital, where she has had an operation on her throat. She is doing nicely and will soon be home. Mrs. Odell, wife of Brakeman Odell, has been ill in the same hospital for a week but is home again.

We are again on the map. J. L. Brown and his very own private car from Seattle stopped off between trains in our little city on his way to and from Bozeman. Mr. Hart from Harlowton and Mr. Delany from Chicago also came in and shook hands with us and went along with everyone else to Bozeman. (The reason for all this was a lawsuit.) Suppose some of the folks will say that is the only reason for anyone stopping over in Three Forks but I am still a booster to my last gasp.

Romance is *not* dead, regardless, and Mr. Montana Harlow Tuttle will some day back me up in this statement if he ever finds out I made it. On the afternoon of March 3rd this young man made his appearance aboard the westbound Milwaukee Olympian between Three Forks and some point east. The stork had no slow orders to observe as did the train, and he beat them to it, and the ambulance and nurses and waiting doctor here simply turned around and went back to the hospital alone when the train pulled in. The family was bound for the coast, and a number of other small brothers and sisters failed to understand this new important member of their family who was promptly christened Montana Harlow in the dining car before a bunch of interested passengers and presented with about \$53 for his bank account. Suppose he will be a boomer switchman, the rest of his life having the start he has.

Bring Back Those Wonderful Days

As I sit by the window and gaze at the moon, I think of the days that will come again soon: Of days not so very long—very long back When we'd O. S. 'em to good old Jack.

Testing Mica by X-Rays

The difficulty of detecting flaws and the presence of foreign bodies, of a metallic or other nature, in built up mica which is used for insulating, has caused the General Electric Company, Schnectady, to install an X-ray testing outfit for this purpose. As will be shown, the detection of such flaws before the mica is actually used for insulation, is highly important, as much damage, and loss of time and money due to faulty mica, is averted.

Mica, a substance which has a very high dielectric strength, is extensively used in the electrical industry as an insulator, especially in building commutators for direct current generators and motors. In this construction the copper segments of the commutators are separated by sheets of mica, to prevent short circuits between the copper segments. Mica is best for this purpose because of its high insulating properties, even when it is in the form of comparatively thin sheet and also on account of its heat resistance.

When it is received at the G-E factory, it comes in the form of flakes, varying in size, and with a thickness of one one-thousandth of an inch. These flakes are given various treatments and built up in sheets which are cut to any desired size. These sheets are pressed in a hydraulic press.

Since at best the bars are not very thick, about one thirty-second of an inch, it is important that they have a uniform cross section, and be free from all foreign substances, because a thin spot in the bar, or the presence of some small metal object would weaken its resistance, and probably cause considerable damage to the machine. A good many of the processes involved in building up these sheets are done by girls, and it has been found that, in spite of all precautions, pins, bits of chewing gum, tinfoil wrappers, small pieces of wire, and other foreign substances are sometimes built up in the mica.

The testing is done in a light-proof cabinet, which is equipped with protection in the form of lead sheeting, so that neither the observer, or anyone outside, can be burned by the rays. The section where the observer sits is merely a cabinet, painted black throughout, and having a light-proof curtain over the door. Directly in front of the observer's face is a lead glass window through which she can see the reflection of the mica under test.

On the front of the observing cabinet is another smaller, which is divided into two sections, laterally. The upper of these sections contains the X-ray tube, in a lead

covered case, with a fan at one end and an exit at the other, for ventilation. There is a hole in the bottom of this section, directly under the tube, which permits the rays to fall directly upon the mica under test. The lower section contains a track and truck with a fluorescent screen upon which the trays of mica are set, same being about two feet long and a foot wide, consisting of a light wooden frame stretched with white cloth.

This arrangement is necessary so that the observer can move the trays from her cabinet, without moving from her seat. There is a lead shutter, which is connected to the end of the truck, and which closes when the tray is moved over, shutting off the rays from above, which would otherwise discolor the glass of the mirror.

The mica to be tested is placed on the trays, which are put on their track through a lead covered door in the front of the section beneath the tube, which closes by means of counterweights. The aperture between the tube and the trays is then opened, and the observer has before her the X-ray reflection of the mica. This reflection has the general appearance of an X-ray photograph. The solid parts of the mica strips appear light gray, the spots of lesser density being of a lighter shade.

Foreign objects, such as pins, bits of wire, no matter how fine, tinfoil, etc., are a jet black, with sharply defined outlines. In fact, the smallest piece of metal or wire shows with a distinctness that reduces the possibility of its remaining undetected to almost an impossibility. The same is true of weak, or thin spots in the mica itself. The trays themselves are equipped with clearly marked scales, one on the side, and the other on the bottom as it appears in the reflection, so that by reading the figures it is possible for the observer to tell anyone outside exactly which mica piece is faulty, and indicate the location of the fault in the piece.

The only limit to the number of strips that can be tested is the speed with which the trays can be loaded and set on their tracks.

The result is a test that cannot fail to show instantly any piece of mica that is faulty for any reason whatsoever, and thus assures the Company that all the mica that is sent out is as nearly perfect as is possible, from an insulation standpoint. A further item of interest is that one of the tubes used in this test has an actual running time of one thousand hours to its credit, which is nearly, if not the record, for life in an X-ray tube.

Those good old days will come once more,
When they'll run the trains as they ran 'em
before;
Seems like the whole darn world's gone wrong
Since they took the good dispatchers from our
throng.

And how we miss old G. B. B.,
Them were the days for us, by gee!
Never got sore, nor cussed or swore,
Even though he had troubles galore.

Then comes Grogan, old N. C.,
How we miss thee and miss hut thee;
Dear old Grogan, you're our slogan,
Good old N. C. G.

But those good old days am coming soon,
When a trick begins with a Whiz! Bang! Boom!
Then we'll celebrate, boys, and cheer,
Hall! Hall! the gang's all here.

Our old friend Mike,
He hangs on tight,
With an Irish temper
And an Irish might!
(You tell 'em, Milk, you've been to the dances!)
—Mary and Kate.

Life in Three Words

"Stop, look, listen!"

The reflective man stops to read the rail-
road warning.

"Those three words illustrate the whole
scheme of life," said he.

"How?"

"You see a pretty girl; you stop; you look;
after you marry her you listen."—The Ladies'
Home Journal.

A lazy flagman is like a hot box. He needs
packing—(off the job).

You can tell a real yardmaster by the noise
he doesn't make.

It's not much use cursing an engineer forty
car lengths away.

But it's perfectly safe to "call him down"
to sixty.—Santa Fe Magazine.

La Crosse Division

C. W. Velsor.

First of all it is our sad duty to mention the
death of John Clayton, Wisconsin's oldest passen-
ger conductor, who had been in charge of the
Madison run since 1864. Mr. Clayton for the
past ten months was on the Watertown run and
was very active in spite of his age—78 years.
His death was a shock to all the La Crosse divi-
sion employes and they extend their sympathy to
the bereaved family.

At our last get-together meeting in La Crosse,
which was held on February 23rd, this being the
first meeting at which the newly elected chairman,
H. R. Jones, of the car department presided, it
was decided in the future to use a larger hall to
accommodate the crowd. There were several
rounds of professional boxing; even Mott Sawyer
of Minneapolis came down to see them, so you can
be sure that you missed seeing a good bout. That
was not all; there was also a good wrestling
match and plenty of music. Come early is all Mr.
Jones says, if you want a ringside seat. This
means every employe in La Crosse. You will have
the time of your life.

Special commendation is given Conductor A. J.
Moulding for the way he arranged the transfer of
two prominent citizens enroute from Canton,
Ohio, to Seattle, Wash., who missed No. 17 in Chi-
cago. The transfer was made from No. 5 at North
La Crosse. The passengers were so well pleased
that they said they would exchange their S. P.
Ry. return tickets for C. M. & St. P. Ry. Art
is one of the business-getters, says General Pas-
senger Agent George B. Haynes in a letter to
him recently, commending him on the way he
runs his train.

Understand Road Master John Kelly's gasless

engine is running fine, in fact so good that he can-
not stop it when he wants to. He intends to
equip it with shock absorbers and bumper to elim-
inate the jars while bumping into different things
on the main line. Have you found your necktie
which you lost that day at Rockland, John.

There were thirty-eight suggestions made at the
Safety First meeting held on February 25th. Was
one of them yours? If not, be observing and see
if you can find some condition that should be
brought before your committee for correction. Of
course you know that you and your fellow workers
receive all the benefit by the correction, so why
not send them in. Or even better, come to the
meeting and bring your fellow-workers with you.

The telephone inspector recently tested out our
lines in Portage yard. If you don't believe it, ask
Dan (Puss) Dunnigan, switch tender, east end.
Puss jumped around, pounded the stove, and
whistled to help make the test.

Passenger Conductor Jerry Mullen has been in
New York for the past few weeks visiting with his
daughter; also with Mr. F. D. Underwood, presi-
dent of the Erie Ry., who is an old friend of
Jerry's.

Every one was glad to hear of the appointment
of Division Accountant Matt Zinsitz to chief clerk
to Mr. Duford, superintendent at Sioux City.
This is the reward for faithful work.

Chief Clerk A. T. Klingler of the superintend-
ent's office spent a few days at Mayville. What's
the idea of the small town, Al.

Second Trick Operator Al. Middleston of New
Lisbon was confined to his home for a few weeks
on account of sickness.

Urban Budzien, maintenance clerk, has been pro-
moted to division accountant and sure looks fine
at his new desk.

We are now able to account for the delay at
Watertown. Agent Webb adopted a Russian girl
about 20 years old recently. She was sent to the
Webb home by Lieutenant Commander Webb of
the U. S. navy, the agent's son.

A department for the repair of motor cars has
been added to the Tomah shops, with E. J. Frey
of Milwaukee in charge. Kind of handy for Road
Master John Kelly to experiment with his gasless
engine.

Captain Carl Fleck of the Tomah shop basketball
team met with a defeat on March 8, 1921, when
they placed the high school team. Don't feel
downhearted, Carl, because this is a small per-
cent of the games you have won.

Train Master Bowen spent a few days in Chi-
cago on account of his mother's illness.

Charles Wright, conductor from the Viroqua
branch, is assuming the duties of Yard Master
William Poquett during the latter's illness. Tomah
says they don't see the 5012 as often as they
used to. What's the matter, Charlie, is business
picking up on the main line?

Fred Fensky, whose name has been on the sick
list for the past two months, was a visitor re-
cently at the Tomah shops and said he was get-
ting along fine.

Chief Dispatcher J. W. Blossingbam recently had
a tooth pulled. What did you take to relieve the
pain? Was it the real stuff or moon?

The heartfelt sympathy of the entire division is
with the bereaved family of Yard Conductor James
A. McCann of the La Crosse terminal, who died
from injuries received on March 8th. A collec-
tion of over \$200 was given to the widow and six
children.

We understand Jim Buckley acted as chief
clerk in the superintendent's office while Al. Kling-
ler was off on business for a few days. Gee, how
did it seem to be chief, Jim?

Well, it sure looks fine to see Miss Ryan back
in her office again after being gone for a few
weeks. Please don't go away again because we
all miss that smile.

Have you noticed that Train Baggage-man Harry
V. Warner is spending all of his lay-over in
Watertown? He said it looked like a sure thing
this time. I believe it, because he has been in-
quiring about the prices of household goods, etc.

Save coal by avoiding unnecessary
stops for freight and passenger trains—
consuming coal and water.

Illinois Division
Mabel Johnson.

The Savanna-Ladd Service was inaugurated February 14th, and the crews who are working full-fledge say it was "Some Valentine."

A Coal Conservation meeting was held in coach at Savanna, February 15th. It was a real spring day, and thought we could commence to "conserve" right away. But "Oh, what a difference in the morning"—February 16th was a snappy, cold day!

February 22d and it wasn't Washington's voice, either:

Click—Click, "That mysterious Voice"
Tho' perhaps have heard it oft before,
Nevertheless—"Unknown," and HER choice,
Well—"Better Tell," or SHE may be sore?

A Safety First meeting was held at Savanna, February 22d, at 1:30 p. m. in the Masonic Temple. It was largely attended, there being about 130 present; and representatives from the "neighbor" divisions. The meeting proved a very interesting one.

George's Day was well taken advantage of by members of the superintendent's office. The play-houses of the city were patronized, and "Mecca" received special mention!

Miss Teresa Powers, stenographer in O. M. Stevens' office, Railway Exchange, and her mother, of Chicago, visited Savanna friends Sunday, February 27th.

Dispatcher's office is well provided with "mascots." Think we better receive contributions for a "dog house" instead of "Hoover" A. J. E? Yelping change perhaps!

Conductor G. H. Richardson has gone to Green Bay, Wisconsin, to visit his family who are on a farm near Green Bay.

Conductor George L. Morse "and wife" recently visited with friends and relatives in Woodstock, Illinois. We learned the news recently, and congratulations are extended to Mr. Morse and his bride.

Passenger Brakeman Peter Mersch and wife have gone to Miami, Florida, account ill health. We hope the change of climate will benefit him.

Conductor F. J. Garvey and wife of Elgin have gone to Cincinnati, Ohio, for a visit.

Cupid is still busy on the Illinois Division. We learn, also, that Brakeman William Schmieg was recently married and is located at Savanna. Wait until next month's number and there will be others who have "embarked" on the Sea of Matrimony.

Conductor M. C. Simons secured leave of absence account illness and Conductor J. Deill was back on No. 25.

Conductor H. E. Wheat and wife were in Toledo, Ohio, for a short visit.

You should see Andy's old straw hat now. On exhibition in the general superintendent's office awaiting the Easter array!

Some more ginger: Teresa thinks they had "poor equipment" on No. 4 the night she went back, for the "class of passengers" carried. They put a "horse car" next ahead of the engine on No. 4 that night!

We extend sympathy to G. H. Rowley of the general superintendent's office account the death of his father, who passed away February 28th, at Mitchell, South Dakota.

Does it pay to advertise? We can furnish first class telegraph service. We solicit your patronage. Correll, Fields & Co. A telegrapher's work is easy. Pays good wages. Leads to the highest positions. For further information apply to above company. Easy terms for tuition rates. Open all day and all night. Requirements necessary—good reasoning power and strong heart action. Must own teletograph. G. U. R. Tricky, instructor.

Superintendent Lollis and wife went to Milwaukee, where Mrs. Lollis consulted an eye specialist account cinder having lodged in her eye, causing inflammation, making it a very sore member. We hope that she may receive the needed relief.

Chief Clerk Hansen made a trip over the South Line last week and was cautioned by the home folks to look both ways when crossing the street car line at Ebner, and not fail to take in the circus at Timbuctoo.

Director: A letter to R. & S. Conductor Batten.
Steno: His name, please?
Dictator: Cotton!

Why "nightmare" when Operator Fields has



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Position and Railroad

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recommended such a simple remedy and instant cure—"Turnip Tacks on Bedroom Floor!"

Engine Foreman L. L. Weldon returned from Fort Wayne, Indiana, where he was called by the sudden death of his father, March 6th, account heart failure. Sympathy is extended.

George Hammerstein, electrician Savanna roundhouse, and wife, are the parents of a son, born February 16th. Congratulations are extended.

Superintendent E. W. Lollis, Chief Clerk Hansen and general superintendent's chief clerk, G. Miller, attended Commandery meeting at Mt. Carroll, February 22d, where Mr. Lollis had the degrees conferred.

Sympathy is extended to Hiram Lohr, Savanna car department, and Charles Lohr of the store department, Savanna roundhouse, account the death of their mother, Mrs. Mary Lohr, March 3d, at Savanna. The remains were taken to Somerset, Pennsylvania, for burial, where large funeral was held. The boys wish to extend sincere thanks to the roundhouse employes for the beautiful floral piece which was presented to them.

Former Blacksmith Helper Frisbee Smith, Savanna roundhouse, who has been in ill health for a long time, is now confined to his bed and appears to be failing. His friends hope for a change for the better.

Word was received at Savanna, March 12th, announcing the death of Agent J. Sweeney at Freeport. Mr. Sweeney was a resident of Savanna for many years previous to being transferred to Freeport, and has many friends who regret his death. His illness and death were due to leakage of the heart. Sympathy from this division is extended to the family and relatives.

Sympathy is extended to Miss Mae Bashaw, clerk superintendent's office, account the death of her grandmother which occurred at Savanna, March 9th.

Yes, we hasten to answer the inquiry. In the March number of our magazine. For perchance, the inquirer's in a flurry. And his anxiety, not the ease of a limousine.

As for our December banquet surely being the "Goods"

And the fruit punch, suet pudding, kick sauce menu—

If our friend had been there, he'd never say, "backwoods"

And to offer the "Punch & Kick Recipe" is the best we can do.

News Items from the Northern Division

Hazel E. Whitty.

If truthfulness is a virtue then Hook Smith is doubly blessed. One day while his train was stopping at Picketts, Hook went into the village store to purchase some eggs. He told the storekeeper to put him up one dozen of eggs, but the storekeeper being busy told Hook to take a dozen of the eggs and put them in a bag. This was good news to Hook and he at once proceeded to gather some of the biggest eggs and with one eye on the storekeeper, when Hook reached the dozen limit he did not stop but put in three additional of the fine big eggs. Finally he announced that he was through and the trusting storekeeper made haste to take his money as the train was on the point of leaving. While getting out his change, Hook had the misfortune to lay down the bag for a minute but only for a minute. But that was enough. When Hook got into the caboose, the first thing he did was tell the boys the good news and all rejoiced at Hook's good fortune. Their joy was all turned to mourning, however, when Hook opened the bag and displayed—not the fine big eggs—but six little rotten "bananoes." So goes it in this good old world.

Miss Adele Kaiser, our second trick operator at Brandon, accepted an invitation extended by Operator Boford Keppers and went to Waupun to see Kismet. Both say the show was very fine. There is a little rumor afloat about these two. Of course no one can say much as they can't hear so very much, the old wires always being grounded, but the bunch at Brandon have noticed that Boford's car is parked quite a bit on a side street at Brandon and also that Miss Kaiser has been wearing a very fine ring lately, and you can see it too. Let the wedding bells ring out soon, folks.

The following is taken from a Richfield weekly

paper in regard to the death of George Foreman, one of our section laborers at that place:

"After suffering for a few weeks with ptomaine poisoning, George Foreman died at his bachelor home in the village of Richfield on Thursday, March 3d, at the age of 49 years. He has no relatives. He came to Richfield when he was 14 years of age and has lived here since, being employed on the C. M. & St. P. Ry. as section laborer. He was laid to rest in the Forest Home cemetery in the town of Richfield.

Philip Lamp, car foreman, has been limping around at a great rate the past few weeks. What is the matter, Philip? Been stepping too high lately?

R. Whitty has resumed work again, feeling fine. He expects to walk over his entire territory once every week, but I think he will lengthen the intervals before long. Mr. Krohn, who filled his place very ably, has gone on a vacation. We were sorry to see him go as he sort of fitted in with all of us. And that is saying a mouthful.

Don Pierce says it was a shame for Wilson to draw \$75,000 per month and then go to Europe on "piece work."

The division store department has been discontinued on this division and all our requisitions are made direct on the Milwaukee shops. This arrangement will be satisfactory but we hate to lose our excellent storekeeper, John Gorman. John will locate at Beaver Dam and hold the position of section foreman at that place, having held that same position previous to the time he was made storekeeper. There is not a man on the division who does not regard John as a friend, tried and true, and should the position of storekeeper ever be reinstated on the division, we speak for John Gorman, first, last and all the time.

Robins and black-birds have been seen aplenty and I suppose the next thing in order will be the martins made famous by R. Whitty. Bob says they have never been known to arrive before April 10th, and you may be sure their little homes will all have been spring house cleaned for them by that time if it requires additional help to do it. As the old Scotchman once said, "Even the little birrds love Bob," and they sure have a friend in him.

Boys, we sure are slipping on these items. Lend a hand now. The wrath of the war God be on you unless you send some news.

Let's we forget, have you noticed Conductor Reese's pink socks. Too bad the style is not reversed. It sure is a shame to hide those socks under a black trouser leg. Maybe you could lend them to some one, Frank.

S. M. East

O. J. B.

Agents along the line from Ramsey to Wells report many expressions of approval from the traveling patrons at their several stations, commending the action of Superintendent E. A. Meyer one evening in the early part of March. On arrival at Ramsey from a long trip out west it was learned that No. 23 was delayed so much that it would be impossible to connect with the train No. 43 for Mankato at Wells. The superintendent at once notified all stations affected that a special train would be run to connect with the Mankato train, and then improvised a train, using his business car for a coach, and made the run.

It is with pleasure we report another act which shows the real spirit of the boys on S. M. A bridge was reported burning near Winnebago just as Conductor Harmacy came to Wells. A fire company was immediately organized, the conductor in charge of course, and Fireman Iverson as first assistant, and crowding the outfit on a flat car they were soon under way. Alas, like so many of the city alarms, this one proved to be false. On arrival at the scene of the conflagration they were met with the surprised look of a crew of track men burning rubbish on the right of way. An instance of real bravery was uncovered, however, when it was noted that Iverson had gone into the fray without ever stopping to take off that lovely silk shirt he has on when he is really all dressed up.

B. & B. Foreman James Shay made a short visit at Austin and Albert Lea one day last week.

Conductor J. Biederman and wife were pleasantly surprised on the occasion of their silver

wedding day, by a large gathering of friends who came bearing gifts and good wishes. Their son Richard had chosen the same day to get married on too, so we see where there will be great doings on this anniversary.

Conductor C. M. Hubbard has moved into a lovely home on High street and has reported for work in order to get a rest, as he puts it—"moving is the strenuous life."

Agent Berg at Wells gets a good word from the local press on the fine appearance of the freight office. They also add that he is a good agent, which sure is mighty pleasing to his friends.

"Oh, look!" said someone on the passenger platform, "there comes a truck hauled by steam." When a bust of wind cleared away the smoke we saw Fred Stingo, his pipe going full blast, pulling an empty truck.

A word should be said for the captains and crews that are bringing train No. 92 in on time as per the new fast schedule. This prompt handling enables us to deliver perishable freight for the east to connect with our Chicago Limited so ably managed by Conductors Graf and Haukedahl. Everybody is taking a hold and it is a matter of pride with us when the engineer gives the starting signal and pulls the throttle right on the dot. The east end way freights are also on an earlier schedule and making good every day.

I asked C. M. A. dispatcher about the trains one day. "On time," he said, "that's the way we run 'em." And I guess if it wasn't for the connections, as another dispatcher remarked once, the S. M. trains would always be on time.

If you please, Mr. President, will the M. N. G. meet this year?

Milwaukee Terminals
Kenay.

We wish to express our sympathy to Train Clerk Malcolm Wood and family in the loss of their little girl.

Who says our Milwaukee bowlers aren't on top. On February 19th they defeated Chicago two out of three games, at Milwaukee. Agent Ross was toastmaster at the banquet held immediately after the games. Toasts were also given by Agent Dore, Clem O'Halloran and several Chicago members. Music, singing and dancing completed the entertainment for the evening.

It is rumored that Bob Foley will foresake activities with the railroad to associate himself in a theatrical production with Pat White and his Limerick Beauties. We do not know whether this "yarn" be true or not but believe that Sir Robert would make an excellent teammate for Pat.

We are all wondering why Fred Doleger was hiding the day the Milwaukee police were rounding up the colored gentlemen. Along this same line, a number are wondering who took Mason Fox's watch.

Several changes have taken place in Agent Miller's office. Clem O'Halloran is now chief clerk, with Henry Shallanda taking his place as chief car record clerk. Frank Shannon from Blue Mound has taken Mr. Shallanda's position. We wish all of you success in your new work.

We understand Hugo Koerner is contemplating giving Kreisler a run for his money. Practice makes perfect, Hugo, so please don't watch the clock so closely.

Mildred has a wonderful bag. We are anxious to know if she only uses it when carrying a flash light. Look out, Mildred, the "lid" is almost clamped these days.

At a shower given for our little bride-elect, Margaret Bulles of the signal department got a lot of experience in the handling of furniture and rugs. You are some little "follower," Margaret, and we hope when you get to Baltimore you will never follow anything but a ball of string—but then look at what was at the end. We wish you and Jim every happiness in the world and please don't forget your friends in the depot who will enjoy a letter any time the soup is not burning.

Ev and Martha expect to join the Ziegfeld Follies as "kickers" very soon. Better take a better run, Ev, you know a great deal depends on the start.

Oscar—whyfore all the telephone calls? Surely all of them don't expect you to bail them out.

When it comes to crossing barb wire fences, Florence Jaeger is in a class by herself. Look out, Florence, you will lose that other galosh.

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31x3 1/2	6.75	2.50
32x3 1/2	7.00	2.50
31x4	8.00	2.25
32x4	8.25	2.40
33x4	8.50	2.50
34x4	8.75	2.50
34x4 1/2	10.00	3.00
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NAME

ADDRESS

The conundrum at North avenue and elsewhere: What makes a young lady go down town at noon and forget to take her apron off and never notice it until she gets back? Of course, we know she wouldn't go to Chicago like that.

Coast Division H. L. S.

It appears that the Coast Division has for some time been without a correspondent for the Employes' Magazine. Somehow, it does not seem right that a part of the railroad consisting of 217 miles of main line and 396 miles of branch line, should be without the means of telling the rest of the Milwaukee what is happening on that territory.

Ranking third in division mileage, it includes some of the most important branch lines on the system; branch lines that furnish a great part of the tonnage on the western lines, in the form of lumber shipments. The main line, passing over the Saddle and Cascade Mountains, is a source of great pleasure to the tourist and traveler, who can view the beauties of mountain and plain without the annoyance of cinders and smoke which are always present on steam operated lines.

Obviously, it would be impossible for one person to cover the entire division without the aid of others. In order, therefore, to make the Coast Division notes complete, interesting and second to none in the Magazine, I would like to have anyone who has items of interest, send them to Cle Elum, arranging to have them reach there on the fifth or sixth of the month.

Conductor Morin is celebrating the arrival of a daughter, a very welcome addition to a very happy family.

C. C. Lee, chief operator at Kittitas Sub, is recovering from a severe attack of pneumonia. We are glad to learn that he is well on the road to recovery, as the fall bird hunt will be along in a few more months, and that requires strong legs and a stout heart.

W. M. Evans is just up after a siege of the flu. Better to be sick in the spring than in the fall when the ducks are flying.

Harry Logan is checking relays at the various substations along the line.

Another man on the sick list is W. L. Hubbard, who is taking a rest in bed with the flu. Here's hoping that Mr. Hubbard is up and around before very long.

F. Kennedy is working double shift now. Six a. m. to 6 p. m. on the Rep track and the balance of the time relieving an old hen on a setting of eggs.

Dubuque Division J. J. Rellihan.

Mr. Dutton; our genial trainmaster, just completed a trip on the north end of the division, including the Preston Line, making the entire trip by motor car with Roadmaster LaTronch.

Telegrapher Joe Dean was indisposed for about ten days. "Honey" Adams was pressed into service during that time.

The past winter has been very poor weather to

advertise the Pacific Limited. We came near having California weather right here at home.

J. G. Wetherall has been appointed division engineer and will have an office at Dubuque shops.

The mystery at the yard office, Dubuque shops, is who sent Eddie Kiesel the valentine.

Switchman Frank Robinson is back on the job after being laid up for a considerable time with the smallpox. He will have charge of the back yard engine during the absence of "Sy" Parmalee, who is taking a vacation on account of illness.

Two fine looking G-6 engines have been assigned to the north end way freights.

John Reilly of the B. & B. department is laid up on account of sickness. However, we hope to see him back soon.

Dispatcher O. A. Rampson spent several days in Chicago on business.

Operator Arnold Sturm was drawn on the jury in February and while he was in Elkader took advantage of the opportunity of killing two birds with one stone and got a document from the clerk of the courts with a gold seal in the corner. When he got back to the river he stepped into a matrimonial canoe with Miss Jennie McMahon, a school teacher at Milville. The ceremony was performed at the bride's home in McGregor, Thursday, February 17th.

Everybody is mourning. Our genial Kathryn Fogarty, attendant Van Noy inter-state lunch counter, Dubuque, is going to leave for St. Paul. It will take some girl to replace "Katie."

Dr. B. G. Bassler of Harpers Ferry was appointed company surgeon effective March 11th.

William Goltz, a car man at Marquette, passed away suddenly February 23d. Mr. Goltz met with an accident about a year ago, which necessitated the removal of his right foot, but was apparently in the best of health. The funeral was held February 26th with his associates in the Carmen's Lodge, No. 519, as casket bearers.

The safety meeting at Dubuque, February 24th, was a humdinger. There was more pep in the meeting than there usually is and quite a few new suggestions were introduced. Superintendent Hasenbalg was called to Savanna that day and was unable to attend, but "Andy" handled the affair in a very creditable manner.

H. H. Ober put in several days on the division holding classes in Standard rules. On February 23d he was at Marquette and at Dubuque the 24th and 25th. The men voted the classes a great success and the popular sentiment is that they should be held oftener.

The position of night chief dispatcher has been restored and Flske Mareball, who worked a trick in the office during the past summer, has been assigned to the position.

The section forces presented W. J. Whalen with a 21-jewel Hamilton watch and Mrs. Whalen with an electric parlor lamp as a token of friendship and good will when "Billy" was leaving for Savanna to take up his work on the Illinois Division.

Conductor Leffert of the Cascade line is now working on the main line and at present is in "White Line" service.



20	8	9	19
6	15	18	4
1	21	20	15
6	18	5	5

Ford Auto

The letters of the alphabet are numbered: A is 1; B 2; C 3; D 4, and so on. The figures in the little squares to the left represent four words. (20 is the letter "T"). What are the four words? Can you work it out? If so, send your answer quick. Surely you want this fine, new Ford auto. Send no money with solution.

SEND ANSWER TO-DAY

We not only give away this Ford auto, but hundreds of dollars in cash and scores of other valuable prizes. Bicycles, Guns, Watches, Talking Machines, something for everybody. Everyone who answers this can have a prize of some sort. There are no losers. Nothing difficult to do. Everybody wins. Someone gets this new 1921 Ford Auto free. Why not you? Address

FORD WILLSON 141 West Ohio Street, Dept. 75, Chicago, Ill.

Friends of John Kile, chief of payrolls in shop accountant's office, Dubuque shops, will be sorry to learn that he is seriously ill at the hospital with appendicitis.

Superintendent Hasenbalg is very busy on a motor car trip over the division.

B. C. Campbell has been appointed second trick operator at Waukon Junction and J. H. Robertson assigned to third trick.

The following letter was received in the superintendent's office in connection with a stock claim:

Mr A J HESECOLG SUPT C. M & SP

Dear Sir
I would like to have you look up this matter of ours on xxx Nov 2 1920 thy killd a 260 lb hog wich cost us 13 c per lb now iwould lick to have you fix it up that big fat Lenehan was here a couple times and then he snyd it was to early to settle and that is the way it stayd

Hoping to geta Reply from you soone
Yours truly

Engineer Andy Graham has resumed work after being confined to a hospital in Chicago for about four months on account of injuries sustained from a reverse lever.

It might be of interest to all employes to know that the B. & B. department on this division framed a Howe Truss at Dubuque shops, something that has not been done on the Dubuque Division for a good many years. While they have been erected on numerous occasions, the framing has heretofore been done at Tomah. James Galvin, who retired as bridge foreman some years ago, took charge of the work and handled it in his usual prompt and efficient manner. Looks natural to see Jim back on the job. Foreman Martin Galvin has charge of the erection of the Howe Truss K-1378 on the Waukon Line.

The shop employes put on their minstrel show at McGregor, Saturday, March 5th, and they put the show over with lots of pep. The songs and dances were so well rendered as to bring forth so many encores that the actors had to give up from sheer exhaustion. As much of the comedy was "home made," credit should be given to the authors as well as the actors. Yes, we rise to remark that the darkies were sure a great success.

BOOST

Boost and the world boosts with you,
Knock and you're on the shelf,
For the world gets sick of the one who kicks
And wishes he'd kick himself.
Boost when the sun is shining
Boost when it starts to rain
If you happen to fall, don't lie there and bawl,
But get up and boost again.
Boost for the firm's advancement
Boost for the things sublime,
For the worker that's found on the topmost round
Is the booster every time.

Tid-Bits from the S. M. West
A. D. Moe.

Conductor J. Birron of the east end, also Mrs. Birron, were renewing old acquaintances around Madison recently. Jake worked out of Madison a large number of years and it is only natural we

should see him around to see how things are progressing and how times have served one and the other.

Agent Laugen of Jackson and Conductor Monty of the east end spent several days in Madison during the March term of court, where they appeared for the interest of the company in the famous "Jack Case."

Brakeman Myron McCreedy, our steady old man who knows everybody and everything along the M. & B. Line (and who also has no less than a million friends), has been visiting at different points in Wisconsin. Did you visit Milwaukee, Mack? What did you do while there? Brakeman Busby relieved Mr. McCreedy on Nos. 211 and 216 during this vacation.

Machinist H. H. Willard and wife have returned from Chicago. We understand the purpose of their trip was to consult a specialist in regard to the resetting of a broken bone of the left arm, which injury Mr. Willard received at the local roundhouse some time ago. It was not considered best to attempt an operation at this time and he is to return to Chicago in about six months to receive necessary attention.

Our new chief dispatcher, A. J. Stark, comes to the S. M. highly recommended by all on the H. & D. Division, where he formerly worked in the dispatcher's office at Montevideo. Mr. Stark is fast making friends and the employes of the S. M. West extend a cordial welcome and assurance of good will toward the new chief.

Second Trick Disapatcher Roy Wood has been transferred to a similar position at Austin and will soon move his family to that point. It is with much regret that we see Roy go elsewhere, but know he will make good in whatever he undertakes and for the S. M. West we say good luck and lots of it in the new position, Roy. In addition to Mr. Stark as chief dispatcher, the Madison office now consists of the following force: Mr. Berg, first trick; Mr. Moore, second trick; Mr. Laugen, third trick, and Mr. Schendel, relief dispatcher.

Walter Damm, our alert and efficient local storekeeper, is also a fancy bowler. Hits something like 280 on the season's average. But as referee at a girls' basketball game he gets some confused in blowing the whistle. It's O. K., however; few of us could do as well.

District Engineer Daniels and District Carpenter F. E. King, accompanied by Assistant Chief Carpenter Nichols, inspected bridges and buildings on the division the first of March. We understand that with the exception of some motor car trouble the trip resulted in a favorable report on conditions.

**Car Accountant's Office
"Maggie."**

The Contest for the Silver Fork.—Rules: (1) In order to participate the contestant must have had at least a high school education and be between the ages of 21 and 50, five years of which must have been devoted to the study of physics and geography. (2) Must be able to write three languages, one of which must be understood by the Rules Committee, and use both hands in union. (3) Must sign a sworn affidavit to the effect that he has not previously participated in a con-

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Garments made of Stifel Indigo sold by dealers everywhere

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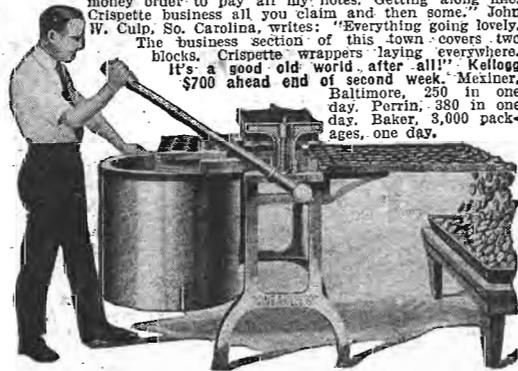
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\$365.75 ONE DAY!

Ira Shook of Flint Did That Amount of Business in One Day

making and selling popcorn Crispettes with this machine. Profits \$269.00. Mullen of East Liberty bought two outfits recently, and is ready for third. Iwata, Calif., purchased outfit Feb. 1920. Since, has bought 10 more—his profits enormous. J. R. Bert, Ala., wrote: "Only thing I ever bought equal advertisement." J. M. Pattilo, Ocala, wrote: "Enclosed find money order to pay all my notes. Getting along fine. Crispette business all you claim and then some." John W. Culp, So. Carolina, writes: "Everything going lovely. The business section of this town covers two blocks. Crispette wrappers laying everywhere. It's a good old world, after all!" Kellogg \$700 ahead end of second week. Mexiner, Baltimore, 250 in one day. Perrin, 380 in one day. Baker, 3,000 packages, one day.



We Start You in Business

Little Capital, no experience. Teach you secret formula.

Build a Business of Your Own

The demand for Crispettes is enormous. A delicious food confection made without sugar. Write me. Get facts about an honorable business, which will make you independent. You can start right in your own town. Business will grow. You won't be scrambling and crowding for a job. You will have made your own place.

Profits \$1,000 a Month Easily Possible

Send post card for illustrated book of facts. Contains enthusiastic letters from others—shows their places of business, tells how to start, when to start, and all other information needed. It's free. Write now!

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Guaranteed standard makes, fully inspected, strongly rebuilt, \$5.00 down, 6 months to pay balance. Send us your address and we will mail you at once details of the

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DOWN

test like this, nor of ever seeing one, as this is to be one contest where all start equal and we do not want any pacemaker to cause the others to wear down their gums (4) A contestant is prohibited from telling any person that he is entered in this great classic, or what his plans are about how he is going to train.

This is all that has been given for the public to gaze on at this time. Every little detail is guarded with the utmost secrecy and even a dictagraph can't catch a sound. Phew! this contest must certainly be a thriller when it takes a month to draw up only four rules. The object has not as yet been stated. I suppose it is for the promotion of feeding starving squirrels or to learn who is the champion tissue-paper fireless cooker assembler, so let us "wait with patience" until the mighty committee gives your star reporter another interview.

Miss Phyllis Koehler in the local car record bureau has taken up deep drama and was recently seen as Romeo in "Romeo and Juliet," and we may soon see her playing in the big revue now in the making.

Here comes the biggest fish story yet. Wilbert Jones, while recuperating from his recent illness down in Louisville, Ky., tells of his experience catching "Buffaloes." Now we don't know whether he means fish or the kind that they have on nickels. Of course, he is good on catching the round boys, but he states he reached into the muddy waters of the Ohio and with his bare hands caught 'em weighing up to thirty pounds. Wilbert, shame on you!

Scraps from the West End J. T. R.

Vic Straus, who in the fullness of time has purchased a new "Papier-Mache" limousine, is now loudly lamenting a little accident in which a four-ton truck played an important part. Vic was gaily spinning down the avenue when aforesaid truck happened in the way. Result: \$150.00 worth of damage done.

Harold Collingwood has forsaken the ranks of the bachelors and thrown his hat into the "wedding ring." All join in extending to the couple hearty congratulations.

Vivian Grendahl has for some time been wearing a sparkling rock on the proper finger, though as an alibi she declares it is but a gift from her mother. But we wise ones refuse to accept such a story.

Several ambitious youths from the traffic department are already considering spring baseball, and are endeavoring to pull the right ropes in hopes of getting baseball suits.

The good-looking brunette from the Oriental freight department is back again after a short session arguing with a bad cold.

W. J. Grinnan, formerly with the passenger department of this company, now with Frank Waterhouse Co., sailed on the Empress of Russia for China, Japan, Philippine Islands and Australia in the interests of that company.

Sensational News Item: The engineering department recently bought a new Diito roll.

Matt Sullivan and Mildred McIntyre have been planning for some time on copping all the prizes at the Arena masquerade, but good hopes—like good people—always die young.

J. W. Miller, formerly of the telegraph department, has gone to Lewistown, Mont., as manager of the Continental Telegraph Company.

Henry Williams has been on a month's trip East, and to prove that he has seen all the places of interest in N'Yawk, has brought back boxes of matches from every cigar store on the Bowery.

"Hugo Engle Lost His Dog." However humorous this statement may seem, it doesn't make Hugo particularly mirthful, for his canine friend was really stolen, and now the guilty party wants a ransom. Subscriptions are in order for said ransom.

A. J. Hillman's office is being moved to Second and Madison, and among those who are weeping and gnashing their teeth, no voice is louder or more mournful than that of Miss Shappee. I wonder why.

O. P. Kellogg is back again after a brief bout with appendicitis.

Roy Hayes left us for California about the first of April. "Nerves are on the rocks," quoth he, but who, may we ask, could restore wrecked nerves in southern California?

Piles Cured Without Surgery

IN ANY FORM

*Established
in Kansas
City
24 Years*

*The
Parkway*
KANSAS CITY, MO.



LARGEST INSTITUTION IN THE
WORLD DEVOTED EXCLUSIVELY
TO TREATING RECTAL DISEASES

No knife, no scissors, no clamp and cautery, no "red-hot" iron, no ligature, no electricity, no chloroform, or other general anaesthetic.

I CURE EVERY CASE OF PILES I TREAT BY MILD SERUM-LIKE TREATMENT OR YOU NEED NOT PAY ME ONE CENT

I will furnish you the names and addresses of 4,500 business, professional and traveling men, farmers and stockmen, women and children from all over the United States and Canada, whom I have cured.

I convinced them as I can convince you, that: First—That no matter what you tried without success, your piles can be permanently cured positively

and easily, by ~~my~~ treatment. You don't need to despair or suffer any longer.

Second—As to Surgery—well, to put it mildly, Surgery in the Rectum is as Dangerous as it is Painful—so much so that I would not operate on a fellow human being for the removal of Piles for a money consideration. Scar Tissue is as bad as Piles.

HERE'S WHAT KANSAS CITY BANKS SAY ABOUT DR. McCLEARY

Dr. A. S. McCleary, who has a large establishment at Tenth Street and Paseo, Kansas City, is considered very highly in the medical profession in this city.

Dr. McCleary has been established here a great many years and by honesty and square dealing has built up a wonderful practice. His patients come from all parts of the United States and Canada.

We do not hesitate to recommend the Doctor as everything goes to prove that any afflicted person will undoubtedly receive

splendid treatment at his hands. His ability as a rectal specialist is unquestioned and we do not hesitate to commend him to anyone. Write us for any desired information.

COMMONWEALTH NATIONAL BANK
COLUMBIA NATIONAL BANK
GATE CITY NATIONAL BANK
CENTRAL EXCHANGE NATIONAL BANK
TRADERS NATIONAL BANK
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HOME TRUST CO.

(All of Kansas City, Mo.)

I also refer you to your home bank or commercial club, as they can easily verify the above statements by letter or telegram to the institutions named.

If you are afflicted, simply write your name on the bottom margin of this page, tear it out and mail today for full information on easy and positive cure; also my Book on Rectal Diseases and "Curing Piles Without Surgery," free.

DR. A. S. McCLEARY

651 THE PARKWAY
Tenth and Paseo

KANSAS CITY, MO.

J. L. Nrupp has been visiting relatives at Pittsburgh, Pa. He returned about April 1 and states he still has smoke in his eyes.

L. B. Curran is back after a prolonged sojourn at Winona, Minn.

J. C. Chapman, of the engineering department, having broken his drinking glass, moved his office force to pity so that they subscribed and bought him a new gold-rimmed one. It looks too much like a wine glass, however, to put in a good appearance in these dry times.

Miss Kathryn Hanley is again with us, having survived a serious operation.

Dick Lindstrom rises to say: "If anyone thinks he has a worse car than I have, let him stand forth and I will wipe the bloody sands of the arena with him, to say nothing of embrasures, dislocations and fractures."

L'ENVOI.

It behooves me not to raise my voice to the heavens and wail and groan and gnash my teeth; also, it is not in my line to roar and rant and "Anvil Chorus," but I believe that I am within the bounds of propriety when I frankly say that the support tendered the Olympian Social Club, as far as the general offices are concerned, is certainly not cordial.

Now, a social club, to exist and function properly, depends not so much upon the filthy lucre as upon the individual attitude of its members. Out of a possible attendance of about sixty or seventy at the last dance, a bare twenty or thirty were there from the general offices to drink to the dear dead days beyond recall and dance away gloom.

I do not know what it is that causes this lukewarmness toward sociability. The entertainment which the O. S. C. can throw you is enough to disperse any variety of gloom which ever clogged the dusty brain cells of man.

Again I say, "Come out of your lethargy, and shake your withered shoulders at dull care and be sociable."

Signal Department Bubbles

Suds.

Capt. Otto Olsen has charge of the crew installing two wig-wag crossing signals at Rural and Main streets, Hartford, Wis. The crew consists of Charlie Mattes, John Ehlerson, Pat Regan, and Philip Linderoth of this office. The weather has been very favorable for this work and the job will be completed soon, taking about ten days.

Philip Linderoth was removed to the Milwaukee hospital, Monday morning, to undergo an operation for appendicitis. The operation was successful and Philip is doing as nicely as could be expected. He wasn't feeling very well when he came home to spend the week-end after putting the first week in on Otto Olsen's crew and had a severe attack on Sunday night.

Speaking about operations, Joe Munkhoff had to have an operation on his jaw to remove a tooth which was imbedded in the jaw, underneath another tooth, giving it no chance to grow upward. The side of Joe's face was quite sore and badly swollen for a few days, but he says he's glad it is out, for it had given him quite a bit of trouble.

Tony Mattes, brother of Charles Mattes and extra maintainer on the C. & M. Division, was in a motor car accident recently and was removed to a hospital in Chicago, very seriously hurt. It is thought he has a blood clot on the brain, making it necessary to operate, which is very danger-

ous. We all trust that Tony will be restored to perfect health in the near future.

Louis Gerhart made his first trip to the third floor, Union Depot, recently, and said he will try to make it a monthly occurrence when the supervisors meet.

Ralph Whitacre is the fellow I meant in the March number in regard to wedding bells soon. Yes, Ralph bought some stone for his lady love. Some day I'll learn her name and then let you all in on it.

George Pfannerstill bought a new stone, also, but it was for himself. We don't know what he packs along to Minneapolis when he goes up there to see his friend. We'll have to put Archie Alexander on his trail to get a little dope. George, however, as a rule comes clean with any information without the asking.

Our Margaret finishes as Mr. Mills' stenographer this month. After March 28 she will be household manager to one James Lambert, of Baltimore, who holds a position with Uncle Sam. We all wish Margaret the best of success and may she and Jim live happily to a grand old age.

The monthly standing of the C. M. & St. P. Bowling League is as follows:

	Won	Lost	Avg.
Telegraphers	49	26	802
Cashiers	47	28	805
Signals	47	28	786
Accountants	42	33	785
Special Agents	38	37	767
Terminals	28	47	742
Chestnut Street	26	49	744
Rates	25	50	742

Individuals (first ten)—C. Schwab, 183; E. Johnson, 182; F. Coerper, 179; E. Moran, 171; A. Hoerl, 169; F. Drager, 168; E. Brock, 165; B. Foley, 165; E. Muckerheide, 164; H. Richter, 164.

Splinters from the "Wooden Shoe"

"Red."

Engineer M. Clarey has returned from the East after spending an extended visit with his daughter.

Engineer Thomas Adams has also returned after visiting in the East.

Engineer Edw. Redline had his tonsils removed. Ed says "he can do some hunting now without said tonsils bothering him."

There is an epidemic among the machinist helpers—Earl Merritt, Harry Cormier and Fred Anderson have each taken unto themselves each a wife. They all get to work on time just the same.

Engineer G. Gunn has returned to work, having been off due to severe injury to his foot.

Switchman Red Dwyer has returned home from the hospital. The new crutches are working pretty good.

Engineer M. E. Ryan left March 9 for a visit at Omaha, Neb.

Boilermaker Peter Miller has returned to work after spending a month in St. Vincent's hospital due to injury.

Mrs. Matt Kennedy, wife of Lead Boilermaker Kennedy, spent a few days in Chicago on a shopping tour. Matt says, "Some bargains—we are supplied up for a year in wearing apparel."

A birthday cake was presented to E. H. Lyons, storekeeper, it being his—we can't say which—birthday. The cake supported twenty-five candles. Due to the Christmas rush, said cake was short some twenty candles, anyway.

Engineer Frank King returned from Excelsior Springs, Mo. Some baths, also some "fish story."

R.R. Man's Knife \$1⁰⁰

INTRODUCTION OFFER. Full sized sample of this knife with the emblem or design of the order of which you are a member placed under the handle, will be mailed you for \$1.00 and this adv. For only 25c extra your name and address will be shown on knife.

railroad employe will want one as a mark of identification. We can also give permanent employment and exclusive control of territory to those who can give full time in taking than \$1,500 yearly, let us show you how to make more.

Size 3 1/4 inches long.

EASY MONEY

\$75.00 to \$200.00 Monthly. All or spare time. Railroad employes, your spare time can be turned into dollars with a little effort. WE WANT A SALES AGENT IN EVERY LOCALITY to introduce transparent handle pocket knives and razors. Under the handles can be placed the emblems of any Railroad or Labor Organization, Secret Society or Fraternal Order. Also the member's full name and address on the other side. Blades finest steel; handles handsome as pearl, clear as glass and unbreakable. Every knife guaranteed to be perfect. Every railroad employe will want one as a mark of identification. We can also give permanent employment and exclusive control of territory to those who can give full time in taking than \$1,500 yearly, let us show you how to make more.

NOVELTY CUTLERY COMPANY

331 Bar Street, Canton, Ohio



Our ice house has been filled to its capacity. Due to the mild weather and shortage of ice in Green Bay, it was necessary to have all ice shipped from Iron Mountain.

Agent S. H. Vaughan, Green Bay, wishes to express his appreciation of the splendid way engineers, conductors, shopmen, etc., are responding to the invitation to use the postal cards sent out with the February Magazine.

Engineer A. Last secured two passengers for New York and Machinist Howard Hart secured a party of fifteen bowlers—Green Bay to Buffalo, N. Y. Except for their help it is very doubtful whether these passengers would have been secured.

John Melheiser brought in a mouse for the inquisitive members of the freight office, all wrapped up in a nice package. Florence said, "Don't open it." Luella asked if it run and dared John to open it; Maggie said she wanted to take her distance. When the package was opened, on the dare from Luella, ask John what happened. Oh, embarrassing moments!

Tony, we are glad to hear you are books-and-eyes with her again. Maybe you won't be so hard on the rest of the single girls now.

Bill Basche came to work one day with a new spring bonnet. He forgot to take off his hat after carrying in the wood in the morning. Bill, all you need on that hat is a big red rose to cover the hole.

The boys from the freight office recently saw a production of "Andy Gump" at the Orpheum. All reports show that it was enjoyed very much. Ask them about it.

Cliff Lande was recently seen going down the street with a girl with a beautiful fur coat on, which caused quite a commotion, as Cliff is not the kind of a fellow that we see very often with the fair sex.

One morning as our yard clerk was checking cars a man appeared and pointed a gun at him. Of course, all this happened in the wee small hours of the morning. After this, when Ralph checks the yards he informs all the foremen on guard his business before appearing in front of them.

Anton Petensk laid off a day to visit his home. Is it your home, Tony, or will it be in the near future? That's right, get in with the family. I wonder if the trip to Menominee was for the same reason and cause?

Mr. Glese, chief clerk, went to Madison as the representative of the local B. of R. C. I think it would be wise to appoint Mr. Glese a delegate every time one is needed, as he can find the restaurants where he can help himself and get away big. Mr. Glese gave a very interesting talk on what he had heard and seen.

The cause of more smiles than usual around the freight office is due to the fact that the warm weather is coming—no more heaters to be taken care of.

A little more sleep by some of the office force would result in mutual opinions and less disagreement. I said some—not all.

The freight office girls made their regular trip downtown this noon. Cause—Payday. Effect—??

The freight office boys and girls were seen going into Kaap's after meeting one night. What's the matter, boys, were you afraid the

girls would order too much for your pocket-books? Was that the reason you waited for the girls to sit down, and then placed yourselves at the other end of the place? There certainly was no hard feeling caused, and I don't blame the boys for saving their money. But, boys, the girls only ordered ten-cent drinks.

Clem Putney has a secret and I'll be darned if everybody around the freight office isn't trying to find out where Putney got it. But Clem keeps secrets pretty well—hasn't told anyone, yet.

Mr. Lyons says he knows where the jail is. He was overheard telling Catherine Browning, from the superintendent's office, all about it. Can't imagine what in the world he meant. Maybe Mr. Lyons will tell us in the next issue of the Magazine just what these conversations amount to. You know, there are a lot of interested folks around the railroad when anything is said about our Catherine.

Jack P. D. claims there is a certain girl from one of the local offices that makes some of the most daring trips to Milwaukee, right down on one train and back on the next. I think this needs a little explaining.

If there happens to be anyone in or around Green Bay who is hungry for news—news of any sort—we kindly advise them to converse with the roadmaster's clerk, "Little Dick." Dick is small, but, oh my, he knows a lot of news.

The car and locomotive department girls enjoyed luncheon at the "Coffee Shop" on February 3, after which a jolly time was spent in bowling and attending a movie. It might be a good suggestion to have the approach to the bowling alley well padded. How about it, Stan?

Arthur and Carl Dysland are enjoying a visit at Los Angeles, Cal. Cards received from them indicate that they are having "some time."

The car department girls enjoyed a trip to Milwaukee on February 22.

Our sympathy is extended to Carman John Lake in his recent sad bereavement, the death of his wife.

Inspectors Belonde and Hughs of Milwaukee were at the shops recently.

Save coal by close attention to leaky train lines. It wastes coal to keep air pumps running.

Kansas City Terminals L. E.

Charles Burns began his duties as warehouse foreman at Liberty street this month.

Hammond Brothers are putting up the ice at Coburg. It comes from Clear Lake, Iowa, and considering the mild winter is of unusually good quality.

J. F. Wagner, Safety First committeeman for the switchmen, reports that he has a fine twelve-pound boy. Congratulations.

B. Chester White, our traveling freight agent, is covering lots of territory and he gets his share of the business. He also reports the "eats" good in Kansas, especially Topeka. Why pick out Topeka? Ask him, he knows.

VAUGHAN

P. & M.

HENGGI

YARDLEY

RAIL ANTI-CREEPERS

THE P. & M. CO.

THE P. & M. CO.
(ENGLAND) LTD
LONDON.

RAILWAY EXCHANGE
CHICAGO

THE P. & M. CO.
LIMITED
MONTREAL

OIL Here OIL It Is OIL

Milwaukee Syndicate No. 1 FOR EMPLOYES ONLY

Located on three Domes and is **OWNED** and operated **BY MILWAUKEE EMPLOYES**. This is your first chance to get into a live organization among ourselves and make a killing in the famous **CAT CREEK** field near Lewistown.

Think of it; a few Milwaukee men from Miles City went into the **CAT CREEK** field, spent \$250.00 each and drilled the now famous 56 well. These units are now estimated to be worth \$15,000.00 each.

\$100.00 INVESTED AT THE RIGHT TIME WILL BRING RETURNS GREATER THAN YOUR PAY CHECK.

During the month of February the Milwaukee handled 433,750 barrels of oil from Lewistown, worth at market price the **ENORMOUS SUM** of \$867,500.00 and remember this was from only a few wells, as the newer wells have not yet connected up with the pipe-line, **SO WHY SHALL WE SIT IDLY BY AND NOT GET SOME OF THIS PROFIT.**

Fellows, here's the proposition—the Chief Clerk at Lewistown, Frank Wharton, together with R. A. Loveland and Frank Curtis, Conductors on our line, went into **CAT CREEK** and secured forty acres close to twenty-six producing wells; also forty acres in upper **CAT CREEK** on the Wildhorse Lake Dome and forty acres in the famous **BLACK BUTTE DOME**; 120 acres all told in three of the best bets in the field. We were able to secure the assistance of Chas. Wiper, Cashier of the Empire Bank and Trust Co., and he is the only one not an employe connected with the Company. He has financed us to get started and remember the drilling contract has been let and we will commence drilling soon; also note that we have acreage enough for 24 wells, so let's get busy at once.

The Capitalization is for \$150,000.00 units \$100.00 each, and any employe who wishes may send \$25.00 per month and his unit will be reserved until paid for.

Send today before you are too late. Make remittances payable to

MILWAUKEE SYNDICATE No. 1
Empire Bank and Trust Co. LEWISTOWN, MONTANA

Several changes have been made at the local office. D. Devol, former car clerk, is now assistant bill clerk; Roy Walser is O. S. & D. clerk; Robert James Johnson, assistant car clerk; Harold Harding, chief car clerk, and Lloyd S. Bedell, assistant claim clerk.

T. W. Proctor, general freight agent, was in the terminals a few days last month.

G. H. Mork, division storekeeper at Coburg, attended the storekeeper's meeting in Milwaukee.

J. T. Oakley came in Monday from California, where he has been spending the winter.

We wonder why Hal Reed likes to ride the Northwest cars when he goes to Coburg?

Jesse D. Reeder and wife had as guests last week, their cousins, Marion S. Bray and wife of Hoboken, New Jersey, who are making a honeymoon trip in this part of the country.

Messrs. Hill and Harris went out to the river one cold, cloudy, windy day to try out a new rifle. Hill has been off five days with a cold and flu and Harris is here, but that's all. These pesky guns are always dangerous.

Miss Veronica Clark, clerk in the car department, left March 1st for Denver, Colorado. Her brother Harold is taking her place while she is enjoying the west.

Frank A. McCarthy, operator, is redecorating his home and will have it spick and span by the time Mrs. McCarthy and little daughter return from their visit in Cedar Rapids and Davenport, about the first of April. We claim Mac is some painter!

Odeline Nortman, expense clerk, has been seriously ill in St. Joseph's hospital for the past three weeks. We trust she will have a speedy recovery. Mable Thompson is taking her place at the typewriter.

John Cashman acted as assistant yardmaster one Thursday, performing his duties with credit.

Switchman Gott is off account of his wife being very ill. We hope she recovers soon.

The assistant yardmaster at Coburg rises up to remark that it's an ill wind that blows no good to anybody and is of the opinion that someone in South Dakota or Montana profited about two quarts of blue grass and clover seed which he sowed just before the last snow,—following a fall of 1/100 of an inch of snow, an eighty-mile-per hour wind moved the seed in the direction of the above mentioned states—that if any new and strange vegetation shows up along the Coast Line it makes good pasture.

We just can't keep this item out of the column—did you hear that Harry Zane had a new dress suit? Understand he makes good use of it at the formal affairs at his lodge.

Mr. Sczeski, employed by Hammond Brothers putting up ice, was riding the plow up the incline when a piece of ice broke off and carried him back down the incline, catching his left foot against a post, severely bruising it.

R. & S. W. Items
M. J. Cavey

No. 96 derailed six cars at east switch at Elkhorn, February 24, caused by defective frog. The cars were quickly rerailed, therefore no delay to traffic, which is very light at present.

Fireman Joe Hayes has sufficiently recovered from his operation to enable him to resume work on February 24.

Born to Mr. and Mrs. J. A. Gregg, February 28, a son. (A young roundhouse foreman for Racine.)

Born to Mr. and Mrs. Floyd Patrich, March 1, a daughter. Mr. Patrich is switching in Racine yard.

Henry Tosch, brakeman on No. 62, on February 25 received a cut on his hand. While running alongside of the engine he slipped and was thrown against the side rods.

Mike Harnett, our veteran B. & B. foreman, had the misfortune to fall into the river at Racine while making repairs on the drawbridge. It seems that the 5 o'clock whistle blew and in the rush Mike slipped and fell in.

Andy Nelson, who was also on the job, refused to help him out unless they would allow him time and one-half for overtime. Mike says he wouldn't care if it had happened at 4 o'clock, so he could have dried his clothes on the company's time.

No. 36, March 3, Conductor Kenney, Engineer

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Containing complete story of the origin and history of that wonderful instrument—the

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Easy to Pay

SAXOPHONE

This book tells you when to use Saxophone—singly, in quartettes, in sextettes, or in regular band; how to transpose cello parts in orchestra and many other things you would like to know.

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Write today for our free booklet showing the deadly effect of tobacco upon the human system and positive proof that Tobacco Redeemer will quickly free you of the habit.

Newell Pharmacal Company,
Dept. 601 St. Louis, Mo.

Liddle, Engine No. 3011, was derailed about two miles west of Springfield, caused by a broken driving rod, which came down, breaking off the journal on the right driver and also driving rod on left side of the engine, cutting the air pump off and setting the brakes automatically. No. 47 set their milk cars out at Springfield, transferred the passengers, baggage and mail and took them to Corliss and tied up, while the big hook came out and got the derailed engine into the clear.

The Milwaukee road, as usual, is always fortunate not to have a bad wreck, considering that this derailment happened on a 50-foot fill, only one driver off and not even a spike pulled out of the track.

On account of the mild winter no ice was to be had at Burlington or Troy Center, so our company got theirs from Random Lake, and a very fine quality, too. The Wisconsin Butter & Cheese Company and Elkhorn Lumber Company received twenty cars from Wausau, Wis., a special rate having been put in to enable these concerns to fill their houses.

Three cars of thoroughbred Holsteins passed through Elkhorn a few days ago, en route to El Paso, Texas, from Palmyra, Wis. Understand this is a forerunner of a train of 23 cars to move South the near future, which stockmen say will be loaded at Whitewater, Palmyra, and other stock stations on the Prairie du Chien Division.

Iowa Division

Ruby Eckman.

Vincent Bender, who has been employed in the Perry round house as a pipe fitter, has resigned and has returned to his old home in Dubuque.

H. W. Warren, district passenger agent at Des Moines, has been issuing a monthly statement showing the standing of various stations in his territory as per their ticket sales. The ticket clerks at Perry were gratified to find their station well up towards the top of each list and have been putting in considerable effort in the matter of soliciting business to increase their sales.

Conductor Homer Lee and family returned home March 6th from their trip to California, which covered a period of six weeks. They went west via the Milwaukee, and had the pleasure of seeing many former employes along the line to Seattle.

One item which we failed to report a few months ago was the arrival of a fine son into the family of Mr. and Mrs. Percy Salzgeber. The lad has been named Orville after Orville Balsbaugh and his parents expect him to grow up to be the same sort of fireman and soldier that his father and Orville Balsbaugh proved themselves to be with the 13th.

Engineer Billie Caldwell, who has been on the Manila switch engine for some time, has been off duty a couple of weeks on account of sickness.

Conductors C. N. Dow, C. R. Cornelius and Jack Dignan, who have been laying off for the winter, all resumed work the first of March on runs 3 and 4 between Marion and Omaha, displacing Conductors Tolbert, Fuller and Millard, who returned to freight service.

Engineer D. L. Young was quarantined for a few weeks in February and March with the smallpox.

Conductor L. C. Newell of the way freight crew had the misfortune to badly injure his hand March 8th, causing him to lay off some time.

On March 15th regular engines were assigned to the engineers and firemen on the middle Iowa Division. The west end of the Iowa Division has had assigned engines for some time and the arrangement has been working fine.

Conductor L. A. Hurlburt has gone to his home in Fairbury, Nebraska, to remain for a few weeks.

Yardmaster E. W. Craine and wife of Atkins were in Perry the fore part of March for a short visit with Conductor Clyde Utterback's family.

Master James Evitts, the young son of Chester Evitts, chief caller at the round house, while playing with some children on his way home from school, had the misfortune to injure his hand so that it was necessary to take several stitches to close the wound.

Machinist Elmer Swanson dropped a heavy piece of iron on his foot the forepart of March, mashing one toe badly.

Round House Foreman Frank Hoes has been busy the last few days making numerous improvements on his farm, which he purchased near Perry last spring. Frank expects to move to the place soon, but has not advised who the housekeeper will be.

The favorable weather the forepart of March and the last of February resulted in some mighty fine tonnage trains being handled into Perry yard. The banner for cars was a train with 113 double-deck stock cars and one load which were moved over two divisions. A number of trains with tonnage of over the 3,000 ton mark were handled.

On Thursday, March 10th, William Uptegrove, second trick operator at Portsmouth, and Miss Jessie Westbrook, who until a few weeks ago held third trick at Portsmouth, were married. The wedding took place at Council Bluffs and was a quiet affair, witnessed only by close friends. They will be at home at Portsmouth, Iowa. The newly-weds have the best wishes of a host of friends on the Iowa Division.

Division Master Mechanic E. L. Notley was in Denver the forepart of March.

Steve Dotlich, Nick Orlich, Mike Orlich and Red Ivanisevich, all of whom have been working for yard foreman, O. H. Hasse, in Perry yard for several years, left the latter part of February for their old home in Serbia. Most of the men have been working better than eight years in Perry and this is their first visit to their old home. The two first mentioned expect to return to the United States within three or four months, but the other three have about decided to remain in their old home.

William Barker, engine inspector, took a thirty-day leave of absence in March and took charge of his brother's dairy business in Perry while the brother and his wife visited in Pennsylvania.

On account of the reductions in crews, the chief callers at Perry have been busy shifting men around to the positions their age would entitle them to hold.

William McLaughlin of the car repairing department has taken a month's leave of absence.

Nathan Manufacturing Company

Monitor Injectors
Simplex Injectors
1918 Special Injectors
Boiler Checks
Whistles
Globe Valves
Boiler Washers

Bulls-Eye Lubricators
Klinger Water Gauges
Delco Water Gauges
Coal Sprinklers
Gauge Cocks
Angle Valves
Boiler Testers

707 GREAT NORTHERN BLDG.

CHICAGO, ILLINOIS

C. & M. Division Items

R. M. C.

A special train, carrying the New York State Retail Lumber Dealers' Association, was handled over the C. & M. Division on February 12th from Chicago. Every one concerned in the handling of the train received a nice letter of commendation for the splendid manner in which it was handled. The service was highly appreciated by all.

Miss Lillian Brandner, stenographer in the superintendent's office, spent Washington's Birthday at Waterloo, Wisconsin.

Elmer Anderson, chief timekeeper, was a "prize fight" fan the other evening. The results were that "Richie" lost the battle and "Elmer" lost his voice. The question is—who is going to compensate Andy for his wild cheering?

Norman Bennett, E. & F. timekeeper, was on the sick list for a couple of days last week. Who was it that missed him the most? I wonder! Yes, she had a rather long face on her.

Brakeman W. Meyers is all dolled up in a new uniform. Some class, Bill!

Trainmaster Bannon and Roadmasters Mau and Dougherty reported taking a ride over the division on their motor car recently. Maybe so, but when the writer saw them going by Golf, they were all walking and pushing the car ahead of them. Perhaps they meant they took the car out for a ride?

Mrs. F. Tucker, timekeeper in the superintendent's office, has been laid up with a severe cold but, at present writing, she is much improved and we are all glad to have her back with us again.

While strolling down Mason street, in front of the Milwaukee Athletic Club the other evening about 7 p. m., a beautiful Pierce Arrow limousine drew up to the curb and who should step out of it but our chief dispatcher, G. T. Carroll, and Dispatcher R. A. Woodworth, all dolled up in their "soup and fish" suits. After they passed in through the doors of the club, I strolled on—wondering. The question is: Were they really going to a banquet or just taking lessons in "How to be a waiter" in preparation for further reductions?

Conductor J. W. Kingsley is on the sick list. We all hope for his speedy recovery.

Conductor George Hennessey, while unloading pipe out of a way car at Frankville the other day, dropped a heavy pipe on his left foot, bruising it very badly. We all hope that it is not very serious and that George will be able to be around soon.

Conductor H. P. Jones out of luck—needed for passenger run and uniform too small. Hub says—heavy underwear. We bet it got wet last trip.

The train dispatcher's office suffered a reduction in force. The night chief dispatcher was taken off, which automatically put two of our train dispatchers, Charley Shaft and Ray Phlegar, out of a job. Charley now works one night a week instead of laying off one day a week.

I understand that C. E. Shaft and Ray Phlegar have gone into the automobile business. Charley sells machines and Ray insures them. I wonder if this is a skin game? Well, here's wishing the boys lots of success in their new undertaking. They have the "pep."

Operator Noneman at Fox Lake reports that he is badly in need of a hair cut. Hope a lady barber soon moves to that town so he won't have to lay off every time he wants a hair cut, or rather travel so far for one.

Chief Clerk Erickson spent a couple of days out on the division getting acquainted with the new haunts. He is still raving about the good work that No. 160, on the Janesville Line, did that day. No wonder! Conductor Jewell was captain of the train.

Miss N. Gallagher spent a few days at Davenport recently.

Minneapolis Shop Happenings

James Nellins.

Those shops recently had a business visit of General Superintendent of Motive Power L. K. Sillcox, Superintendent of Motive Power R. W. Anderson, Storekeeper F. J. O'Connor and G. W. Martin, assistant to the general superintendent of motive power. Those gentlemen put in a full day here, not departing until after darkness had set in. They left with a satisfied appearance.

Also had a business call from S. J. O'Gar of the reclamation bureau. He is always a welcome visitor, as he greets you with a smile and carries it with him while doing business.

Machinists Samuel Brown and William A. George, of the tool room, have been absent on account of sickness and it is hoped they will resume work soon as the place seems vacant not to see them in their customary places.

Also the venerable gentleman, James J. Boulton, machinist, has been off duty on account of sickness, being confined to a hospital, and his many friends will be glad to see him in the old shop again.

There is good reading in some of the letters in both the January and February issues of this magazine and all employees should read the article concerning economy and put same into practice, remembering that everything passes through a funnel while a sieve will save something, so don't be a human funnel, saving nothing.

These are indeed short months with lots of holidays and oh for the good old days when everybody about the place was happy. It seems as though the days when lots of work and fun was combined, have gone forever. Nobody likes to work in a morgue.

Read the letter of the general manager entitled "Our Problems." It is good reading and hits straight out. Nobody cares to pay for something they do not get, and it is out of line to expect something for nothing.

Our plucky editor was at these shops on February 14th, taking a personal view of matters here, appearing well. She was accompanied to the shops by Assistant General Superintendent and Mrs. Mott Sawyer.

A. W. Smullen, supervisor Safety Division, was at the shops February 14th, shaking hands with friends and acquaintances.

Saving makes.

Wasting breaks. Don't be a breaker.

E. Z. Hermansader reached here from Milwaukee, March 4th, and took up the position as supervisor of store orders. This seems to be a job that can keep a man busy.

RAILROAD POLICIES FOR RAILROAD MEN

AN INCOME FOR LIFE

is provided for you and your family if you are a CONTINENTAL policyholder—the latest policies issued by the "Railroad Man's Company" pay as long as the insured is totally disabled by accident or illness. See our agent on your time or inquire by means of the Coupon.

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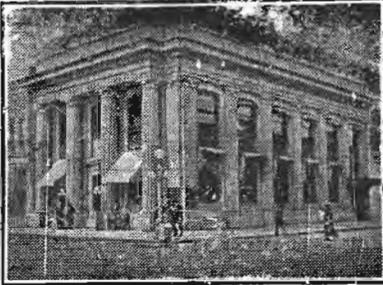
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Between
BUTTE, MONT.
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\$3,500,000.00 Deposits

*90% of which are wage-earners
and small stock men*

FIRST NATIONAL BANK
MILES CITY, MONT.

More Easily Sold Than Ever

The increase in the number of accident tickets sold by railway ticket agents representing The Travelers was greater in 1920 than the increase in the number of travelers. Meaning that accident tickets sell more easily than ever. Meaning also that ticket agents who are selling Travelers accident tickets are making more money than ever.

Ticket Department

**The Travelers
Insurance Company**
HARTFORD, CONNECTICUT

We take great pride in supplementing item in the February issue of this magazine under the heading, "Honor Awarded Savauna Round House," in that John Turney, division master mechanic of the River Division and Twin City Terminals, was presented with a bronze tablet also, stating that Minneapolis round house had won the second prize in "Greatest Improvements Made, Best Operations and the Cleanest Facilities" on the Milwaukee system. The tablet is now framed and hanging in the round house office with a bright electric light over it. It is Mr. Turney's aim to grab the first prize the next time one is offered, so Mr. Mullen had better look out as it is Mr. Turney's policy to start at the bottom and work up.

Noting the item on the subject of the Junction Hotel at Watertown Junction being destroyed by fire, together with its army of bed bugs, we remember this old hotel and in addition to the notables who patronized the place, were such notables as former Governors Ludington and Hoard, and also Wisconsin's noted editor, George W. Peck, of the "Bad Boy" writings, and later thrice governor of Wisconsin; and we also remember the night of the swell dance in the old cross-shaped Bay State Hotel when that building burned down.

Miss Marie Kukla, car department office, resumed her position after an absence of several months. She had been on the sick list but now reports "No room for improvement." The young lady heartily thanks the members of the office force for their kindness in visiting her while she was in the hospital and also for their disregard of the sign on her door, "no visitors."

Thomas Ward is being complimented on a safety first stunt he recently pulled off at those shops. He is a little bashful about our going deep into the matter but it was a god job nevertheless.

Johnny Kline, store department, is all smiles since the arrival of a fine baby girl, which came to his house March 4th and the little miss refuses to leave. Although John is proud at being a papa, yet Joseph Kline of the blacksmith shop is very much inflated at being called Uncle Joe and the latter is very proud of his little niece. Congratulations to both of you.

Inspector William H. Gardiner of the Milwaukee shops put in a couple of days at those shops March 7th and 8th. He is always a welcome caller due to his everlasting smile and pleasant greeting, that all like to do business with him.

When our friends in the store department, Snow Ball and Rose Bud, were told of a 50 per cent reduction about to be made, they very much doubted if we knew what we were talking about, as they stated that there was not a 50 per cent force here now to make such a big reduction, and they were about correct.

The many friends of veteran Engineer Kenneth Ferguson, Hastings and Dakota Division, are offering sympathy in his sorrow due to the death of his wife, the sad event occurring March 2d. Mr. Ferguson has a very wide acquaintance here and sorrow is indeed genuine.

Chief surgeon, Dr. Bouffour, of Chicago, was a caller here on March 2d, doing business with Superintendent of Shops G. Lamberg. He was accompanied here with resident surgeon, Dr. O. W. Yoerg.

Flue Welder Lawrence Trost of the boiler shop very quietly took unto himself a wife recently, putting this over on his fellow shopmen so secretly that none of them were aware and would not be surprised but what this notice will be the first hint that some of them receive of this event. Congratulations, shop mate.

The scores of friends of Machinist Alexander Adams are offering sympathy in his bereavement in the death of his father, W. M. Adams, a resident of the shop neighborhood for many years. Mr. Adams was one of the disappearing colony of hardy pioneers and his long residence in this neighborhood gave him a large acquaintance among shop men.

River Division John Hafner is receiving congratulations. Guess why. A big baby boy fell out of the sky a few days ago and refuses to leave John's house. As Mr. and Mrs. Hafner want him to remain, everything is lovely there.

The Commandments Under the Blue Laws*James T. Ritch.*

Thou shalt not drink: thou shalt not swear,
 thou shalt not even smoke,
 For if you do they'll sure get you and Oh,
 how they can soak.
 Thou shalt not read, for evils breed, within
 those yellow pages
 Yes, thou must walk the line of chalk, or
 they'll fit for you iron cages.
 And all the while, thou shalt not smile, for
 smiling is a pleasure,
 And we are doomed to spend in gloom, our
 many hours of leisure.
 Thou shalt not laugh, or idly quaff the flow-
 -ing stein of liquor,
 Or they will make you quail and quake, while
 cruel reformers snicker.
 Thou shalt not sing, (or anything) upon the
 day of Sunday.
 Oh, thou must tread with heart of lead, an-
 -ticipating Monday.
 My friends, beware! and eke prepare, to live
 in holy gloom.
 Till you can sneak and strive to seek some
 solace in the tomb.

East Wind*"Mile-a-Minute."*

Have you heard the song "Grieving For You,"
 by Messrs. Shauer and Smith? Well, even the
 best of trains must part.

We wonder what attraction New York holds
 for our secretaries? We told you about Joe
 Ericsson last month, and now Wallie Swanson
 just returned from a trip there. Better watch
 Roy Dougherty and Billy Ahern.

Vila Graves, engineering department, is taking a
 much-appreciated vacation and is spending it
 in Rockford, Ill., and Buffalo, N. Y.

Bessie White, formerly Mr. N. A. Mayer's
 stenographer, has not forgotten her old stamping
 grounds, and pays us a visit every once in a
 while.

J. Fern Stipp has accepted a position in the
 Refrigerator department. She was in Mr. Whip-
 ple's office until then.

Mr. Weise, chief clerk to Mr. Loweth, conducted,
 on the 25th of February at his church, a lecture
 on Mt. Rainier National Park, illustrating his
 subject in an interesting way by stereopticon
 views. Ticket agents had better oil their ticket
 daters.

You tell 'em in answer to the inquiry made
 in the last issue of the magazine as to who is
 furnishing Madge Ginaine with flowers every day
 that ten cents buys a modest, fragrant rose every
 morning at the floral shop, Wabash Ave., and
 Adams St., and without one Madge could not
 perform her day's duties.

The many friends in the railway exchange, of
 Superintendent Buford's, are sorry to hear of his
 illness and hope for his speedy recovery.

Miss Florence Fredericks, formerly of Mr.
 Whipple's office, has returned from Seattle and
 visited the general offices during March. It is
 doubtful whether Florence will stay with us long,
 though as she is highly in favor of Seattle as a
 residence district.

Miss Katherine Andrews has accepted a posi-
 tion in Mr. Byram's office as stenographer. She
 comes to the general offices from the C. B. & Q.

Would like a witness, if there was one, who
 might have overheard Madge supposedly prompt
 Miss Monblatt not to furnish Walter Dietz with
 a glue pot when he came into the office of the
 advertising department and requested one. This
 might settle the heated correspondence that en-
 sued between Madge and Walter.

The many friends of Mary Madigan, employed
 in Mr. Getty's office, will be sorry to learn of her
 illness. Miss Madigan has been seriously ill for
 the past six weeks, and we hope to be able to
 give you news of her full recovery in the next
 issue of the magazine.

In case you didn't receive your announcement,

YOUR MONEY EARNS**7%****ON CHICAGO FIRST
MORTGAGE REAL
ESTATE BONDS**

Sold by our

**Real Estate Loan Dept.
On the Installment Plan**

Call or write for circulars

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of Illinois****125 W. Monroe St. Third Floor
Phone State 7600****Bank at
Your Door**

Your bank is as near
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 in our savings-by-mail
 plan. Nothing for you
 to do but write the
 check and mail it. Be-
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 Ask for our circular,
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**First Wisconsin National Bank
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Commercial State Bank

MILES CITY, MONT.

CAPITAL AND SURPLUS
\$125,000.00

Special Attention Given to Savings
Depositors

— THE — National City Bank of SEATTLE

CAPITAL AND SURPLUS
\$600,000.00

Commercial & Savings Accounts Solicited

Bank with First National Bank Harlowton, Montana

*"The Bank that stands by its
Friends"*

Resources Over \$700,000.00

First National Bank Lewistown, Montana

THE BANKING HOME OF
"MILWAUKEE" EMPLOYES

Resources : : \$3,500,000

we will tell you now that Mr. Geo. Semmlow, chief clerk in the advertising department, was quietly married one day last month. The best wishes of his friends go with him.

Mr. Stevens is a great-little-fixer-up. If you don't believe it, just drop into 1341 someday.

Contributed by one of our veterans:

It was midnight on the ocean,
Not a street car was in sight.
The sun was shining brightly dim,
And it rained all day and night.

It was summer night in winter,
The rain was snowing fast;
A barefoot boy with shoes on,
Stood sitting on the grass.

It was evening and the rising sun
Was setting in the west,
And the little fishes in the trees
Were huddling in their nests.

The rain was pouring down,
The moon was shining bright;
And everything that you could see
Was hidden out of sight.

While the organ pealed potatoes,
Lard was rendered by the choir,
While the sexton rang the fishrag,
Someone set the church on fire.

"Holy Smoke," the preacher shouted,
In the rain he lost his hair,
Now his head resembles Heaven,
For there is no parting there.

**Save coal by proper care in running
dynamos and keeping lights burning in
trains during the daytime—which is a
useless waste of steam, coal and water.**

River Division News

"Jerry-on-the-Job."

E. V. Considine, warehouse foreman at Winona, has returned to work after a month's illness, and we regret to learn that his wife recently passed away after a brief illness of pneumonia. Our sympathies are extended to the bereaved family.

William Parks, switchman at Winona, had the misfortune of breaking a leg while skating on Lake Winona recently, which will undoubtedly disable him for some time. However, we sincerely trust his recovery will be rapid.

Valentine's Day was observed in the office at the above station inasmuch as five of the force received valentines which bore no signatures. Nevertheless the balance of the force had a pretty good "hunch" who they were from. But I can't tell secrets here.

Willie Paulson, the dashing delivery clerk at Winona, is very much mystified and also worried (?) as to the identity of the fair damsel who has been calling him up and who persists in trying to make a date with him. Willie, take a tip from us and watch your step. Many a man has lost trying to bluff with a pair o' Queens.

The employes at the aforesaid station had their pictures taken out in front of the freight house the other day. I haven't seen the picture but I understand they take the cake when it comes to a handsome office force. Everyone was on it except Willie Paulson. In regard to taking pictures we are informed that Willie takes a fine one but he is never anywhere around when a photographer arrives.

One touch of rumor makes the whole world chin, they say, and if you don't believe it just come up to the Minneapolis passenger station and start a rumor.

While Art Carlson was cleaning up the yards at Lake City a few days ago he found what appeared to be a moonstone. It was about the size of an egg and Art was thinking of turning it into cash and buying a Ford until the jeweler told him it was not a moonstone but a moonshine.

The following are a few items of gossip from Wabasha submitted by "Mecca":

Be it known that William Reed, night round house foreman, and Night Machinist W. C. Frandsen, are proud fathers. Each one is boast-

ing of a nine and one-half pound son. Congratulations are in order.

P. J. Roundy, coal house foreman; Leo Gorney, section foreman, and Agent Brandt spent Washington's birthday in Red Wing renewing old acquaintances.

Mr. Willoughby and Mr. Nicholson of the refrigerator department were business callers at Wabasha last week.

Traveling Freight Agent Sinclair was a visitor at that station last week also and was glad to learn that the fishing season was about to open. Some fisherman?

The Wabasha Bucket Brigade headed by Agent Brandt is still on the job. They were recently called into service when Nick Bearer, a passerby, discovered a small blaze on the roof of the passenger station, but with the assistance of Messrs. Thomas, Brown, Gorney and Rowe, the fire was put out with very little damage.

W. J. Kane, chief clerk, River Division, commonly called "Genial Bill," was lured from bowling last Thursday night by Jimmy Tobin of the Terminals, to the Arcadia, where he demonstrated his ability in the light fantastic. Later it is learned he viewed Minneapolis on account of the street cars apparently running in the wrong direction. At any rate he arrived home at 4 a. m., but got to work at 9 o'clock. I understand he now speaks Scandinavian fluently.

Miss Margaret McGrath of the superintendent's office (better known as Maggie), is getting rather absent minded. One day recently she informed us that she had lost her watch, but the next day she told us she had found it under the piano. That must be the last national bank at her house. However, that is nothing unusual for her. Recently they nearly had a fire at the McGrath residence. It happened on one of Jimmy Moudry's regular nights to call on Margaret. Jimmy is the second trick operator in the dispatcher's office. Jimmy had called and everything was going nicely until their tete-a-tete was rudely interrupted by a dense cloud of smoke permeating the room. Undoubtedly it was simply another case of absent-mindedness on Margaret's part because it was some time before she came to the conclusion that the rug was burning. I don't know whether Margaret's father is still looking for Jimmy or not. Well, Margaret, things like that happen in the best regulated families, and we wish you better luck next time.

John Ritter of the accounting office and Alice Hemsey have asked me to announce their apparent engagement. Yes, it all happened at the local bowling alleys March 10th, to be exact. It was hard sledding for John for a while because his diamond ring did not fit as well as it might and Alice did not like the style. Anyway she was still wearing it on the usual finger when she went home (with John) so everything must be all right.

Iowa (Eastern) Division and Calmar Line
J. T. Raymond.

Agent William T. Bright of Elwood was absent from duty for a couple of weeks on account of illness in the family. W. E. Rose acted as relief agent.

Agent M. E. Burns of Green Island was absent from duty several days, being called away February 19th, owing to the illness and death of a sister who had been ill for some time. Only recently Mr. Burns was called upon to mourn the loss of a brother. We extend the sympathy of the division to the bereaved family.

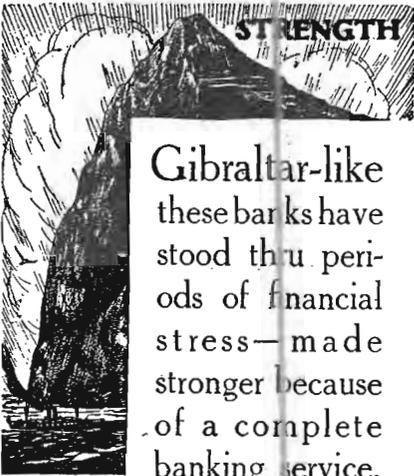
C. A. Patten of Indiana Creek enjoyed a brief vacation. H. E. Ramsey, Jr., relieving.

Mrs. Mary Noble passed away Friday, March 4th, at Olin. Mrs. Noble was the mother of Mrs. Hugh E. Carter, wife of Agent Carter. The funeral was held at Olin Monday, March 7th. We extend deepest sympathy to Mr. and Mrs. Carter and family in their great loss.

Conductor John Dignan has returned from an extended stay in California, Mrs. Dignan remaining for a longer sojourn. Mr. Dignan reports a fine trip.

Conductor Dan Hickley is eligible to special commendation, having made a very timely discovery of a sprung journal on an engine in the Marion yard.

The machinists helpers have been taken off at Atkins.



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L. K. Hills, Cashier

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RESOURCES
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Investments
Insurance
Savings
Trusts

Spokane

Washington

Charles Landis of Marion has returned from a visit with his sisters in Port Angeles, Washington, and Great Falls, Montana.

Agent M. E. Burns of Green Island discovered a sand board down on a car in a Dubuque Division freight passing the station rapidly, and succeeding in getting them stopped before any damage was done. This occurred after Mike's day's work was supposed to have been completed.

Lineman Peter Conboy spent a brief time in Marion calling on friends en route for a visit at the home of his mother in Volga City.

The locomotive hours statement has been discontinued in the superintendent's office, reducing the force by one clerk.

Virginia, daughter of Lumir Messinger, fell and broke her arm while skating at Cedar Rapids.

Frank Davis passed away at his home at Marion, February 18th. While he had been in failing health for about two years, his death was unexpected, as he had been up town the evening before. Mr. Davis was born May 17, 1857. He is survived by his wife and two daughters, Mrs. James Tobin and Miss Prudence, both at home, and one brother, Charles L. Davis, who also resides at Marion. Mr. Davis had been in the employ of the Milwaukee company for about forty years, most of the time in passenger train service. Ill health necessitated his retirement. He was a genial, wholesouled man, a faithful and loyal employe. His death is deeply regretted by his fellow employes. The Magazine extends heartfelt sympathy to the bereaved family.

Gerald Gordon has been appointed supervisor of motor cars on lines east of the Missouri river, effective March 19th. Mr. Gordon has been a locomotive engineer for sometime on the Eastern Division and like his father, "Davey," has been one of the best. We predict for him a successful career.

Superintendent Marshall. Trainmaster Turner and C. L. Sherwood attended the funeral of Agent T. J. Hayes at Maquoketa.

T. J. Hayes, agent at Maquoketa, Iowa, passed away March 10th, on his eightieth birthday. Mr. Hayes entered the service of the C. M. & St. P. Ry. June 25, 1865, at Elkhorn, Wisconsin, as station helper. In May, 1866, he was transferred to Beloit, Wisconsin, as bill clerk, later served at Burlington, Wisconsin, and Thomson, Illinois, going to Maquoketa as station agent in August, 1879, which position he held up to the time of his death. He has been a tireless worker, loyal to duty, well liked by everybody who knew him, and all felt deep regret and sorrow when the word came that "Tom has gone."

S. O. S.
Tide Flats, Tacoma
R. R.

Greeting folks! Have you paid your income tax?

A. J. Kroba is in the east on a business trip.

J. J. Dorsey has found a new use for the Monroe calculating machine,—answering his correspondence.

The many friends of Joseph D. Johnson, who has been in charge of the night forces here in the shops for the past twelve years, were very sorry to hear of his death on February 16th at his home. We sincerely regret his loss and all join in extending our sympathy to Mrs. Johnson and daughter in their great loss.

Everyone enjoyed the holiday that crept into the month and made good use of it for a jolly time, and pleasure trips were the topic of the noon hour on the 23d.

Tony E. Johnson was down to see us the other day; he was looking fine and informed us he was feeling the same way.

G. T. Felzer has not been feeling just himself for a few days, but is feeling fine now.

Miss Laura Hollen, our requisition clerk, is back with us after a four weeks' layoff. We are glad to have you with us again. Welcome to our bunch!

Richard Dunwoody, upper floor foreman, has been ill a few days, but is back at his duties again.

Miss Gertrude Pollack has also been ill a few days, but has returned to work again.

Miss Betty Hagen is now enjoying the morning

air from the front seat right of one of the reliable motor cars, and also the pleasant company of the driver.

Folks, let's not ever think that the "office bunch" isn't just good enough to meet our best girl on Sunday night, 'cause after all, we're all made out of just the same clay.

J. A. Wright has a new "baby grand" Chevrolet roadster, dodging us all and the corners hereabouts.

Clark Eppler has a new roadster, also, it's a Buick, I believe. Any way, it looks like a regular car.

Harvey Snyder got his name in the paper the other day. No, no, folks, no scandal. He was chairman at the annual rabbit show.

Bob Schultz—Mary says the 6 p. m. is ready.

Glen Hoople has returned from Duluth, Minnesota, where he was attending the funeral of his father. We wish to extend our sympathies to you, Glen, in this sorrow.

W. T. Emerson, traveling engineer out of Spokane, called on us. Always glad to see you. Come again soon.

J. G. Norris, chief clerk to Frank Rusch, was over to see us the other day. We haven't missed anything yet, but we're so busy, haven't had time to look about.

Arnold Kotnon, store department bill clerk, returned to the office after three weeks' illness of smallpox. They were so small you could not see them.

J. E. Brady, round house foreman, cranking his new Ford????*****!!!!? Please be careful.

L. Kunzman, our popular machinist, has returned from a trip to California, feeling much better after his much needed rest.

The makin's of our "All Star" ball teams have begun practicing here-about lately. This shows signs of spring and sportmanship, and while I am about it, I'll say folks, "the bunch" here ought to show the same signs and get together for some good times.

Mrs. F. B. Trout has returned from a very sad trip east, where she was called to the home of her mother, who was very ill. Everyone hoped for the recovery, but that unseen "greater power" knew best and called the dear soul home. We extend sincere sympathy to Mr. and Mrs. Trout on this sad occasion.

Bill Smith says his Ford can go about fifty miles an hour. But you can hear it coming ten miles off, plus the fifty makes its speed sixty-five miles per hour.

The one gloom that cannot be effaced from the motor owner's worry is the luxury tax.

Miss Ethel Thompson of our time department, formerly of Mobridge, South Dakota, is suffering from a very bad cold. We hope she will soon enjoy good health again, and be one of us every day, soon.

Harry says it's all very well to be taking a long walk on a sunny afternoon, but it's mighty different when you walk along alone in the cold night air.

Miss Margaret Conley is one of us down here now, having moved down from the machine shop office. We hope you'll stay with us.

A. E. England says it isn't safe to be with the ladies. Now that's hardly fair to the "better sex" and you know A. E., walking down Broadway with a "fair lady," or standing on Eleventh and Pacific avenue, is sufficient proof that you don't live up to your statements. But then we all say things we don't mean. Don't we?

O. F. Willie says happiness is a state of mind, but a state that is not always in the Union.

After an absence of nearly a month, F. D. Campbell returned to the shops on February 27th, accompanied by Messrs. Sillcox and Juneau, who have been making a tour of the lines. We certainly are pleased to see them and trust their visit will be a profitable one as well as enjoyable.

W. L. Delaney, general car foreman, has purchased a lovely new Chalmers Car and reports it is giving very good service.

Our esteemed file clerk, Elon Packard, has left the ranks of our department to become chief clerk at Miles City, Montana. Good luck to you, Pack. Edwin Westland is filling the vacancy left open by Pack's departure.

Miss Irene Campbell, file clerk, has purchased a

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Electrically propelled battleships are now plowing the high seas. It is becoming common practice to talk from the Atlantic to the Pacific Coast by wireless. The transportation problem, which has unquestionably been one of major importance recently, has also been assisted by the use of electric motive power on many of the steam railroads, electric locomotives having revolutionized passenger motive power operation on these roads.

On the Chicago, Milwaukee & St. Paul Railway, single electric locomotives are daily making the 440-mile through-run with twelve car De Luxe trains. Some of these passenger electric locomotives have made as high as 10,776 miles in one month.

On the New York, New Haven & Hartford Railroad, the electric locomotive has demonstrated its availability for service by making 9,434 miles per month.

These records not only speak well for the electric locomotive, but also for the personnel, who have charge of operating and caring for the locomotives and for the foresight of the great engineering staff of the country, who have given their unlimited time to further the development of electrical apparatus.

What electricity has done for the railroads has also been done in the home, the shops, the mines and mills; in fact, in all industries we can find betterments which have been made in recent years due to the use of electricity, and each day brings new developments to improve on the ones that have gone before.

new Ford sedan. Applications are now open for chauffeurs. Get out your seniority list.

There seems to be no end of surprises—just a few days ago our efficient stenographer, May Smith, purchased a Chalmers. How could you, May?

Miss Anne Hawland, stenographer, stopped off at St. Maries for a visit, on her return from her annual vacation.

T. J. Scanlon of Hillsdale, with his usual smile, called at the office this week.

Mrs. Rehbock is recovering from an operation on her nose.

Mr. and Mrs. A. D. Browning are dashing around in a new Dodge. The car department girls are trying it out, during the noon hour.

Mr. Delaney's office force are planning on a St. Patrick's party, Mrs. Broynning, chief clerk, acting as hostess. A good time is expected, and the girls are all anxiously awaiting the day.

Mr. and Mrs. Russel Wilson will soon join the row of automobile owners. We hear it's to be another sedan.

Some of the worries of the shop order clerk: Fifteen pounds of putty charged by the air brake foreman to a shop order calling for window shades.

SALT.

(With apologies to Henry Van Dyke)

We live for those who love us,

For those who know us true,

For the heaven that bends above us,

And the good that we can do,

For the wrongs that need resistance,

For the cause that slacks assistance,

For the future in the distance,

And the good that we can do.

—H. V. D.

Sioux City & Dakota Division

H. B. Olsen.

Everybody seems to be listening for the chimes of normalcy.

The weatherman has been mighty good to us this winter, in fact, it is putting it "mildly" when we say California has nothing on us.

Arthur Broome, yard checker, Sioux City, is spending most of his extra time in the dentist's chair.

Leo Schneider, yard checker, Sioux City, otherwise known as "Smiles," attended a party which Leo claims to have lasted all night—better be careful, young man.

Miss Julia McNamara, assistant C. S. & D. clerk, Sioux City freight office, spent the weekend at Callope, Ia., recently.

Will Martin Noonan of the Sioux City freight office kindly tell us who the young lady was, he was with her at the Orpheum last Sunday night?

Ester Itkin, assistant switch clerk, Sioux City, has returned from a trip over-land to Hornick, Iowa.

Elton Krohn, demurrage clerk, Sioux City, has resumed work after a siege of the smallpox.

A freight car is not an object of great beauty, but it is mighty useful—it is a thing of service and, when it is not on "spot" or broken down, what an ado there is. In the city here is a shortage of coal, flour, sugar, lumber, etc., and others of the thousand and one things that are carried from the producer to the consumer. In the country there is a complaint that grain and other products from the farm are ready for shipment and cannot be gotten to the market. The old freight car is a burden bearer of the nation and for the most part unappreciated except when it is not at work.

A locomotive is much more interesting, it is a triumph of mechanism, speed and power. It also serves, but in a more inspiring way, for it carries a long line of burden bearing freight cars. Suppose all the Milwaukee's rolling stock were box cars. Grain elevators and industries on the system would be full and the markets would not be supplied. Or, on the other hand, suppose all the rolling stock were locomotives. There would be precisely the same result. Put the locomotive and the box cars together and you have satisfactory service. Be a locomotive if you can, but do not forget it's a neat deal better to be a freight car than a poor locomotive.

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—A retired engineer recently said to the writer: "Is it not about time the citizens of the country were waking up to the fact that something must be done to keep drivers of automobiles, trucks and other vehicles used by the traveling public from killing or injuring themselves at railroad crossings? Railroad employes are trained and taught and to bear in mind the importance of complying with the law—it takes time and costs money to stop trains at crossings but the law tells us we must stop (unless protected). Why? To avoid accidents. Then why not have a law compelling those I have mentioned, stop before crossing a railroad track? Accidents would be reduced 95 per cent—and is it not worth it?"

When you have received this issue, the "writer" will have returned to and resumed work at Sioux Falls after spending five months at Long Beach and other various points in Southern California. A long rest with abundance of sunshine and flowers, surf bathing and a few other things too numerous to mention. We feel that we are good for another hundred years.

Please mail your notes promptly to me at Sioux Falls to reach me not later than the tenth of each month. Let's make our "write-ups" one hundred per cent.

M. C. B. Jottings
"Tzetta."

News items are so scarce lately, and nobody seems to want to give me any items either, but—when the M. C. B. Jottings happen to be missing from the magazine, they all notice that. If you hear of anything that would be interesting to our readers, won't you let me know? Thanking you in advance, etc.—

Mr. Buckley from G. L. Whipple's office, Chicago, was at our office one day during the month. R. L. Whitney, fuel supervisor, and Mr. Wright of Statistician Winters' office, Chicago, were also here.

Edna Haslam and Josephine Sweeney were shopping in Chicago on Washington's birthday. I saw Josephine carrying a hat bag, but haven't seen the new hat yet. Bet it is a humdinger, though.

On Monday morning, February 21st, the office seemed much lighter than usual, and on investigating we found that the cause for all the light was a wonderful diamond ring on the left hand of Esther Sovig. A little smile played around Esther's mouth and we are safe in betting that the donor of the ring, none other than our friend George Voth, is wearing a big smile too. The congratulations of the entire office force are extended.

Jack Poenisch was away from his desk a couple of days, account having a touch of lagrippe. However, he is back at this time and is feeling O. K.

Harry Moran, chief clerk to A. J. Hess, Portage, was calling in our office one day this month.

Edna Bremser was also a caller in Chicago on February 22d.

Merril Walker of the Mechanical Engineer's office entertained one noon at Inuch, a number of our girls being present. The occasion being Miss Walker's last day at the office, for ere these items are printed, I think she will be Mrs. Wm. Joost. A beautiful silver bread tray was presented to her. We all extend our best wishes and congratulations.

C. G. Juneau, M. C. B., and Jerome Rosar, just returned from a trip to lines west.

We were sorry to hear of the illness of Miss Nelson's mother, but hope by the time we read this, that she will be feeling better and able to be at home.

Steve Filut, payroll estimator, and Donald Cleary, assistant, were "giving 'em the once over" in Chicago on March 6th. The worst of it was, they couldn't parade up and down Michigan Avenue, for Old Pluvius was reigning supreme that afternoon. Hard luck, and you were all dolled up in your new suits too!

One of our girls has been quite downhearted and quiet for the past month, but O, this morning, what a difference in her disposition. I won't need to mention any names, will I?

M. Parkinson, D. G. C. F., Dubuque, also A. J. Hess, C. F., at Portage were at the office the other day.

Did I hear something about another diamond?? Shhhhh!

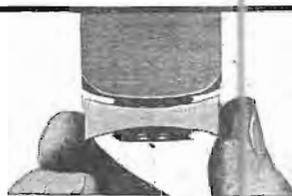
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Ross-Gould
Mailing
Lists St. Louis

Clyde Medley, general car foreman, Seattle, was shaking hands with those in our office.

C. R. Gilman, car lighting engineer, made several trips to Minneapolis and Kansas City.

We were also pleased to see D. E. Rossitter, superintendent at Minneapolis, at our office one day during the month.

Freight Claim Department

Mrs. B. T. Fauls, nee Margaret Keefe, comptometer operator of the Typing Bureau, is the proud mother of a bouncing baby boy.

Mr. K. K. Kimmell of the Loss & Damage Bureau, is a happy father of a baby girl.

Why is C. Piepho burning up the ties between Chicago and Prairie du Chien? Gas tanks or why?

Mr. Edwards of the Salvage Sales Order Bureau is wearing a happier expression since he has received word of his son Clarence, whose condition is much improved. He has been at San Antonio, Texas, for the last three months on account of his health.

Oh Joy, Oh Joy! Wedding bells will ring out at Rosselle in ye merry month of May for Mr. E. W. Kuehn and Miss—Why tell at this time?

There has been a rumor out that our most genial telephone operator, Marie, has been thinking of the taking the fatal step into matrimony.

We are all glad to hear Col. Bauer is convalescing.

We are glad to note that Mr. Chas. Zapfel's hand has healed up so he is able to come back on the dictaphone after having been off for about a month. Is that not so, Chas?

Here's wishing the minstrel show hearty success!

Signal Department Wig Wags—Lines West

F. F. Seeburger.

After seeing how well "The Office Bunch" did on last month's Wig Wags, I hesitate to use my trusty right in writing up this month's events, but since I'm hanging around the office a few hours a day they all refuse, so it is up to me.

C. K. Milns, maintainer at Kittitas, is on a vacation in California, being relieved by F. M. Applegate, helper at Rockdale. M. L. Balls, Renton helper, is at Rockdale and Abe Williams is helping Dave Williams at Renton.

Mrs. R. B. Jeffrey is in Spokane on account of illness, accompanied by R. B. himself. Herman Gulberg is relieving Jeffery.

It is with sincere sorrow and sympathy that we report the death of Mr. R. F. Tyler's father on March 3d. Mr. Taylor died in Minneapolis, Minn., at the ripe age of 70 years.

Not enough left in our department to make much of a write-up. It's now six weeks since Mr. Hubbard made his so-called penetration test and Supervisor Allen and the writer are still stalling around claiming to be on the injured list. My own idea is that the above mentioned parties have spring fever and they are both apt to find their names off the payroll if they don't show signs of life shortly.

E. I. Bates from Warden and F. A. Showalter from Lind, were in Tacoma attending a meeting of the local I. B. E. W., but didn't get around to the office. Don't let this happen again Floyd, as the girls feel bad because they didn't get to see you.

F. E. Cook, tower maintainer and leading real estate man at Chehalis, is off visiting his parents in Spokane, being relieved by E. H. Mock.

Mike is busy putting in new bonds between Thorp and Cle Elum, moving west as the snow goes off.

Don't know what it is all about but have a note saying that R. A. Long is now an accomplished gentleman (as if a signalman ever could be otherwise) besides being the president of Liberty Loving American Citizens. In addition to this he is accused of being a poet and has written some stuff that beats Robert Serviss' "Shooting of Dangerous Dan McGraw" all hollow.

C. M. Sweeney is on the coast accompanied by Mrs. Sweeney. C. M. says Jim Mallanny framed up on him and had him answer a call as a doctor all because of his whiskers. Glenn Collins is relieving Sweeney at Lennep.

Earl Wells is assistant section foreman at Lennep.

McGaugh at Piedmont, has gone into the sheep business, and I understand is doing well.

Sautter at Butte Yard got married, which will keep him busy until business picks up.

Spiegler has gone back to Washington to boss a gang of lumber jacks.

Bert Olson is making a living off Stage and O'Dore playing them pool. O'Dore's perfumed correspondence has increased to such a volume that he has purchased a fire-proof Shannon filing cabinet, and is indexing all his letters; he uses the "Odor System" of filing.

Twin City Terminal Division "Molly O."

Everyone has something nice to say about that new cover for the magazine. For artistic effect it seems to be about le dernier cri.

Speaking of Easter bunnets—the Twin City Transfer Freight Station has a new one for the first time in the memory of the oldest inhabitant. A nice new colonial yellow coat of paint.

Mr. Frank Campbell, chief clerk to General Superintendent Foster, has just returned from a fifteen-days trip to the Pacific coast. In reply to all inquiries he murmurs "Frisco."

We offer our deepest sympathy to August Johnson whose mother died last week.

Favorite indoor sport—bumping. Account reduction force Miss Alvira Ecklund replaces Accountant Albert Obermoe.

Mr. Fahey, Henry Rudd, Charley McCabe, Harvey Lobdell, and Gene Larson have organized an indoor baseball team. The game is on during the noon hour in the freight house. Frank Peel get in the "game." It reduces weight. The team is in for a challenge. Don't rush. One at a time please.

Eddie Poole has got out his fishing tackle. He doesn't care much about the sport—just goes to please the "bunch."

Chester Kelly is back after serving two weeks on the jury.

Fred Johnson hasn't mentioned going to Winnipeg for some time. How about it Fred?

"Lay-offs" is the by-word of the office of late among the local freighters. Old stand-bys don't know what they are missing. Take a day off once a month and reduce that wood pile.

Division Accountants, T. M. Hartz and F. L. Brackett, attended a banquet at the Atlantic Hotel, Chicago, given by Auditor of Expenditure's office the latter part of February.

Mr. Whitney of the Fuel Department, accompanied by J. J. Buelting, traveling shop accountant, were callers at the division accounting office the fore part of the month.

F. L. Brackett, division accountant has become well versed on all legal matters, having served on the jury during the past two weeks.

The district engineer's office is again in the limelight. In January it was Harold Madvig who got married. In February it is Norman F. Podas. He made a trip to Calumet, Michigan, and evidently found that someone whom he could not leave and simply had to bring her back with him. We were suspicious when he asked for transportation for one to Calumet and two coming back. In March more excitement. A 7½ pound girl arrived at the home of F. W. Bolmgren on March 3d. Ernest is so puffed up he has to open the double doors on the Third Avenue entrance to the station in order to get through. We might add that about 10:30 on the morning of the third he received a telephone call and when last seen he was exceeding all the speed limits. To give some idea of his speed it was necessary for him to descend two floors of the depot and when seen passing a point one block from depot he had his coat only half on.

Come on now, boys, Molly wants some items for April and we want to help her out.

We understand the bowling team has two new members in training—Alice and Elvira. We are quite sure that it won't be their instructors' fault if they fail to become experts.

The Twin City Terminal Division Store Department regrets the loss of an exceptionally good man in the resignation of Mr. S. M. Hanses, who left the service March first to enter the real estate business.

The many friends of Harry McCall were sorry to learn of the death of his mother. The sympathy of all is extended to him for his great loss.

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Forgetting financial depression and the responsibilities attendant upon three meals a day, the lady members of the Twin City Terminal and River—I. & M. Division Accounting Departments, betook themselves on March 3d to the "Ambassador" in St. Paul, where a high-class banquet for about 50, had been arranged for by sundry lady railway clerks of the Great Northern, Minneapolis and Consolidated Ticket offices, St. Paul.

After a delightful trip on No. 18, through the picturesque scenery on both sides of the tracks, the Milwaukee Contingent arrived in spirits befitting the occasion. We waited a short time for the mayor to turn over the keys of the Sainly City, but such not being his intention, we lock-stepped into the dining room to the inspiring tune of "Cheer, Cheer, the Gang's all here." After gastronomic satiety had admonished us we had arrived at a state of deglutition consistent with dietic integrity. Miss Sarah Miles of the Great Northern ticket office, stated that the purpose of the meeting was to form a purely social organization of railway women.

The Northern Pacific, Omaha, Great Northern, Soo, Rock Island and Milwaukee Railways were ably represented. A committee consisting of one from each road was chosen to further promote good fellowship among the clerks.

Miss Katherine Wright of the Signal Department was unanimously chosen as the Milwaukee representative, not wholly on account of her ingratiating smile and good clothes, but on account of her discriminating ideas of entertainment suitable for high class entertainees.

Chicago Terminal Doings

Guy B. Sampson.

The 13th is at hand and not a blessed word from any of the others as yet. Well, we will take a chance that some one will yet come across with some news. The most important change we have noticed was when on February 21st both the North and South Humps were abandoned and all work in the Godfrey yards done by flat switching. All business from off the line pulls through Bensenville and enters the Manheim yard opposite the North Hump office, pulling in on 1, 2 and 3 tracks. Here it is broken up and made into transfer trains, and as soon as a train is ready one of the transfer crews takes it at once to its destination. All eastward business, except stock and solid grain trains, are handled this way. The latter are taken into the old receiving yard at Bensenville and handled from there. All stock cars returning from the stock yards pull into the old receiving yard at Bensenville, while all connecting line, and transfer pulls, from Chicago pull into the old train yard at Bensenville. These are broken up and put on respective tracks in the old departure yard. The change made many other changes necessary. Mr. Cammeron and his clerks, who were located in the office west of Manheim, had to change places with Mr. O'Brien and his pencil pushers who were located at Bensenville.

Yardmaster McGowan went to Galewood as yardmaster, while Hayes, Hartman, Angie and Sampson were moved to Manheim and Bensenville, in like positions.

So far the new method is working out successfully and many are of the opinion that the death knell of both humps has been rung.

One morning not long ago Switchman Roy Wyman came in to work with a smile that almost made an island out of the top of his head and all because (he told us this on the side) old Doc Stork had stopped at his house in Elgin and left a big healthy girl baby. We didn't promise not to tell so we thought some of their friends around Portage, Wisconsin, would be pleased to know that Doc Stork has an office away down here in Illinois.

Yardmaster R. P. Hayes has just returned from a trip to the coast, where he went a month ago to make the homeward trip with Mrs. Hayes. We are also informed that R. P. is very much in favor of the changes that took place while he was away, but sorry to lose the new office erected during his absence.

One of the most shocking accidents that we have ever had to report happened at Bensenville, February 20th, while Mr. O'Brien and his son-in-law, Harry J. Gause, were walking along the track between the yard office and the building

where they were to attend morning services. Suddenly Mr. O'Brien was shocked to see Harry suddenly go down in front of a moving boxcar and the car pass over the unfortunate lad's body. Harry was one of the young men who was sure of making a successful future; while working in the office he also was taking a course in school. All who knew him mourn his early demise and our sympathy is extended to the bereaved ones.

Tom Collins is thinking of having a speedometer fastened to his left leg and try working by the mile instead of by the hour as the work of chasing after stock cars, that are to be disinfected, in order to get them properly carded before they get out on the line is causing him to travel—well we won't say how many miles. But we do know that he finds them all, even if he does get notice of them just as the road engine is getting onto the train. Good work, Tom.

Yes, Ray Boland says to tell the boys he has just adopted a daughter that Doc Stork brought to their home recently. Everybody fine. Cigars were just fine.

Harry Severson back on the job at Cammeron's office after three weeks' absence account of illness. Harry says he'd rather work. Guess he's right at that.

Yard Clerk Charles Sorrenson was off a few days the fore part of March and we are informed that he was over in Michigan looking after some property there. Don't know whether it was personal or real.

While we all wish to congratulate Assistant General Manager C. O. Bradshaw and Mrs. Bradshaw we were just a little peeved that they had to wait until after our items were in for March, and in that way the editor got ahead of us on the "scoop" of news. Well, we are not too late to offer our congratulations. A successful and happy future is our best wishes.

The new cover feature on the magazine is sure a fine collection of Milwaukee Scenery, and as we have a copy of every issue which we are to have bound into book form, the different cover pages will be a great improvement when bound.

Again we wrote and phoned and begged and tried to get some news, but not a soul who seems to care whether or not we got enough to fill this column, but believe me, we will take a few days off this month and get some news. Last month we received several items by mail too late and we tried to tell all those who so kindly sent in the same that we have no way of extending the time set by the editor for items to be in her hands. So if you have an item that you think will interest the others, just mail it to your correspondent no matter who nor where they may be. There are many interesting happenings every day in a terminal as large as ours, and if it does not get into the columns of our magazine it is the fault of those who are in possession of the facts. So in the words of Operator Charles Sturges, let us say "all together, some news for the Magazine." Watch us next month.

To the other correspondents we want to say, "Don't let us overlook the fact that the M. N. G. Club wants to meet this summer and we WILL meet, as your president will have a little more time to help attend to the arrangements than he did last year. All right, O'Mally, you and the Mrs. will be there, won't you. And Nora B. (well, I haven't got time to look in the Magazine to see what Nora's last name is), you won't miss it for now you need not fear losing your baggage. For although you tried to prove by Mrs. S. that women could travel without the help of mere man, we don't believe it yet, and won't admit it even if we are made to believe it. So let us get busy and say when and where we are to meet and all have another annual meeting of the club.

Not only Galewood, but the entire Chicago terminal, regrets the passing of William H. Phillips. "Bill," as he was affectionately called, died suddenly Monday, March 7th, from an attack of the heart. He had worked for the Milwaukee road for a period of fifty years, being one of the oldest men in the service and numbered among his friends many of our high officials.

Floyd Hall, who has held down a night position since Eldo was a pup, has been appointed to a day position in the car record office. He appeared the first morning carrying a lantern.

Ed Barry is working nights now. Beware boys!

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That's only one of the things love will make you do.

Did you ever notice the noonday "tryst" at the milk bottles? Ask Bill Dorsch.

Don't forget the big night at the Krinson Ball Room, Madison and California avenue, April 23d. Mrs. Burch is very busy these days.

Not on the Milwaukee

Some years ago, when the bedding was not supposed to be as fat as it ought to be, and the pillows were accused of being constructed upon the homeopathic principle, a New Englander got on a car one night. Now, it is a remarkable fact that a New Englander never goes to sleep in one of these cars. He lies awake all night, thinking how he can improve every device and patent in sight. He poked his head out of the upper berth at midnight, hailed the porter, and said, "Say, have you got such a thing as a corkscrew about you?" "We don't 'low no drinkin' sperits aboard these cars, sah," was the reply. "Tain't that," said the Yankee, "but I want to get hold onto one of your pillows that has kind of worked its way into my ear."

Boisterous Doings at St. Paul

"Birdie."

Why the big line up in front of the Capitol Trust a couple days before pay day, Olaf Hanson among the crowd? Wonder if they had to surrender the fountain pens?

Tom Mulrennan purchased a "Shfalot" at the auto show in Minneapolis last week. Tom advises that it is equipped with all the necessary accessories, including a trailer fashioned after an Irish Jaunting car.

The Invincible Trio has asked to be announced in the magazine in order to gain a little popularity. They are: Art Person, Bob and Pork. They also wish to announce that they are planning a concert with the wonderful Contralto, Mdme. Nyberg, as soloist. Date and price of ticket will be announced later.

What's the matter with the bowling team? Cheer up, boys, you may have better luck next time.

H. K. V. does not spend his week ends at Lake Elmo any more, cause—Ruth. Too bad Pork attended the races and saw you and Ruth eating popcorn, Harold, but Allen's prophesy proved to be correct.

Anna Larkin spends her Sunday afternoons automobile riding. Who's the guy, Ann, is he an automobile salesman, or a chauffeur?

The Boucher family's eucalyptic string orchestra is progressing nicely and soon will be in shape to play at dances, formal and informal. For engagements write or phone Joe Smokey Boucher.

Sad but true. Somebody walked away with the Sparrow brother's family coat. This coat was an heir loom having been in the Sparrow household for better than 100 years, a \$40.00 reward for information leading to its return. Officers Sheehan and Cronin take notice.

Notice: No book agents, insurance agents, nor such, need appeal to Spike Hennessy in the future.

Can anybody advise what happened to Kiser's oil well?

Foreman Fred Bauerfield gave his wife an "ex-minister" rug for her birthday. We calls it killing two birds with one stone.

Save coal by proper care in regulating heat on passenger trains. Remember that the heating of an average passenger train takes almost as much steam as is required to pull the train.

Northern Montana Division

A. B. Goff.

In these days of millionaires made over night in the oil fields near our line in Montana, one is not surprised to hear of any number of our employes who have struck it rich in that great fortune builder which is greater than any gold claim ever staked out in the days of "forty-nine."

The last entry for the Millionaires Club since some of our employes brought in the fifty-sixth well and made their pile, is F. E. Wharton, chief clerk to Superintendent Gillick of this division. It is positively known that he, together with two

other employes, have bought eighty acres in the Black Butte Structure between the West Dome and the Golden West wells, and according to geological reports, this field will prove one of the largest producers in Montana. The field near Winnett already has a score of gushers and thousand barrel wells are common, and coming in daily, so we think Frank's hunch is good that he will be in the ranks of the leading financiers before June.

Conductor Harry C. Thompson and wife have just returned from Los Angeles, where they spent the last three or four months.

Mrs. O. S. Porter, wife of Division Accountant Porter, is visiting relatives in Iowa at the present writing.

The Northern Montana Division mourns with Conductor D. L. McVay and children, in their loss of wife and mother, who was taken from our midst on March 1st, after a very brief illness. The sympathy of the entire division is extended in this—their great loss.

Engineer C. E. Shaw states he has often been told he somewhat resembles John D., and for this reason says, "I'm going to have what goes with it, so write the first letter of me hind name thusly, \$." Oil right, Caleb, but we very much fear you misunderstood and took mother too seriously in infancy. Oh, no; it was not early training. She was really trying to put you to sleep, and besides it is spelled BYE.

E. H. Walters, machinist at Lewistown round house, has gone to Avery, Idaho, to accept the position as round-house foreman at that point. Good luck to you, Earl.

Several officials of the locomotive department visited Lewistown during the month.

G. L. Wood, car foreman, has moved into a nice comfortable house just recently.

N. L. Kennett, one of the day switchman, has changed his working hours so that he could catch a few fish in order to bring down his meat bill, as he finally decided the paymaster was not going to take him out fishing.

Henry Peck of the store department was severely criticized because of making sour kraut in the section gang's water kegs.

Leo, the yard clerk, looked very nice and made a big hit in his costume at the K. of P. mask ball on March 3d.

The chief clerk of the W. M. M. office could certainly have used the new Ford now since their office has been moved down to the round house.

Jack Wickland of Othello, Washington, is to relieve Mr. Yull of the round house foremanship.

Wayland Kier, car inspector, is leaving to visit friends and relatives somewhere in Wisconsin, but up to date haven't learned the town, as "Shorty" isn't in the habit of telling all he knows. Are you "Shorty"?

A stag party was held at the warehouse foreman's (Frank Wright home, Saturday, March 4th. The principal occasion was "rising" and "calling." (Give us a blue deck.)

It really is wonderful. A new one spuded in daily, each one a gusher, spouting forth its liquid gold to run upon the floor and trickle under the door out into the accounting department where—SAY FELLOWS; SOMEONE PUT THAT VALVE BACK INTO THE RADIATOR. IT'S LEAKING ALL OVER THE FLOOR.

Iowa—East

Conductor C. N. Dow returned to work after an extended layoff, during which he visited his son, Superintendent F. C. Dow, in the state of Washington.

Brakeman E. T. Poole visited relatives in Danville, Ill., during the month of March.

Conductor C. R. Cornelius has returned to work after an extended layoff.

Brakeman K. T. Kendall has returned to work after being off for six weeks or two months on account of an operation for appendicitis.

Brakeman E. E. Godwin has returned to work after being off for some time, having several operations in the hospital at Iowa City.

Miss Ruth Taylor of Marion and Mr. Donald Herron, storekeeper at Atkins, were married at Marion. Mrs. Herron is the daughter of Baggage-man E. M. Taylor. Magazine extends best wishes.

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Twin City Terminals

Daisy Carstensen journeyed to Minneapolis from Winona on Washington's birthday. Reason unknown. Why for, Daisy?

The dispatcher's office would like to learn more about the mysterious Ruby that Russell Risberg calls up.

Margaret Eddy, also of the accounting force, requests me to mention the fact that she attended the Zurich ball at the Curtis Hotel, decked out in all her glad rags. We also must not overlook the black beauty spots which she scattered promiscuously over her features. Her "Jackie" also attended in full dress, undoubtedly very much uncomfortable.

Our bowling team is still going strong, St. Paul local freight being the latest victim to take the count. The St. Paul aggregation have been taken into camp twice and the team is looking for other worthy opponents along the system.

S. C. & D Division

H. B. Olsen.

Mild weather continues over the division, and if the groundhog did have his shadow cast, there will only be six weeks more of winter, and, like the present, it won't be hard to take.

Superintendent C. H. Buford, Trainmaster W. F. Ingraham and D. F. & P. A., C. N. Curtis, were over the line recently calling at various stations.

We understand Conductor Archie Gamel has undergone an operation for trouble which he has had for some time. Here's success to you, Archie, and we sincerely hope for a hundred per cent recovery.

Trainmaster W. F. Ingraham recently visited his son, who is attending the "U" at Madison, Wis.

Agent Paulson of Corsica and Conductor Opperude were called to Sioux Falls on January 11 to attend court in behalf of the company. The verdict was in the company's favor.

Conductor Dave Murphy has been off his run a few days and spent a short vacation with his family at Flandreau.

Chief Clerk O. F. Fagg, Sioux Falls, recently took the stand in defense on a law suit instigated against the company.

Wagner station is king of them all when it comes to loading corn, while Vermillion runs a close second on this division.

Conductor Baysore has been off his run for a few days to rest up for a possible "snow storm."

Be polite! It's about the first thing and the most important. Politeness will get you out of more difficulties, climb you more hills, cut you more barb wires, find more smiles than any other quality you can find, and, it's all a matter of habit, you know.

Chief Dispatcher W. C. Givens and Trick Dispatcher J. B. Shoemaker, we understand, rode the goat at the Masonic Temple at Sioux City recently.

Fine new baby girl came to bless the home of Conductor and Mrs. Maxwell recently.

Conductor George Robinson has just returned from a sojourn through the state of Washington.

Conductor "Billy" Rands, together with his brakemen, Penrod and Kelly, appeared on their run recently with brand new uniforms. Salute!

Agent Wood at Ravana has gone to Rochester, Minn., for examination by Doctors Mayo.

Conductor Burrel has been assigned the ice train at Madison. Fishing is fine, he says, and the "outing" is finer.

Rumors have been started that electric lights will soon be installed in the West Yard office. The improvement will surely be appreciated after having used the old kerosene lamp so long.

Keeps G. Y. M. (night) Tom Oxley busy these nights as, in addition to the regular work, he has to watch the ice loading and give them a switch when needed.

Keep up the heavy car loading habit.

The prevention of claims commences at the door of the outbound freight house—see that the packages are packed and properly marked before accepting.

Switchman O. F. Torrey, Sioux Falls, spent a few days in St. Paul recently.

Yardmaster J. R. Bankson, Sioux Falls, took his usual three days off, spending this period at Sioux City. Switch Foreman Ray Hunter is relieving.

Iowa (Middle and West) Division*Ruby Eckman.*

Donald Rait, son of Engineer W. D. Rait, who has been spending a few weeks in Perry with his parents, left January 12 for New York City, from which place he will sail for Tampico, Mexico, to take up his work as a construction engineer for the Foundation Company, a New York firm which has the contract for a six million dollar job in Tampico.

Betty Mae Marchant is the name of a new baby in the home of Train Dispatcher Curtis Marchant of the Perry office force. The baby's grandmother, Mrs. F. B. Cornelius, was out from Marion to get acquainted after the little one and her mother left the hospital.

Car Inspector William Lee has a new daughter-in-law since the latter part of December. His son, Leslie, was married to Minnie Goesling, of Arlington, Neb. They are at present making their home in Perry.

Otto Pohl, lead boilermaker at Perry roundhouse, enjoyed a visit from his sister, Mrs. Schaetzle, and her 13-year-old son William, during the holidays and Otto says he has not had so much fun since he was a boy himself. The nephew, who is a patrol leader of Boy Scout Troop No. 9 of Dubuque, brought his gun with him, and as there was a fine fall of snow about Christmas, Otto and the boy went hunting. Their first trip out the boy shot eight rabbits and the second day he shot eighteen out of twenty that were sighted. The lad is considered by old hunters as a marvel with a rifle.

Ticket Clerk M. C. Jacobs and wife and Conductor E. B. Oehler entertained over New Year's their brothers, George Oehler and John Oehler, of Chicago and Iowa City, and their cousin, Alice McGuire, of Marion.

Engineer Stephen Trine's wife has been very seriously ill at her home in Perry since about the holidays.

John Wagner, who is completing his apprenticeship as a machinist at Dubuque, was home for a visit over the holidays.

Conductor A. N. Drake of the Western Division and Miss Mildred White of Perry were married in Des Moines the latter part of December.

Conductor F. L. Holdridge had the misfortune to break a bone in his hand when he was throwing a derail at Madrid the fore part of December. The injury is such that he will be off duty some time.

Obituary

Jeremiah Sweeney, for many years operator and ticket agent at Freeport, Ill., passed away on the morning of March 12th after a long illness.

He was born in Freeport August 4, 1860, and has been in the employ of the company considerably over twenty-five years at Savanna and at Freeport.

Funeral occurred on the 14th and burial was at Freeport, his home for twenty years. He is survived by his widow, Trainmaster John Connors of the Illinois Division; George Layton, special officer, Savanna, and Tom Smith, Elkhorn, Wis., were among out-of-town railroad friends who attended the funeral.

Are Your Dollars "Quitters?"*Walter Distelhorst*

Nobody receives any benefit from the money you save in an old sock in the bottom of your trunk or that your wife saves in the broken sugarbowl on the top shelf of the cupboard. It does not earn interest for you or for any one else. The money that you save and hide is taken out of circulation and does not do its part in keeping the business of our city going. It does not pay its way.

Nearly all the business transacted in this country is done by check. In only about five per cent of the transactions is actual money used. The use of actual money in large amounts for the transaction of business is extremely cumbersome and would slow up

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222-224 North 5th St., MINNEAPOLIS, MINN.

business very much. Checks are accepted because back of them there is actual money in the bank to redeem them.

It is estimated that every dollar that is deposited in the bank does the work of twenty dollars. When you keep your savings at home you are withholding them from the bank where they would render this twenty-fold service. By just so much are you retarding business in your community. You aren't using the money, and you are not letting other people use it—a case very similar to that in the old fable of the dog in the manger, who could not eat the hay on which he was lying, yet wouldn't let the ox eat it either.

When you deposit your money in a savings account at the bank every dollar works for you and works for others as well. You can draw it out any time you need it, but it draws interest while it is on deposit. No matter how much you put into your sock or your sugarbowl there never is a cent more than you actually drop into it. If you put a dollar into it January 1, a dollar you will find there December 31, and not a cent more. But if you had put it into the bank January 1, \$1.03 would be waiting for you December 31.

As a matter of fact, you might find nothing in the sock or in the sugarbowl at the end of the year if some thief had discovered your hiding-place or if fire had burned your house and with it your sock or bowl "bank." Nearly every day we read in the newspapers how somebody lost the savings of a lifetime in some such way as that. Will you be next?

The Call-Boy Says:

A modest switchman is a thing of beauty and a joy forever.

Some yardmasters take all the credit for brains, others share it with their superiors and subordinates.

Box cars are no respecters of persons—don't fool with 'em.

Black Hills Division Notes

J. R. Quass.

Engineer J. S. Johnson has taken a passenger run east of Murdo, while the switch job is pulled off at Rapid City.

R. E. Mytinger, who has been agent on this division for a good many years, has resigned and is now general manager of the R. C. B. H. & W. Ry. at Rapid City.

Mr. Shore of Mason City is now agent at Rapid City, having drawn it on Bulletin. Operator Potts is in charge of first trick job.

Conductor W. L. Johnson and wife took several weeks' vacation which they spent in Iowa and Illinois visiting friends and relatives.

Engineer A. M. Saxer, who has on west end the past year, is now working out of Mitchell.

Roadmaster J. A. Farnell and all section foremen have a meeting at Murdo March 8th, getting together on work that is to be done this spring.

Conductor Patton took a couple weeks' vacation which he spent visiting in Sanborn and Mitchell.

Mr. Grosse is night roundhouse foreman at Murdo since George Messerle has gone to La Crosse to fill a similar position.

Save coal by banking fires in stoves during the hours that offices or buildings are closed. Bank fires by placing coal in fire pot and then throwing ashes on top of coal.



Where seconds count

The Powerful Headlight

LOOK

- 21 Perfect Jewels
- Adjusted to Positions
- Adjusted to Temperature
- Adjusted to Isochronism
- Adjusted to the Second
- Thin Model
- All Sizes

of the ponderous locomotive penetrates the darkness a mile ahead as the train pulls into the station. Passengers responding to the "All aboard" may regard the headlight as a safety guarantee, but the conductor, the engineer, the dispatcher, look on the face of their dependable timepiece and tell you the unerring watch—the Santa Fe Special—is the life saver and property saver of the railroad world.

No better design, handsomer, or more dependable watch than the Santa Fe Special has ever been produced by human genius. This watch will be an accurate timepiece for a life-time and longer, no matter what is your occupation or how exacting you may be.

I want to tell you about the big saving in price—the easy payment plan, but most of all, I want to send you a watch designed to your order—let you see it with your own eyes before you pay a cent—try it a month and if not satisfied return at my expense.

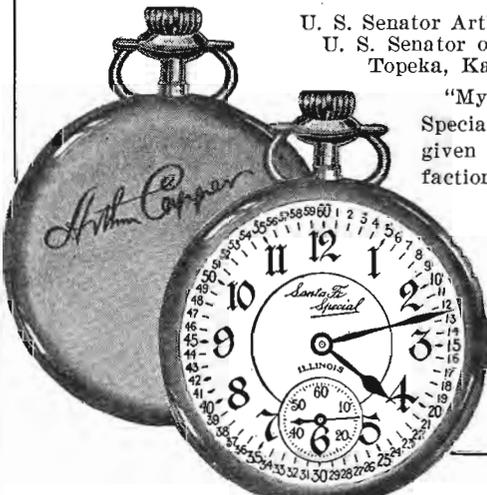
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Adjusted to Six Positions
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Save One-Third to One-Half the price you pay for a similar watch made by other Manufacturers. Most Liberal Offer Ever Made. Our "Direct-to-You" low wholesale terms and Extra Special Distribution Plan is fully explained in the New Santa Fe Special booklet just off the press. The "Santa Fe Special" Plan means a big saving of money to you and you get the best watch value on the market today. Watch sent for you to see without one penny down.



U. S. Senator Arthur Capper
U. S. Senator of Kansas
Topeka, Kansas

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Topeka, Kans.

(Home of the Great Santa Fe Railway)

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Please send me your new Watch Book with the understanding that this request does not obligate me in any way.

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Was \$200.00 **Send No Money Now** **\$158.00**
Thirty Days Trial

Use This Silvertone Thirty Days Before You Decide to Buy! Don't pay a cent in advance. Just mail the coupon below and we will ship you this Model R Silvertone and the records you want with it. Play the outfit as much as you please. Compare it with any other phonograph at any price. If, at the end of the thirty days' trial, you are not fully satisfied with the instrument, if you do not believe that it is in every way the equal of any phonograph on the market selling at prices from 50 to 100 per cent higher than the Model R, simply notify us and we will take away the phonograph at our own expense and will return any charges you have paid. The thirty days' test will not have cost you one cent nor placed you under any obligation.

Only **\$10.00** a month

If, after thirty days' trial, you are fully satisfied with the phonograph and desire to keep it, send us \$10.00 a month until the total of \$158.00 is paid, plus the price of any records ordered. Compare our terms with those offered on any other phonograph of the same high quality. The small monthly payment makes it easy for you to own a really fine instrument without incurring a heavy financial burden. You can enjoy your phonograph to the utmost while paying for it.

Price Reduced \$42.00

The Model R sold last year for \$200.00. Even at that price it represented an enormous saving over other phonographs of the same size, quality and beauty of design, but at our special sale price of \$158.00 it is the greatest phonograph bargain we have ever offered. Do not miss this money saving opportunity.

Wonderfully Sweet and Mellow Tone

The perfected Silvertone sensitive reproducer, in combination with the non-vibrating tone arm and the scientifically and acoustically correct amplifying chamber, creates an exceptionally clear tone. The range of sound from loud to soft is regulated by a tone modulator.

Handsome Adam Period Cabinet

None but the finest materials enter into the construction of this phonograph. We can furnish it either in polished mahogany or walnut, or in dull finished quarter sawed fumed oak. The woods used are carefully selected for the beauty of their grain and are hand rubbed and polished to bring out the full splendor of their color.

Absolute Satisfaction Guaranteed or Your Money Back

You are perfectly safe in buying this Silvertone—the phonograph with a lifelong guarantee. We guarantee the Silvertone to be the equal of any other phonograph in every respect and we will make good this guarantee by returning your money at any time if for any reason you are dissatisfied with your purchase.



Model R Adam Period.
Gold Plated Metal Parts.

Dimensions, over all, 47½ inches high, 22¾ inches wide, 20¾ inches deep. Net weight, ready to play, about 95 pounds. Silvertone Reproducer and Silvertone Convertible Arm to play any make of disc record. Latest improved tone modulator. Large, heavy, extra powerful double spring motor, exceptionally quiet and smooth running. Twelve-inch turntable, covered with fine quality royal purple silk velvet. All visible metal parts heavily gold plated.

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Sears, Roebuck and Co. (Mail this order to our nearest store.)

96M70A

Date _____ 1921. Ship me the Model R Silvertone in the finish I have checked, Mahogany, Polished, Walnut, Polished, Quarter Sawed Fumed Oak, Dull Finish. If, after thirty days' trial, I decide to keep and use the Model R, I will send \$10.00 as first payment and pay the balance at the rate of \$10.00 monthly until the price of \$158.00 for the phonograph added to the price of any records ordered with it is paid in full; then the outfit becomes my property. If I decide after thirty days' trial that the Model R is not satisfactory, I will notify you and you are to give instructions for returning it at your expense, and return any money I have spent. I have always been faithful in paying my obligations, and am making this statement for the purpose of inducing you to grant me these terms. I give you my pledge that you may feel safe in trusting me to pay as agreed.

Sign Here _____ (If under age, have some responsible member of your family sign with you.)

R. F. D. _____ Box _____ Street _____
 No. _____ No. _____ and No. _____

Postoffice _____ County _____ State _____

I have been located _____ If less than five years, _____ Do you wish shipment made by _____
 in this town since _____ give former address _____ express or freight? _____ (State which.)
 Please give name of HEAD OF HOUSEHOLD _____
 to simplify the keeping of our records. _____ Business or Occupation _____
 Name of HEAD OF HOUSEHOLD _____ (Please Give Names of TWO References.)

Name	Address	Business or Occupation

- Mahogany, Polished.
- Walnut, Polished.
- Quarter Sawed Fumed Oak, Dull Finish.

RECORDS.
 Check in the square above if you want us to send a bargain collection of twelve 10-inch Silvertone Double Disc Records of our selection. Silvertone Records are made by well known artists and can be played on any standard phonograph. At our low price these records are an exceptional bargain.

12 Records for \$7.95