

# THE MILWAUKEE EMPLOYEES MAGAZINE

*June 1921*

ON THE  
PEND OREILLE RIVER, IDAHO

# Dont Senda Penny



A record-breaking bargain. A splendid, stylish summer suit of cool, serviceable material at about half what you would expect to pay. Keep your money till suit arrives. Then pay only the smashed price and try suit on in your home. Send it back if you don't think you've found the biggest value offered by any house today and we will return your money at once.

## Panama Beach 2-Piece Suit

Extra fine beach cloth in both striped and plain tan. Striped model is tan with blue hair-line stripe. Coat cut in latest style, arms strongly reinforced with taped seams stitched and well finished. See if you can match this suit for less than \$7—yet our smashed price is only—

**\$3.95**  
On Arrival

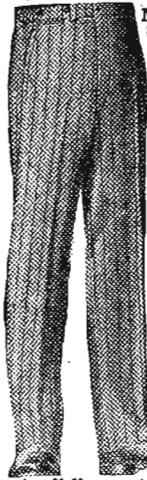
### Delivered FREE

Designed with 3 patch pockets, one breast pocket and two side pockets. Ivory buttons to match. Full cut trousers with reinforced seams, pocketing of heavy drill. Has belt loops, two side, two hip and one watch pocket. Cuffs at bottom. Sizes 34 to 44 inch chest measure; trousers in proportion. Give chest, waist and inseam measure. Order striped pattern by No. CX1445. Plain tan by No. CX1447. Price guaranteed lowest in the U. S.

### Sensational!

Better order two suits—one of each pattern—while this offer holds good. Send only post card or letter. Pay bargain price on arrival. We have paid delivery charges. Then examine the splendid material and careful tailoring and note the trim stylish lines. If not satisfied, return suit and we refund your money. Be sure to give measurements. Send today while cut price holds good.

LEONARD-MORTON & CO., Dept. 8759 CHICAGO



Men! Price cut saves you half! See these pants at our risk. Send no money. Pay only when pants arrive. Examine and try on. If you don't think you're getting twice the value you could get elsewhere, return pants and back goes your money.

## Worsted Pants

for WORK or DRESS

Cut Price **\$1.69**

Very substantial, closely worsted cloth, double sewed throughout. Full size side, hip and watch pockets; belt loops; neatly trimmed and finished. Comes in dark gray striped pattern which goes well with any color coat. Sizes, 30 to 42 inch waist measure; 30 to 34 inch inseam. Order by No. CX735.

### Delivered FREE

Don't let this chance pass. Send no money—just post card or letter. Pay only the bargain price, \$1.69, on arrival. We have paid delivery charges. If not amazed with your saving, send them back and you are not out a cent. What size shall we send?

LEONARD-MORTON & CO., Dept. 8759 Chicago

# Dont Senda Penny

Look! You haven't seen an overall bargain like this in 6 years. Send no money now. Pay only on arrival and then examine these overalls at your leisure. If you don't say they are as good a grade as you have bought for double the slashed price, don't keep them. We will return your money and the examination costs you nothing.

## OVERALL and Jumper

Order now to get this price—good while stock lasts.

**99c Each**  
DELIVERED FREE

Overall and jumper made from good quality genuine indigo blue denim, full cut. Two swing, two hip and a rule pocket. Riveted buttons. Durable suspenders. Overall sizes 30 to 44 inch waist measure, 30 to 38 inch inseam. Jacket sizes 34 to 43 inch chest measure. Order overall by No. CX219; jumper by No. CX220. Also comes in stifle. Order overall by No. CX221; jacket to match by No. CX223.

### Great!

This remarkable offer will be snapped up by thousands. Better not delay. Send letter or postal—no money—and pay only the bargain price, 99c each, for overall or jumper on arrival. We pay delivery charges. If these garments are not better than those you have bought at \$2.00 each, return them and your money will be refunded. No obligation—no risk—send today.

LEONARD-MORTON & CO., Dept. 8759 CHICAGO



# Dont Senda Penny

Send for this smashing bargain by first mail. No money now. Pay only the special slashed price on arrival and try shoes on in your home. If you don't think these shoes are better value than the regular \$5.00 quality elsewhere, send them back and we will return your money.

## Gun Metal DRESS SHOE

Great shoe for both style and wear. Big value at our cut price.



**\$2.95**  
On Arrival

Fine grade gun metal real leather. Latest medium recede English toe. Low broad walking heel. Wide widths. Sizes 6 to 11. Order No. AX1530. DELIVERED FREE

Only 3,000 pairs of this splendid model in lot. Better send quick. Just letter or post card—no money—and when shoes arrive pay only \$2.95. We pay delivery charges. If not satisfied for any reason, return the shoes and we refund your money. Tell us your size—today.

LEONARD-MORTON & CO., Dept. 8759, CHICAGO

# Dont Send a Penny

Here is your chance to save money on a handsome skirt and to get a pretty waist free in the bargain. Send no money. Pay nothing until garments arrive—then only the bargain price of the skirt. Try on and examine in your home, then if not satisfied, send them back and we will refund your money. You would be glad to pay our bargain price for this skirt alone, but if you send at once you get the waist FREE with it.

**Stylish Sicilian MOHAIR SKIRT \$2.98**

On Arrival Delivered FREE

Good quality mohair—looks like silk. Gathered at waistline with double shirring. Wide detachable belt. Fancy trimmed pockets. Sizes, waist 22 to 40 in. Lengths, 34 to 42 in. Order: Blue by No. BX1017 Black by No. BX1018 Gray by No. BX1019.



**FREE Waist**

White voile, handsomely embroidered. Slip-over model. With new style round scalloped neck and sleeves of contrasting color. Sizes, 34 to 46 bust. Remember, this waist costs you nothing. It comes to you free with the skirt above.



**NOW** Order at once while free waist offer is on. Be sure to give sizes wanted—waist, hip, bust, length. Keep your money until goods arrive. Then pay only \$2.98 for the skirt—nothing for the waist. We prepay delivery charges. Then if you don't want to keep them, return the garments and back goes your money. No risk—send today.

LEONARD-MORTON & CO., Dept. 8759 Chicago

**5-EYELET GABRETTA Oxford \$2.48**



Stunning style—very latest most classy model. Uppers of finest soft kid finished leather. Soles, splendid grade light weight flexible leather. New height Cuban heels. Wide widths. Sizes 2½ to 8. Be sure to give size.

Order brown by No. AX158. Order black by No. AX159.

Delivered FREE

**Dont Send a Penny** No money now. Just send us a letter or post card. Pay bargain price, \$2.48, on arrival. We prepay delivery charges. Examine and try on in your home. If not equal to any 5 Oxford you ever saw, and just what you want, return them and we refund your money. **NOW** Don't wait. Send your order while this bargain offer holds good. You don't risk a cent because you decide for yourself after you get the shoes. Put your order in first mail. Order by number. Give size. LEONARD-MORTON & CO., Dept. 8759 Chicago

# Dont Send a Penny

There will be a flood of orders for this wonderful dress bargain, so act quickly. Send no money now—just tell us to ship you this charming frock. Pay only on arrival. Then try it on—examine every feature—and if you don't think it worth easily double our price, send it back and we will refund your money by return mail.

**Charming Voile Flowered DRESS**

You have never had an idea that you could buy a beautiful summer frock for so little money. The material is a splendid quality printed voile in charming flowered pattern. A sensational bargain

**While \$1.78 They Last 1 On arrival Delivered FREE**

Stylish gown has collar of sheer white lawn in long roll effect edged with pretty Val. lace. Voile vestee trimmed with pearl buttons and Val. lace. Set-in three-quarter length sleeves have cuffs piped with white lawn. Belt finishes in back bow-tie sash. Full flaring skirt shirred all around under belt. Colors: Copenhagen blue or rose. Ladies' sizes, bust 34 to 46 inches. Misses' sizes, bust 32 to 38 inches.

**Sensational!** Such a tremendous bargain can't last long. Send letter or postal today and when dress arrives pay only the bargain price, \$1.78. We have paid delivery charges. If dress doesn't compare with others at \$4.00 or \$5.00, return it and money back. Be sure to give size wanted and—order quick!

LEONARD-MORTON & CO. Dept. 8759 Chicago

Choice of 2 Colors



Order Rose by No. BX-951.

Order Copenhagen Blue by No. BX964



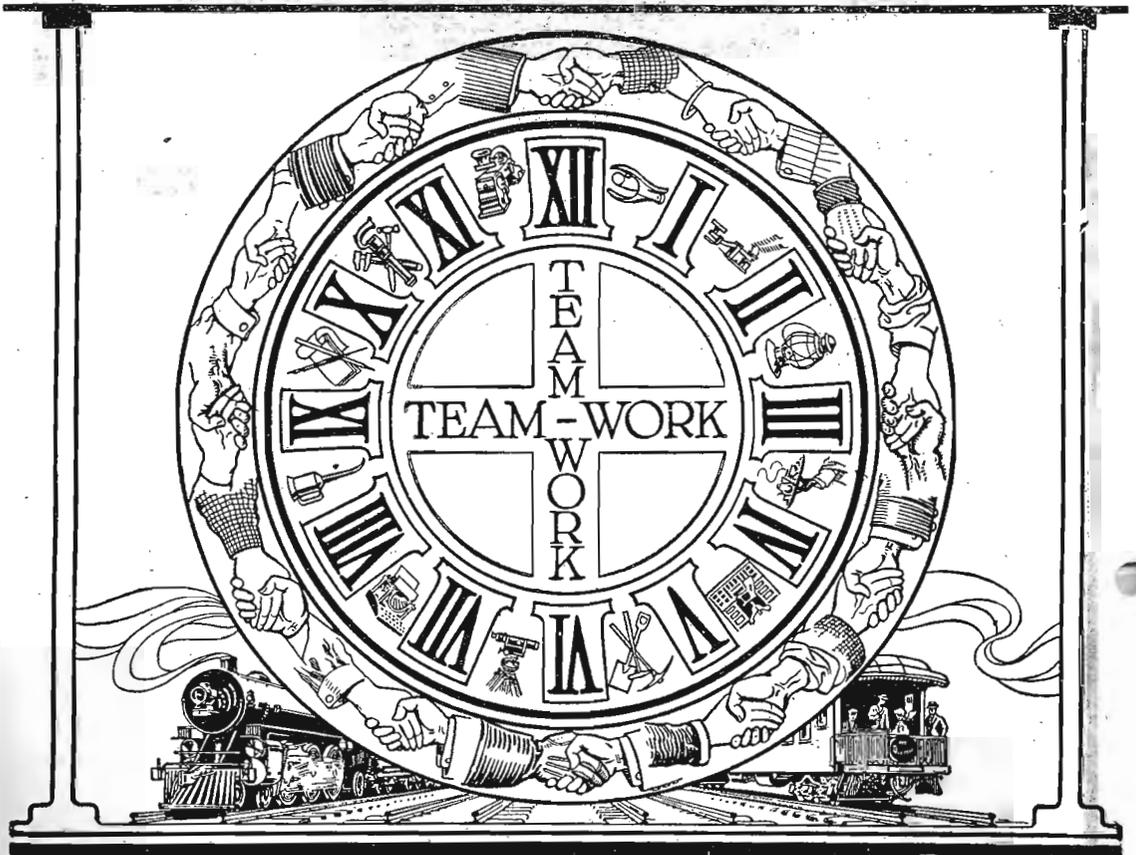
# Stylish Panama Hat

Men! We claim that this is the biggest Panama hat bargain offered in five years. Send for it—but keep your money until hat arrives—then pay only the smashe price, then examine it—try it on. Compare with anamas priced at \$5.00 and \$6.00. Then if not satisfied for any reason, return the hat and we'll refund your money.

**\$2.25 Delivered FREE!** Men's elegant white Panama handsome Broadway style. Snappy curled brim, correct height; lustrous black ribbon band, splendid quality sweat band. A hat you will be proud to wear. Blocks to anys ape you want. Good for several seasons. Order by No. CX815. Be sure to give size. **HALF!** You'll say that this fine Panama would be cheap at twice our price. Remember just post card or letter brings it on approval. Pay only \$2.25 on arrival. We pay delivery charges. If not even a finer quality than you expect, send hat back and back goes your money—you take no risk. Order now. LEONARD-MORTON & CO. Dept. 8759 Chicago

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# A Fob for You

Here is a chance for you to secure a dandy, serviceable and attractive watch fob—just like the one in the illustration opposite.

Of course, the fob is emblematic of the railroad you are working on, one of the great railroad systems in the world.

## **The Milwaukee System**

These fobs are manufactured from a very fine grade of leather, well seasoned and color cured to such a degree that they will always maintain a good appearance.

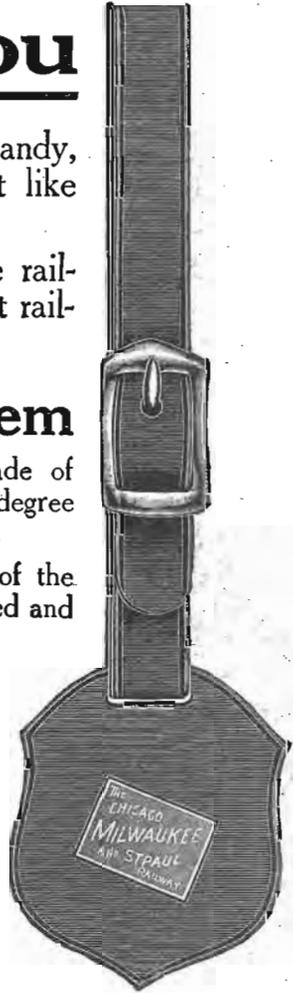
In the center of the fob there is an emblem of the Milwaukee System. The emblem is double plated and polished, thereby eliminating the possibility of tarnishing.

## **Wear a Milwaukee Emblem**

We have a limited number of nicely plated emblematic buttons, either pin or screw backs. Let the public know who you are identified with.



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# THE MILWAUKEE EMPLOYEES MAGAZINE

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VOLUME IX

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NUMBER 3

## “No Time”

W. L. Schmitz

*(“By the Street of Bye-and-Bye We  
Arrive at the House of Never”)*

Of all the mental barriers men place in their way to impede their progress, none is so common as the “No Time” species of self-hypnotism. Men have excused their lack of greater achievement with this argument from time immemorial, and some men will continue to do so until the sun has become a ball of ice. Why? Because it is so simple and human. No time to do things we ought to do simply means poor management in utilizing time, insufficient desire or unwillingness to make a few personal sacrifices.

Nine times out of ten, if a man asked another to join him in a pet hobby or favorite form of amusement, time could and would be found, because if the desire is very strong to do a thing, the time is managed somehow. The trouble with so many is that the yearning is not strong enough for the thing they think they want to do. Generally a great longing for certain accomplishment produces the creative force that tunnels mountains and does other big jobs, but softly wishing without vigorous action seldom gets anywhere with the big things of life. Men often wait so long for “time” that they lose the power to act,—they become blind to

the chance and powerless to grasp it.

Time is the wage earner's capital. It is all he has to sell, and the value of his time constitutes his earning capacity. To make his laboring hours more profitable he must utilize at least a part of his time in increasing his business value—his knowledge and efficiency. He must do it now,—bye-and-bye is too late. If the character of a young man is under scrutiny, one of the questions is “what does he do with his spare time?” Does he seek education, self-culture, in the odd moments; or is he always on the lookout for amusement.

Many men who feel the need for making up for their early educational losses fail to see that a few moments, even, of reading, during their spare time, or a little study of an evening or a holiday, goes very far toward acquiring an education. And yet many a man has secured a splendid substitute for a college course in just this way. The pursuit of learning by a soul hungry for knowledge,—yearning for mental enlargement, is the best kind of an investment, because it gives infinite satisfaction and advantage. It may not put him in the way of successful competition with the natural money-getters, but there are things quite as important, and they are,—trying to be a real man,—to make

the most of one's qualities and opportunities. There never will be any "trust," any "combine" in character building; other bad investments may be made, but a man if he so wills, may always invest to advantage to himself. He may be, for the time, out of work, but he can get a good job, during such a period, working for himself, improving himself, enlarging his life; acquiring knowledge along the lines of his chosen work, or of his talents.

Life is composed of two vital forces,—positive and negative. The positive man is self-confident, self-reliant. He first makes up his mind what he wants to do, then he does it; there is no place in his mind for "I can't, no time." He makes and takes time. He plans ahead; he has a certain time to do this and a certain time to do that; and a certain time each day for silent, concentrated reading, thought and study. His predominating impulse is, "I can and I will." The negative man is just the opposite. He is all that the positive man is not; he seldom knows what he is going to do twenty-four hours in advance. He knows, however, that he has to work a certain number of hours each day, so many days each week, and beyond that he has no plans. He wants to do this and he wants to do that, and he frequently does neither. He's as much at sea as a sailor in a shipwreck. Any man who reads this will recall the time when he promised himself that he would do a certain thing, and then didn't do it. What is the answer? On the great clock of time, there is but one word,—Now.

### The Railroad Inquiry

At the hearing before the Senate Committee in Washington in May, for the purpose of inquiring into the situation in which the railroads of the United States find themselves at the present time, Mr. T. DeWitt Cuyler, Chairman of the Association of Railway Executives gave the following statement of the railroads' case. He announced that a number of competent witnesses would be put on the stand, the first of them being Mr. Julius Kruttschnitt, Chairman of the Board of Directors of the Southern Pacific Company. Among those to follow were President H. E. Byram, Daniel Willard, President of the B. & O. R. R.; A. E. Smith, President of the New York Central, and others. The hearing was held too late in the month to get the testimony of any of these witnesses

for this number of the Magazine. In opening, Mr. Cuyler said:

"The transportation service of this country is passing through a crisis. It is not a crisis peculiar to the railroads of the United States: It is a situation of world-wide incidence arising from perfectly understandable causes, most of them having their origin in the world war.

"Feeling, as we do, that the world has definitely turned the corner of its most acute depression, so we feel that the railroad situation has likewise passed through its darkest hour and has now definitely turned for the better.

"The last Congress, in passing the Transportation Act, placed upon the statute books the most constructive measure dealing with our transportation situation which had been enacted into law in the past 15 years.

"The Transportation Act has not broken down; the present difficulties of the railroads are not due to the Transportation Act, and the Transportation Act provides effective machinery for remedying, in so far as it may be done by national legislation, the difficulties in which the railroads now find themselves.

"The managements of the railroads do not approach Congress or the American people asking for any amendments in existing national legislation. They desire to make perfectly clear their present situation, and the measures they are taking and propose to take to work their way out of existing difficulties.

"The railroad managers regret that the operation of inexorable economic laws makes it necessary that railroad wages should be reduced. But the railroad managers have no fight with their employees, and the supreme aim of every railroad management in America to-day is to establish its relationship with its employes on a basis of friendliness and co-operation which will result in work at satisfactory wages for the largest possible number of men and in an efficient and economical service to the public.

"The Interstate Commerce Commission has a clear understanding of the real nature of the American transportation problem and has evinced its desire in co-operation with the public and with the railroad managements, to work out the difficult problems of regulation in a manner which will insure adequate facilities and complete protection to public interest.

"The public also is manifesting a disposition actively to co-operate with railroad managers.

"Railroad managements are fully aware of the feeling in many quarters that certain railroad rates are excessive, and the unremitting effort of the railroad managements of this country is to provide service of such economy and efficiency that it can be rendered at a rate which will promote the movement of the largest possible amount of traffic.

"The responsibility of railroad manage-

ment is of course not alone to give low rates, but to provide adequate facilities. In times of prosperity the adequacy of facilities is of more consequence than the rate itself. So that if the railroad managers assent to a schedule of rates in time of depression which makes it impossible for them to provide adequate facilities against a period of prosperity, they would be recreant to a duty they cannot escape.

"The public and the Congress may rest assured that the railroad managers are straining every nerve so to reduce their expenses that they may be able at the earliest moment to adjust rates to changed economic conditions, and certainly to the end that no individual rate shall be so high as to interfere with the normal movement of a commodity.

"The railroads have just emerged from a year of extraordinary expenditures, expenditures so large that even with greatly increased freight revenue they were unable to earn an appreciable sum upon the actual investment in American railroad property.

"The railroad executives will explain to the Senate Committee the reason for these expenses. The railroads will show specifically that the greater part of the increased expenses of 1920 are due to causes over which the railroads had no control. The railroads will also show, I believe, that they are rapidly surmounting their difficulties and from now on will realize a progressively improving situation.

"The eyes of the railroads are turned to the future, and the railroad managers are confident that as a result of the hearings before the Senate Committee there will be a far better understanding on the part of the public of the whole railroad situation."

**Fear**

"It is safe to say that no good work was ever done in fear. Until you have struck the shackles of fear from your hands you can do nothing. Until you get the grip of fear loosened from your mind, your brain is not efficient, and you cannot remember well, think straight, or imagine constructively. Until you purge the poison of fear out of your heart, your emotions instead of giving you power and pep will cause you only fear and confusion. Fear is your greatest enemy. It is a ghost. It is nothing at all. But it is no less terrible for all that. It is fear that reaches out its ghostly hands to strangle you in the nick of crisis, just when everything depends upon you. It is fear that tangles your feet, hangs like a millstone about your neck on your journey; it dims your eyes so that you cannot see the truth, roars in your ear until you cannot hear the music all about you, fevers your blood, unstrings your nerve and pours its senile impotence into your cup of life. You have one big battle. It is to conquer fear. That done, the world is yours, your own will come to you, and the stars in their courses will fight for you. If you will think a bit you will see how fear spoils all

your life. LOVE is "the greatest thing in the world," and it is fear that turns the heaven of love into the hell of jealousy and suspicion. Don't be afraid to love, and to believe that you are loved. Unfortunately, it is easy to imagine anyone hates you, and hard to think anyone loves you. But you must be bold to believe in love, if you would be happy. You may be deceived if you trust too much, but you will live in torment unless you trust enough. 'He that believes in everybody may be bitten, but he that suspects everybody will be devoured.'

**The world loves a red-blooded man who stands up and makes a fight for his friends and his convictions.**

**If he wins, he is a generous victor; if he loses, he comes up smiling.**

**Two Winter Days of Long Ago**

Editor, *Employes' Magazine*:

It is thought that perhaps the following authentic copies of two of the 7 a. m. official weather reports of the Company for the same day for two different years would be of interest to the readers of the Magazine:

Division	January 16th (7 A. M.)	
	1888	1889
	Below Zero	Above Zero
Chicago .....	27	40
La Crosse .....	50	32
Wisconsin Valley .....	50	32
Prairie du Chien.....	15	40
Mineral Point .....	15	40
Northern .....	45	37
C. & C. B. (in Illinois)...	25	43
R. & S. W. (in Illinois)...	20	42
R. & S. W. (in Iowa)....	30	38
C. & C. B. (in Iowa)....	23	38
Kansas City .....	18	48
Dubuque .....	40	35
River .....	35	40
Wabasha .....	38	38
Chippewa Valley .....	38	38
I. & M.....	30	38
Hastings and Dakota....	29	29
F. & S. Line.....	22	26
So. Minnesota .....	30	40
Iowa & Dakota.....	18	37
Sioux City & Dakota....	16	34
James River .....	26	21

It will be noticed that the difference is consistent, in that all divisions show below zero one year and above zero the next. This not only illustrates the infinite variety and fickleness of the weather conditions over our lines at that time, which have not changed much since, but with another thought in mind, confirms the opinions in regard to present conditions that theorizing in regard to comparisons of anything in the railroad business for a given period one year with the same period in the previous year is quite apt to prove to be mostly guesswork, and as misleading and unsatisfactory as prophetic comparisons of weather conditions.

B. A. D.

# A Tourist Trip Through Southwest Washington

*E. A. Lalk*

Located on Grays Harbor at the foot of the Olympic Peninsula, which is the heart of the greatest belt of standing timber in the United States, if not in the world, are the cities of Aberdeen and Hoquiam, Wash. A short distance to the south, on Willapa Harbor, are another two twin cities—Raymond and South Bend. From the ports of these cities more lumber moves than from any other ports in the world. To be able to visit these interesting places alone is a treat, but to company with a native, as Jim Cousins, a railroad friend from the East, and myself were privileged to do recently, is a delight.

We left Tacoma on Milwaukee train No. 117 at noon and as the two engines were taking it up the steep grade through the canyon out of Tacoma, we settled ourselves comfortably upon the rear platform of the parlor car so as to be able to enjoy to the fullest extent the delightful weather and beautiful scenery. A parlor car in a lumber country may seem out of place, yet it must be realized that the country may be wild, yet the patrons of our line are very much civilized and demand the best service our railway affords.

As we topped the hill at Hillsdale, we followed the Mountain highway as far as Frederickson and then branched to the west on the Grays Harbor line proper. From here on until we reached Rochester the country is quite level adjacent to the railway, with here and there stretches of natural prairie dotted with clumps of timber—small timber, known to the lumberman as prairie timber, valued for the manufacture of ties. From these open stretches of prairie, a splendid view can be had of the entire Cascade Range, visible north and south, and from the station of Rainier, Wash., we had a good view of three of the principal mountain peaks of the Pacific Northwest, namely, Mt. Rainier, Mt. St. Helens and Mt. Adams—a full view of Rainier and the snowclad tops of the others making a wonderful panorama. To the north also was visible from this point the Olympic Range of mountains,—the country lying in a natural basin, surrounded by these mountain ranges to the north and east and the Black Hills or Coast Range to the west.

As we journeyed, my friend remarked several times as to the peculiar mound formations. I was not at all astonished at his interest, as the country was covered in regular rows with small mounds, a formation which has not as yet been solved by geologists, the only explanation offered so far being that they were caused by glacier drift. This section is known as Mound Prairie, taking its name from the peculiar hummocks of earth of the section.

The section of country between Frederickson and Rochester has eighteen sawmills along the line, the largest of these located at McKenna and Rainer.

On leaving Rochester, we entered the valley of the Chehalis River, into the section of the big timber. Our line follows the Chehalis River water grade for the rest of the journey, both sides of the right of way being fringed with great trees of the virgin forest towering hundreds of feet in the air, consisting of Douglas Fir, Sitka Spruce and Cedar, sprinkled here and there with Hemlock. We were now in the logging country and as we journeyed on we passed numerous logging camp towns, and the railroad assumed the appearance of a logging road. We passed several log trains bound for the various inland mills or for tidewater. At various points private logging railways connect with our main line. Oddly geared engines and nondescript coaches or box cars formed trains waiting at stations for our connections and for passengers and mail, and were of much interest to Jim. The native smiled at the enthusiasm Jim displayed as he dug into his tin pants for another chew of Copenhagen and put his calk boots in a more comfortable position upon the rail of the parlor car.

We followed the Chehalis River, a swiftly flowing stream, into South Montesano, where we backed across the river into the town of Montesano itself, which is the county seat of Grays Harbor County, and made famous lately by the trial of the I. W. W.'s of the Centralia massacre of American Legion men. Montesano is the head of tidewater of the Chehalis River and boasts the largest shingle mill in Southwest Washington, which is electrically operated and cuts half a million shingles a day. It also has two other large sawmills.

Our next stop was Cosmopolis, Wash., the home of one of the largest manufacturers of spruce lumber and box shooks in the country. This plant turns out hundreds of cars of box shooks during the fruit season and many a box used by you for a woodbox or packing box originated in Cosmopolis.

A few minutes after leaving Cosmopolis the lights of Aberdeen appeared, for it was growing dark, and we soon crossed the big steel bridge over the Chehalis River and found ourselves at our destination for the first day of our journey—Aberdeen. Aberdeen is a fine city of about 20,000 inhabitants, boasting many modern buildings, miles of paved streets, and fine public schools and churches. It seemed hard for Jim to realize, after coming through the dense woods, that he would find such a city in the heart of them.

The next morning, after a visit to several of the larger among fifteen sawmills, shingle mills and woodworking plants, we paid a visit to the fisheries. We walked along the waterfront in Aberdeen, where a number of vessels were loading cargo for different parts of the world. It was a busy morning here and Jim was impressed very much with the magnitude of operations. He was more astonished, however, when I told him that only about twenty per cent of the lumber originating in Aberdeen and Hoquiam moved by rail and the normal rail business from these two towns amounted to from 3,000 to 4,000 cars per month.

A short visit with our local agent, M. B. Lytle, was interesting to Jim, as Mr. Lytle is a student in joint operation, and he received some good information along this line. The city of Aberdeen is joint operation between three lines, all lines having equal rights in all industry and mill tracks, as well as terminals.

As we were about to board the street car for Hoquiam we missed our friend the native. After a short search we located him in one of the loggers' hangouts. He seemed very much pleased about something and when questioned relative to his pleasure, said his friends had informed him the camps and mills were practically free from "Wobblies" and labor conditions in the community were very free from agitators. This means a great deal to the loggers and I shared the pleasure with him. A man cannot work under dangerous conditions at his best with the added element of danger created by sabotage on the part of the I. W. W. element, whose favorite pastime for a while was placing dynamite in donkey engines, spikes and steel bars in logs, or tampering with cables.

As we alighted from the street car at Hoquiam, the first man we met was the proprietor of a large salmon cannery. He told us he expected a splendid run this year, which pleased us very much, as there is no better salmon in the world than that which is caught in the waters of the Quinault River.

It being lunch time, we went to the dining room of the Elks' Club building, a structure which would reflect credit on a town twice the size of Hoquiam. There are thirteen large sawmills and shingle mills in Hoquiam and it was not possible with our limited time to call on all of them, so we picked out those which manufacture a class of stock of peculiar nature. The first of those visited was where piano sounding boards are made from native spruce and the only plant of its kind in the West. At another we had opportunity to go aboard a tramp steamer which was loading Chinaman ties for Shanghai. It was hard for me to convince Jim that the pieces loading were to be used for railroad ties because of their odd size, being cut to 5x10, while ties used by American railroads are either cut 7x8 or 7x9.

We then passed through another lumber yard on our way to the biggest lumber shed in the world, with a capacity permitting storage of from thirty to thirty-five million feet

of lumber under one roof and the spotting of thirty cars at one time upon one loading track.

After leaving the lumber district, we paid a visit to Joint Agent T. D. Sharp. Jim was glad to see Tom again, as it had been quite a number of years since he had last met him—when Tom was on the street for Charlie Kennedy at Duluth. Here we also met Joint Yardmaster William Nulty, who presides over the joint operation and terminal yards at Hoquiam. I was interested in showing Jim what the end of the Milwaukee line looked like and, together with Tom, we walked down to the "Y" which is the farthest point west on the Milwaukee. This "Y" was originally built upon piles and afterwards filled, and in reality extends out into the bay, so in truth the farthest point west of the Milwaukee line is splashed with the spray of the Pacific Ocean.

That evening we spent in the club rooms of the American Veterans' Building, recently erected for the veterans of all wars by public subscription, Hoquiam being the first town in the United States to erect a structure of this kind and for this purpose. It is beautiful in architecture and complete in arrangement.

In the city of Hoquiam all railroads are joint and all have equal rights upon all mill and industry tracks, as well as the terminals. The joint operation has worked out very satisfactorily to all concerned. This is saying a good deal for harmonious handling by the lines, taking into consideration that Hoquiam is one of the greatest rail shipping points on the Pacific Coast, regardless of the size of the city.

The next morning we engaged an automobile to take us to South Bend and Raymond, via Westport and Pacific Beach. As we journeyed through the big timber, Jim seemed to be lost in thought, and when it was suggested to him that he "return to earth," he remarked that it all appeared very different to the established life to which he had grown accustomed. I called his attention to the slogan, "See America First," remarking that men who live for years among man-made things, grow old with but small conception of our common country or of the wondrous works of our Creator.

Just about this time we ran onto an old plank road and into what appeared to be a forsaken city. We were in the boom town of Ocosta, known in song and story as "Ocosta By the Sea," the hope of many an investor for enormous gains, the cause of more than one suicide, a town that grew in a night and in which people fought for choice building lots. At present the wind howls through the forsaken and dilapidated buildings, grass grows in the streets and the town bears the appearance of having been vacated overnight, the forlorn hope of many an eastern land boom investor.

A short distance beyond Ocosta we crossed the bridge at Bay City. The native and I were amused at Jim sniffing the air and remarking as to the peculiar fishy smell which greeted his nostrils. "Cooking Jonah" was

the remark of the native. As we turned the next curve, the cause was apparent; we were in the yard of a large whaling station. We stopped long enough to see a sixty foot whale cut up and sent to the rendering and fertilizing plant. This plant is the only one in the United States. A good catch of whales is made every year off Grays Harbor and the oil extracted from them is sent all over the world to be made into fine soaps, cosmetics and for other uses.

A few miles beyond the whaling station the breeze seemed to freshen and to the ear above, the swishing and moaning sound of the wind in the tops of the firs, came a more distinct sound, a more prolonged booming or roaring sound. This caused the auto driver to remark: "She is running in, we are stuck for an hour or two for the ebb," all of which conversation was Greek to Jim. He did not have long to wait for the answer to his thoughts for as we topped the next "hog back" he was permitted to unfetter his imagination as he gazed upon the Pacific ocean and beyond into the fathomless blue of the western sky. Jim was a fellow not given to emotion, yet I could read in his face as I have in many others upon their first view of the Pacific, the real pleasure of fulfillment of their greatest ideas of the scenic beauties of the Pacific from the wild setting of the virgin forest.

The auto driver well knew that he did not dare attempt the beach drive in a flood tide but before we could proceed on our journey along the beach sand we must wait until the tide entered into the ebb flow. It must be remembered that on the beach there is no more road and our travel beyond Westport would be upon the hard beach sand after the water had receded from it.

We walked along the beach past the Westport lighthouse enjoying the novelty of the surroundings and amusing ourselves looking for moonstones in the beach sands. I called Jim's attention to the long sea growth known as kelp, which has recently been demonstrated to be rich in potash, and told him of the time I had Ernie Woodward, now our Passenger Agent at Kansas City, running around in circles for something to kill which he thought was a snake coiled ready to strike, that someone had made from a piece of kelp. I made no mention, however, of the language Ernie used when he discovered it was a joke. As we continued our stroll the native and I became so interested in our conversation as to the prospects of striking oil in one of the wells that is being drilled at Moclips, just a little north of where we were, that we forgot all about Jim. A short search located him in the hands of a Siwash Indian squaw who was trying to sell him an Indian basket. Running true to form she had sized him as a tourist and was asking him for the basket what she thought the traffic would bear. The price she was asking amused the native very much and he enjoyed immensely the dickering. Finally seeing that Jim was not getting along very well with the argument, the native spoke a few words in Siwash, ending up with the only expression in

Siwash I know, "Tillicum," meaning "friend," and then suggested to Jim that he offer a dollar-four-bits, which he did and became the possessor of a curio made by one of the dying race of Siwash Indians. This tribe, like all other Indians, have fallen prey to the inroad of disease caused by the change in their mode of living and the white man's curse. The race is fast disappearing.

By this time the tide had gone out far enough so we could continue our journey. We arrived at Tokeland in time for dinner at the Kiudred Hotel, a delightful place nestled in a grove of wind blown pines with the veranda overlooking the sea. We enjoyed a fine dinner of local sea foods, Tokeland oysters on the half shell, and cracked Dungeness crabs. These Tokeland oysters are famous here on the Western Coast. The oyster spats are shipped from the East Coast and are placed upon beds in Willapa Bay. Every so often these beds have to be replanted as the oysters do not propagate in these waters. After dinner we drove down to the landing, past the crab and oyster houses, placed our auto aboard the mail boat, and after a two hours' voyage, across the Bay, arrived at South Bend.

South Bend is one of the oldest towns in Washington and was originally one of the boom towns of the Northern Pacific Railway. It has gone through periods of highest prosperity and lowest depression, but weathered them all. At the present time it is again coming to the front. It has an active Chamber of Commerce and many enterprising, hard-working citizens. We predict big things for South Bend within the next few years. It is essentially a mill town, has many mill sites and great bodies of standing timber tributary to it. Our line serves all the principal mills by barge. After spending an hour or so in the bungalow club house of the Commercial Club in viewing the fine display of sea products of the district nicely displayed in glass jars, we journeyed on to Raymond three miles to the east. Here we discharged our auto driver.

We had a good night's rest, so good that we had to pull Jim out of bed. People not accustomed to the salt air sleep very soundly in this country and want to sleep all the time. Jim could not figure out what ailed him; he was not tired, just sleepy. I recalled, however, a time when two Easterners while in Raymond, our H. E. Pierpont and G. B. Haynes could not sleep after three in the morning. It was not their business cares that troubled them either, but rather the sound of many whistles tied down, the music of a brass band and the cheering of marching soldiers and citizens celebrating at three o'clock in the morning the first false report of the Armistice. Those gentlemen probably recall vividly the occasion, especially their first mad scamper in costume decollete, with the thought foremost in their minds that the whole town was on fire and their car was in the midst of the conflagration.

Raymond is built upon piles on tide land at the head of navigation of the Willapa river. Our depot, yards and round house are upon

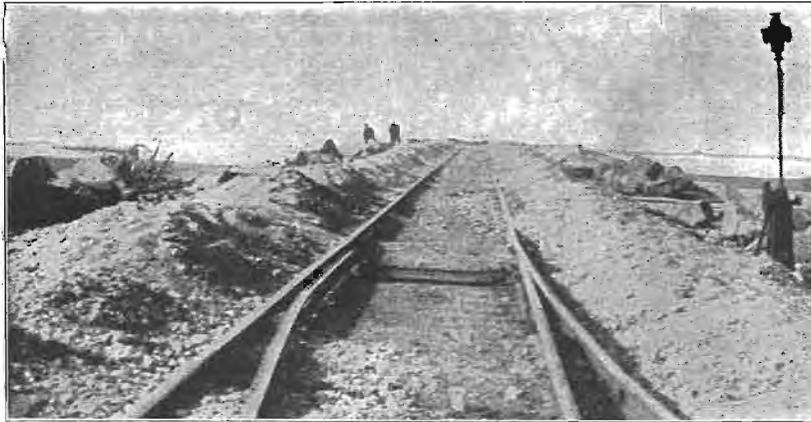
piling and the tide ebbs and flows under the main streets of the town. The novelty of the Venice of Southwest Washington with its flower gardens, chicken coops and streets all upon piles will soon be a thing of the past, as the city at the present time is being filled in and in the course of a few short years. what once was tide flats, will give away to modern paved streets, beautiful lawns and gardens. People in these towns are progressive and it does not take them long to build a modern city upon a site that to the average Easterner would seem a hopeless task. There is one peculiar thing about salt water and salt marsh, and that is no sickness is caused by it and Raymond is as healthy a city as anyone would care to live in.

Raymond has sixteen saw and shingle mills and ranks well with either Aberdeen or Hoquiam in the output of forest products. During the war it was the center of aero-

plane spruce production, and thousands of soldiers were employed in the woods and mills getting out spruce for the Government. E. M. Hopkins is our genial agent at Raymond, well liked and popular among the mill men. "Service" is his motto and his hours, twenty-four a day if necessary, to promote the company's interests.

We left Raymond at noon on the Willapa Express. Our line runs through virgin timber for miles out of Raymond and a good many saw mills and logging towns are all along the line. The most important places are Dray and Doty, both of which have large milling industries.

We were out of the woods at West Adna and from there into Chehalis the line crosses a belt of the best agricultural land in the state of Washington. Before prohibition this was a great hop country. From Chehalis we journeyed into Tacoma.



The Wye at Hoquiam, "Farthest West" of Milwaukee Rails

### The Rock and the Pool

*Jas. T. Ritch*

I cannot reach, by day or night,  
This rock so far from human sight,  
Without disturbing finer life  
Than mine, with teeming nature rife.  
For here, beside my silent path,  
The partridge takes her Arab bath;  
The warm, red dust is covered brown  
Where fluffy broods have shed their down;  
Small fungus rises o'er the mould,  
And yon, untouched, lies nature's gold;  
Each little blade of quivering grass  
That trembles as I slowly pass  
With clinging moths is flowered white—  
They've found their shelter for the night.  
The swaying pines for leagues around  
Appear to hearken to each sound,  
And in the forest's quiet heart  
A wild king rules, a world apart.  
For here a rock of solid gray—  
A stolid sphinx among the gay  
Of nature life, 'mid lichen fans—  
A monarch of his wild realm, stands.

From the base of rock growth falls away,  
A petty tribute to the day  
He ruled supreme his verdant land,  
Which hearkened to his each command:  
Each shrub and plant and budding flower  
Cry out their praises to his power,  
And in his bosom—shining cool,  
Of clearest crystalline—a pool:  
An eye, an ear, wherein he sees  
The hurrying of the golden bees  
And hears the saddened thrush's last note  
That gurgle's from its mottled throat.  
No one has seen or heard or told  
The secrets that this organ holds,  
Except, perchance, the Indian brave  
Who paused his weary feet to lave  
And saw his face in depths unmarred  
Against his heritage of stars.  
Oh, Rock! the secrets that thou hast—  
Events long dead in ages past—  
Shall e'er be yours, Oh, King of old!  
Shall ne'er be man's to find and hold.  
And in your bosom shining, clear,  
The pool—thy brain, thy eye, thy ear—  
Continues long to see and hear!

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## Current News of the Railroad

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### Carriers Answer Lauck's Charges Before Labor Board

A Committee of Western railroad Presidents in a communication addressed to Chairman Barton under date of May 6th briefly pointed out a few of Mr. Lauck's baseless misrepresentations regarding alleged inefficient management of the country's transportation systems, thus illustrating the true character of all of them:

1. It is charged that in various ways the capitalization of the railways has been made excessive and that in this way a burden has been imposed upon the public. We deny that the capitalization of the railways as a whole is excessive. Even if it were, this would have no effect on passenger and freight rates since the Transportation Act and the Interstate Commerce Commission, in carrying it out, have specifically based the rates upon a valuation made by the Commission itself.

2. It is charged that the railways and concerns from which they buy fuel, materials, supplies and equipment are under the same financial control and that, in consequence, the railways pay excessive prices to these other concerns. Every railway buys fuel, materials, supplies and equipment from literally hundreds of different coal, iron and steel, lumber, and equipment companies all over the country, and the charge that the railways and all these concerns are under the same financial control is absurdly untrue. Even if they were under the same financial control, this would not prove that the railways pay excessive prices, and indisputable facts regarding almost innumerable transactions of the purchasing departments of the railways could be presented to show that they do not, and have not, paid higher prices than other purchasers of the same things. Absolutely the only evidence purporting to support this charge which has been cited, is that the railways paid high prices last year for having a very small part of their locomotives and cars repaired in outside plants. Any fair comparison of the prices paid for these outside repairs, and what it would have cost to have made them in railway shops, will prove that the prices paid to outside plants were not excessive. Furthermore, the only reason why the railways had these repairs made in outside plants was that their own shops were unequal to the demands upon them at the time the contracts were made.

3. It is charged that the railways have wasted immense sums by not "modernizing" their locomotives. Figures given by Mr. Lauck himself show, however, that improved devices have been installed with remarkable rapidity on locomotives within the last ten years, considering the difficulties the railways have had in raising capital for improvements. Mr. Lauck's inconsistency is shown when he charges the railways have not sufficiently improved their locomotives, says at the same time that they have greatly increased their average tractive power, and then criticises them because they have not fully utilized this increased tractive power. The best measure of the increase in the service obtained from locomotives is the average trainload. The average train load of the western railways in 1915 was 393 tons, while in 1920 it was 643 tons, an increase of 61 per cent. No better evidence could be cited than these figures of the increase in the efficiency with which locomotives have been used, and in general operating efficiency.

4. Mr. Lauck criticises the railways for many other alleged wastes which, even if proven to exist, could be remedied only by making great improvements in the physical properties. These improvements could be made only by the investment of large amounts of new capital. This new capital could be obtained only if the railways were enabled to make enough net operating income to pay a return upon it. The railways are trying to increase their net operating income by the only means immediately available—that is, by reducing their excessive operating expenses—and in this effort almost the only opposition they are receiving is from the labor leaders that Mr. Lauck represents. Within recent months the prices of everything the railways buy except labor have been reduced.

5. Among the items of alleged "waste" Mr. Lauck mentions is loss and damage. In 1917, the last year before government control, payments for loss and damage to freight were only \$35,000,000. In 1919, after two years of government control, this had increased to \$106,804,000, or 205 per cent. Mr. Lauck defends unified government control, but fails to point out that such a large saving in this item is possible because it was so increased under government control. He also fails to mention that since the railways were returned to private operation the American Railway Association has been carrying on a campaign to reduce loss and damage 50 per cent, which already is beginning to meet with great success.

6. It is claimed that while the managements have been inefficient the "productive" efficiency of the employes as measured by the amount of traffic handled per employe has increased. This claim is in direct contradiction of the facts. In 1916 the number of ton-miles of freight handled per employe was 243,218 and 1917, 250,997. The latter was the highest figure ever reached. In 1918 the average ton-miles per employe was only 241,541, and in 1919 only 208,026. In 1920 it had increased to 221,921. It declined under government control and increased under private operation in 1920, but even in 1920 was much less than that in 1916 or 1917.

When the railways were still handling a large business their operating expenses were running about \$6,200,000,000 a year, of which about \$4,000,000,000 was going to labor. Mr. Lauck has estimated that the railway managements have been "wasting" \$2,500,000,000 a year, while B. M. Jewell, head of the Railway Employees' Department of the American Federation of Labor, has completely outdone him by estimating that in various ways there could be made economies amounting to over \$3,376,000,000 a year. At the same time, both Mr. Lauck and Mr. Jewell contend, first, that the railways have not been justified in laying off employes; and, secondly, that there is no justification for any reductions in wages. The necessary effect of these contentions is that there is no justification for any reduction in the payroll. When they claim that from \$2,500,000,000 to \$3,500,000,000 a year could be saved by better management, and at the same time contend there should be no reductions in the payroll, the inconsistencies and baselessness of their propaganda become apparent.

The railway managers are trying to reduce operating expenses through changes in rules and working conditions and reductions in wages which they believe will be just to the public, the railways and the employes in view of the changes in conditions which recently have occurred. They are also making the utmost effort to effect every other economy that is practicable under present conditions. They realize that if they could raise sufficient new capital to make needed improvements in the properties they could effect very large economies by reducing the amount of labor, fuel and materials used. Until, however, they are allowed to earn enough net return to enable them to raise the new capital for these improvements, the large economies that could be effected through these improvements must remain in abeyance.

FIVE MILEPOSTS IN THE GAME OF RAILROADING

	1916	1917	1918	1919	1920
Total Operating Revenues.....	\$110,609,689	\$113,739,202	\$134,772,945	\$150,370,394	\$168,158,731
Total Operating Expenses.....	73,765,051	85,195,964	123,669,399	138,561,705	164,697,121
Net Operating Revenue.....	\$ 36,844,638	\$ 28,543,238	\$ 11,103,546	\$ 11,808,689	\$ 3,461,613
Total Payroll.....	\$ 49,210,073	\$ 55,582,066	\$ 64,792,708	\$ 91,794,842	\$110,515,401
Average Number Employes.....	51,339	47,488	60,312	62,195	62,381
Per Cent Payroll of Total Operating Revenues.....	44.49	48.88	62.92	61.05	65.72
Total Net Tons Handled One Mile.....	12,237,311,524	12,025,133,895	12,957,939,562	12,866,906,830	12,966,285,687
Freight Car Miles:					
Loaded.....	592,113,791	525,792,181	504,930,837	523,451,011	508,791,737
Empty.....	228,394,150	182,489,099	212,493,437	217,956,049	229,496,075
Total Freight Car Miles.....	\$17,507,941	708,281,280	717,424,274	741,410,060	738,287,812
Revenue Ton Miles Per Ton of Coal Used.....	3.50	3.424	3.826	3.908	3.896
Average Capacity Per Freight Car Owned—Tons..	35.17	36.83	37.70	34.45	39.10

POSTCARD SOLICITATION OF BUSINESS

Name.	Occupation.	Residence.	Report Made.
L. K. Sillcox.....	Gen. Supt. M. P.	Chicago	One to San Francisco
E. H. Preter.....	Asst. Engineer	Chicago	Boat Party, Nashotah, Wis., to Chicago
Joseph McEntee....	Car Foreman	Rockford, Ill.	Six to LaCrosse, Wis.
Addison Jones.....	Recorder	Chicago	Five to Kansas City
L. J. Varner.....	Exp. Clerk	Seattle	Two to Marion, Ia.
L. J. Varner.....	Exp. Clerk	Seattle	One R. T. Boston
L. J. Varner.....	Exp. Clerk	Seattle	One R. T. Chicago
L. J. Varner.....	Exp. Clerk	Seattle	One R. T. Kansas City
P. W. Plinck.....	Clerk, Engr. Dept.	Seattle	Two R. T. Minneapolis
A. T. Seylee.....	Formerly in Engr. Dept.	Seattle	One Port Huron
B. M. Benson.....	C. C. So. Minn. Shops	Minneapolis	Four to New York
J. P. Fahy.....	Asst. Agt. Prrt. Office	Minneapolis	Tickets to Various Points on Line
Harry Lutz.....	Operator, Passr. Dept.	St. Paul	Five and one-half to Portland, Ore.
Kenneth McLeod....	Clerk, A. G. F. A. Off.	Minneapolis	Six to Madison, Wis.
J. Martin.....	Conductor, Riv. Div.	Minneapolis	Two to Elkhart, Ind.
R. J. Riess.....	Loco. Engr.	Minneapolis	Advice of business to move later
Judd Cook.....	Stationmaster	Minneapolis	The D. O. K. K. to Chattanooga
A. H. Matzke.....	Clerk, A. G. F. A. Off.	Minneapolis	Assistance in getting D. O. K. K. to Chattanooga
A. C. Brooks.....	Loco. Engr.	Minneapolis	One R. T. to Portland and one way Portland to Minneapolis
M. P. Graven.....	Local Frt. Agent	St. Paul	One to Portland, Ore.
Allen Rothmund....	Chf. Bill Clerk, L. F. O.	St. Paul	Two to Jamestown, N. Y.
Joe Collins.....	Clerk, L. F. O.	St. Paul	Two R. T. Chicago
Allen Rothmund....	Chf. Bill Clerk, L. F. O.	St. Paul	One to Dodge, Wis.
O. G. Mars.....	Demurrage Insp'r.	Marion, Ia.	One Cgd. R. to Manhattan, Kan.
Leslie Steele.....	Clerk	Panora	Four prosp. to California
C. H. Baker.....	Chf. Timekeeper	Ottumwa	Two to Pac. Coast
C. E. Pelkey.....	Operator	Liberty, Mo.	One prosp. to London
G. A. Shaw.....	Train Dispr.	Ottumwa Jct.	Three prosp. to Ft. Worth
J. E. Lockwood.....	Operator	Webster, S. D.	One Des Moines to Webster
T. A. Biggs.....	Conductor	Sioux City	Nine to various points and party of five to Washington
W. H. Schuldt.....	Section Foreman	Arena, Wis.	One to Carrington, N. D.
W. H. Schuldt.....	Section Foreman	Arena, Wis.	One to Lethbridge, Ala.
J. E. Gillette.....	Carpenter Foreman	Mazomanie, Wis.	One to Portland, Ore.
W. E. Hall.....	Clerk, L. F. O.	Racine, Wis.	Three to Wisconsin Rapids
F. L. Kinney.....	Clerk, Oriental Dock	Tacoma, Wn.	Two from Griggsville, Ill., to Tacoma
A. W. Bigger.....	Milwaukee Shops	Milwaukee	One from Menominee, Mich.
L. J. Varner.....	Expense Clerk	Seattle	Two Butte-Seattle
L. J. Varner.....	Expense Clerk	Seattle	One Butte-Seattle
L. J. Varner.....	Expense Clerk	Seattle	One Omaha to Chicago
L. J. Varner.....	Expense Clerk	Seattle	One Des Moines-Seattle
L. J. Varner.....	Expense Clerk	Seattle	Two Brando, Ia.-Seattle

## THE MILWAUKEE

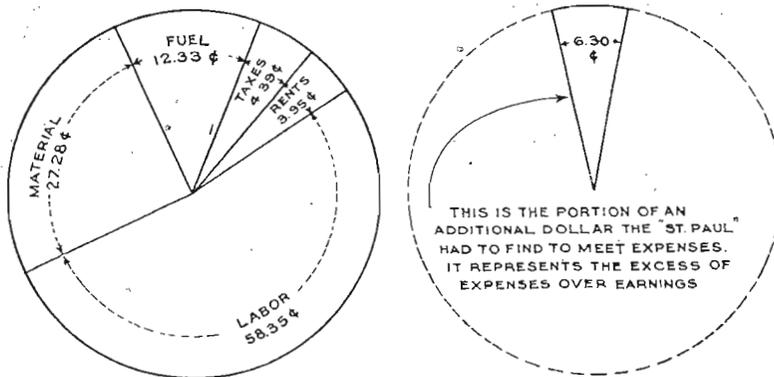
Name.	Occupation.	Residence.	Report Made.
L. J. Varner.....	Expense Clerk.....	Seattle.....	Three Cgd. Rap.-Seattle
H. A. Lindstrom.....	Clerk, G. M. Off.....	Seattle.....	One Seattle-St. Paul
C. E. Shappee.....	Clerk, Frt. Traff. Off.....	Seattle.....	Three Seattle-Chipp. Falls
Burdette Lanning.....	Clerk, Eng. Dept.....	Seattle.....	Track Team, Missoula to Seattle
Stewart Sale.....	Telegraph Dept.....	Seattle.....	Pass, Aberdeen, Wn., to New York
Wm. B. Allemann.....	Yard Clerk.....	Tacoma.....	Party for Norway
Edw. Moriser.....	Tide Flats.....	Tacoma.....	Two to Vermont
F. E. Wilson.....	Machinist.....	Tacoma.....	One R. T. Chicago
H. L. Synder.....	C. C. Div. Master Mech.....	Tacoma.....	One R. T. Chicago
V. R. McFadden.....	Clerk, Supt. Off.....	Tacoma.....	Two to Vermont
Stewart Sale.....	Operator.....	Seattle.....	One to Eastern points
Stewart Sale.....	Operator.....	Seattle.....	One from Ced. Rapids
Stewart Sale.....	Operator.....	Seattle.....	One to Harlowton
Stewart Sale.....	Operator.....	Seattle.....	One from Eau Claire
Stewart Sale.....	Operator.....	Seattle.....	One Ellensburg to Roundup, Mont.
Stewart Sale.....	Operator.....	Seattle.....	One Tacoma to Choteau, Mont.
C. F. Ashford.....	Eugr. Dept.....	Seattle.....	One R. T. Oberlin-Seattle
C. F. Ashford.....	Eugr. Dept.....	Seattle.....	Two to points in Michigan
E. J. Luitble.....	Draftsman.....	Seattle.....	Two to Chicago
E. J. Luitble.....	Draftsman.....	Seattle.....	Two to Iowa points
C. W. Bryan.....	Clerk, L. F. O.....	Seattle.....	Four to Chicago
C. S. Stowell.....	Warehouseman.....	Seattle.....	One New York to Ellensburg
V. R. McFadden.....	Clerk, Supt. Off.....	Tacoma.....	One Puyallup to Iowa
A. W. Keeding.....	Car Foreman.....	Tacoma.....	One Seattle to N. Y.
A. W. Keeding.....	Car Foreman.....	Tacoma.....	One Seattle to Detroit
J. E. Lockwood.....	Operator.....	Webster, S. D.....	One from California
J. E. Lockwood.....	Operator.....	Webster, S. D.....	One from California
Mrs. H. Heuwinkel.....	Clerk, G. C. F.....	Council Bluffs.....	Two Co. Bluffs to Milwaukee and one Milwaukee to Co. Bluffs
Mrs. H. Heuwinkel.....	Clerk, G. C. F.....	Council Bluffs.....	Two Co. Bluffs to Milwaukee and one Milwaukee to Co. Bluffs
Mrs. H. Heuwinkel.....	Clerk, G. C. F.....	Council Bluffs.....	Prospect—Five Co. Bluffs to Milwaukee
Mrs. H. Heuwinkel.....	Clerk, G. C. F.....	Council Bluffs.....	Three Co. Bluffs to Milwaukee
G. J. Hampton.....	Operator.....	Rondout, Ill.....	Three Milwaukee to Minneapolis
Ebbe Johnson.....	Engineer.....	Green Bay, Wis.....	One Ontonagon to Detroit

## FREIGHT SOLICITATION

From	Position	Regarding	Result
Allen C. Rothman.....	Chief bill clerk, St. Paul, Minn.....	Shipments of household goods.....	Secured
Alfred Villwock.....	Operator, Mayville, Wis.....	Movement of embalming fluid.....	Secured
Oscar O'Callaghan.....	Checker, St. Paul, Minn.....	Competitive carload ship- ments of oil.....	Secured
F. W. Covnick.....	Traveling auditor, Minneapolis, Minn.....	General merchandise ship- ments.....	Handled by parcel post
Chas. E. Payne.....	Perishable freight in- spector, Mason City, Ia.....	Shipments of merchandise.....	Handled express and parcel post
C. E. Mutchler.....	Chief clerk, Mason City, Ia.....	Movement of drain tile.....	Secured
Geo. Wendt.....	Engineer, Mason City, Ia.....	Movement of household goods.....	Result not yet known
W. D. Stevenson.....	Traveling inspector, Chicago, Ill.....	Car of malt.....	Secured
R. E. Tatwell.....	Chief clerk, Davenport, Ia.....	Movement of household goods.....	Advice secured too late
F. E. Carthy.....	Rate clerk, Davenport, Ia.....	Car of lumber.....	Secured
T. L. Holland.....	Dist. spl. agt., Ottumwa, Ia.....	Perishable freight.....	Future business secured
C. A. Hayner.....	Tr. baggageman, Cedar Rapids, Ia.....	Movement of washing machines.....	Secured
Mrs. Helen Simpson.....	Matron, Milwaukee Depot.....	Carload shipments of lumber.....	Secured
A. C. Johnson.....	Rate clerk, Twin City Transfer.....	Car of salmon.....	If car is purchased, will route C. M. & St. P.
H. R. Miller.....	Cashier, Spokane, Wash.....	I swing, crated.....	Secured routing our way
W. A. Snure.....	Chief clerk, Spokane, Wash.....	Car of coal.....	Secured
Earl Hewitt.....	Rate clerk, Kansas City, Mo.....	Household goods.....	Secured
Harry Burns.....	Warehouse foreman, Kansas City, Mo.....	Carload shoe finishing machinery.....	Secured
J. F. Martin.....	Chief clerk, Twin City Transfer.....	Carload washing machines.....	Secured

Twixt optimist and pessimist the differ-  
ence is droll,  
The optimist the doughnut sees; the  
pessimist the hole.

WHERE THE DOLLAR EARNED BY THE C. M. & ST. P. RY. CO. IN 1920 WENT



The Dollar Earned

Note that the sum of expenses exceeds the dollar earned by 6.30 cents

Earnings .....	\$1.00
Expenses:	
For Labor .....	.5835
For Fuel (Transportation Service).....	.1233
For All Other Materials.....	.2728
Sub Total .....	.9796
For 1920 Taxes.....	.0439
For Equipment and Joint Facility Rents	
Amount Paid Out Over Amount Received.....	.0395
Sub Total .....	.0834
Total Expenses .....	\$1.0630

The 1920 Year Figures Upon Which the Above Is Based

Operating Revenue (Uncollectible Out).....	\$168,118,785.93	100%
Operating Expenses:		
Labor .....	\$ 98,102,877.57	58.35%
Fuel (Transportation Service).....	20,733,163.22	12.33%
All Other Materials.....	45,861,080.19	27.28%
Sub Total .....	\$164,697,120.98	97.96%
1920 Taxes .....	7,385,727.51	4.39%
Equipment Rent—Net Dr.....	\$5,382,402.43	
Joint Facility Rent—Net Cr.....	1,245,782.64	
	6,628,185.07	3.95%
Sub Total .....	\$ 14,013,912.58	8.34%
Total Expenses .....	\$178,711,033.56	106.30%

\*Tax Accruals for 1920 only. Stockholders' Annual Report for 1920 shows \$11,872,832.09 which covers in addition to the Accruals for 1920, the Taxes paid during that year.

The St. Paul paid out \$1.06 for every dollar earned before paying any interest on its funded debt or dividends to its stockholders.

Twin City Terminal Division  
Minneapolis Depot Ticket Boys in World Renowned Bowling Tournament

Led by Manager Edward G. Ambli and Captain La Forest P. Blyler, the ticket boys of the Minneapolis Depot stormed the Minneapolis Men's Bowling Tournament Friday, March 25th, 1921, and acquitted themselves notably. It was with great difficulty and after many conferences that the team was picked, so great was the competition for places on the team, which, by the way, is the world-renowned team known as the "Volstead Mourners." The team consisted of such stars as

Ronald S. Luce, lead-off man and shining star of the team; Paul Zadach, swingman; Henry McCauley, the dark horse of the aggregation; La Forest Blyler, captain and drive man, and William P. Golden, star clean-up man. The team feels that they would have made a better showing and easily run away with first honors but for the fact that they suffered badly from over-training. But all in all, the boys did well and feel that they will do better next time. They wish to thank G. W. McMillan, the rooster king, and attribute their success to the thousands of roosters who so loyally stuck by them through it all.

## Hiring of Firemen and Improved Methods of Examining Enginemen

*J. E. Bjorkholm, A. S. M. P.*

No one, I am sure, is ready to admit that our present method of training the young men who at some future date are to take charge of our modern locomotives, is all that should be expected.

Firing and running a locomotive is not, as oftentimes viewed by those not thoroughly familiar with this branch of service, something that can be learned in a few days. This might be true about shoveling coal and engine driving, but proper locomotive firing, and running, can only be mastered by careful study of the various problems surrounding the work and careful application to duty. The fact that a fireman can maintain required steam pressure does not always make him a good fireman if no thought is given to fuel consumption and the manner in which his work in general is being done. Neither is a man running a locomotive a good engineer because he can run fast and make his engine "bark," if no consideration is given to the man's general knowledge of the various parts of a locomotive and its successful and economical operation under any and all circumstances. A lack of thorough knowledge in their chosen field is altogether too frequently manifested by the engineers as reflected on our engine failure reports and while the individual himself is largely to blame, the system under which he has been trained cannot escape its share of the responsibility.

Perhaps the greatest ill of our present system, however, is that after the beginner's initial introduction into the service (he is entirely forgotten for four long years) little attention is paid to him as to whether he is developing himself into a human steam shovel or a locomotive fireman. Neither do we develop as to whether he has taken sufficient interest in his position and his future to learn the functions of the various parts of the engine and all its appliances—their name, etc.—so as to enable him to judge intelligently as to whether they are performing and if not, the reason why, and putting him in a position to accurately report any defects that may develop.

To insure a better and more thorough examination of our enginemen, it is my thought to appoint a committee to revise our entire code of examination questions and answers, making it more progressive and up-to-date and more in line with present day requirements, such committee to consist of three traveling engineers, the fuel supervisor, air brake supervisor, stoker supervisor and headlight inspector, they to submit for the final approval of the general superintendent of motive power a set of rules dealing with the question from the time of first employment until final examination.

It would be my recommendation that after a year's employment the first examination be held, another at the expiration of two years' service and then the final examination prior to promotion to engineer in accordance with the schedule provisions and an examination

percentage in accordance with the proposed Book of Standard Locomotive Maintenance. To make the final examination more thorough, I feel that it is necessary that in addition to his ability to answer the theoretical questions properly, the fireman should be called upon to demonstrate his practical knowledge of a locomotive by being called upon to inspect a locomotive, demonstrate to the examiner how the work of caring for various break-downs should be handled and render an intelligent work report on its defect, as I am sure by including such a requirement considerable more thought and study will be given to the locomotive during his firing period, as answering a set of theoretical questions and putting real practice in execution are two widely different things and I am sure such test would go further towards instilling in a young man's mind the necessity for better fitting himself for his position than any other part of his examination. We frequently find that although an engineer can answer the questions as to how to proceed in case of break-downs, for instance with the E. T. equipment, when confronted with this on the road, we frequently find that the engine is given up as unserviceable when such a simple thing as the flattening of a pipe would have solved the problem. This for the reason, in my opinion, that the knowledge he has gained was entirely gained through book learning, and the traveling engineer had failed to ascertain in his daily contact with his man as to whether he was able to put his theoretical knowledge into actual application, and the same applies to injectors, stokers, headlights, spring hangers and other items too numerous to mention.

The promotion to engineer is quite an event in the life of a fireman, and by making particularly the final examination more thorough and more impressive, the result will be more lasting and when the young men who are to become our future engineers realize that the highest standard will be required, they will willingly adapt themselves accordingly, but it is up to us to point the way.

As the traveling engineers are those who employ our firemen, I wish to take this opportunity to urge upon you to be more selective in choosing our beginners than we have been, at least in the recent past, when labor conditions grown out of the war were such that we were compelled to accept applicants that under normal conditions would have been rejected. Always bear in mind that the men you are employing is the timber from which you have to build our future corps of engineers and future mechanical officers. Also remember that a public institution, such as a railroad, is not only judged by the service it renders, but also and to a large degree by the personnel and their standing in the respective communities. Do not any longer employ a man as a fireman if you are doubtful as to his character, habits, etc., and if you doubt whether he will be a liability instead of an asset to the railroad.

We must be more painstaking in selecting our material, and after once employed, do not consider a fireman as simply a cog in a wheel,

but try to demonstrate to him that we are taking an interest in him and the position he holds. When a traveling engineer is riding with him out on the road, while on side track, etc., inquire into the fireman's knowledge as to the various parts of the engine, the stoker, the injectors, the headlights, etc., as by so doing he will find a greater interest displayed. Keep a record of the various men, as to how they are progressing, encouraging those who are making excellent strides and helping those who are slow in grasping the problems, remembering that an engineer cannot be made on the examination day if he has had no opportunity to perfect himself in his years of training as a fireman. By so doing we are going to have no difficulty in instituting a more thorough and more practical examination, as we must not forget that every day during our life we must remain students if we are to be progressive, and with the wonderful development of the steam locomotives we can no longer content ourselves with an examination system that has not kept in step with our progressive developments.

The traveling engineer should consider the engineers and the firemen as his wards and the manner in which he co-operates with them and they with him is daily reflected on the performance sheet on the various divisions.

**A gamble on the United States and its future is a safe bet.**

### Psychology

*A Station Agent*

Two months ago the writer sent in an article entitled "A Good Investment," in which I made the statement that I had conceived the idea of investing in one good thought each day. That I believed such a course would eventually make one rich. My idea was to get hold of some definite, good, constructive thought on the morning of each day, and hold to it all day, using it as an aid to banish idle and unworthy thoughts that may do one harm, or if not any definite harm, will at least not build one up into something stronger and better. To illustrate the method, I will give you my good thought for today, March 16th; it is this: **"The successful man puts his thoughts into his work."** I got it out of a book. It makes no difference where you get a good thought, it may be one that comes to you and entirely original so far as you know, or it may be a verse from the Bible or any good book. Good, helpful sayings are not true because they are in the Bible; they are in the Bible because they are true. Only right thought can originate anything good or build up prosperity and happiness. One of the most pitiful objects in the world is the spectacle of a large number of so-called workers seeking through envy, covetousness, fault finding, and discontent, to arrive at something. That is the I. W. W. and Bolshevik method. Many who entertain such thoughts toward what they designate as the capital class, are not true workers at all. They are

seeking to live on the earnings of others by some hook or crook.

The truth is; no wealth can be ours, or be of any great benefit to us, unless we ourselves create it. That is the only way it really becomes ours, or a part of ourselves. A man or woman who spends his or her time envying the prosperity of others, is simply destroying his or her chance to have any happiness or enjoyment in life. I am not to worry if someone did get money in an unjust manner. I should be glad that it was not myself that was guilty. There is still a wide world of opportunity before me and I will go out and win a sufficient competence for myself. One thing you can just bet your last dollar on: those men who started poor and built up great fortunes, so that they are now hated by the discontented Bolshevik class, did not spend any of their time envying others or finding fault because someone had more money than they had.

Let the St. Paul family be willing workers and if we can't work with good will and in harmony with our company let us quit.

I'm an old, bewhiskered switchman,  
Working daily in the yard:  
I'm a snake and I'm a singer—  
Here's my hand and here's my card.  
I will feed you when you're hungry  
And will see you have a bed.  
Yes, I never miss a pay day  
Nor I never save a red,  
But whate'er I lack in riches  
I have had in pleasures past.  
Every time I have a plow-up  
I have sworn 'twould be the last.  
Now you know my simple story—  
It's the same with all the rest—  
Just an old, bewhiskered switchman,  
Chasing Brownies way out West.

### RECLAMATION

#### Signalmen

The season of the year is at hand when certain work must be done. In figuring out material requirements it is necessary that conservation plays some part in mapping out the work to be done. For instance, you know that a certain location must be renewed with trunking and wire. The present layout may have been installed without regard to the amount of ground covered by trunking leads, but rather, in a guesswork manner. Are you going to replace it in the same old way or are you going to take a little time and map out the ground with a view to condensing the territory covered and thus save on your material requirements. By taking the latter course you cannot only save material and labor, but future maintenance expense, as well.

You have trunking and wires climbing their way up embankments, running down poles and taking various courses to get to the function. In cases where the renewal of these installations at this time is imperative why not do a little figuring, cut out the entire outlay of trunking and at least a third of the wire, by cabling from the pole line?

You take pride in the condition of your territory. Perhaps you can improve it still further, and, at the same time, suggest certain things which will mean savings in material and labor.

We do not want to detract from the safety point. It is not necessary to consider certain past practices wherein no thought has been given to actual material necessities. In a great many instances the safety point can be really strengthened, and, with less material than was originally installed. This is a big feature in actual reclamation.

By using our best judgment in planning our work we are starting at the right end and are going to avoid the necessity for reclamation in a very large measure.

Let us all get in the game. Talk these things over with your supervisors. The railroad business is your business. You are interested in your income so why not make it your business to see that your income is safeguarded by bringing about any savings which you know are within your individual reach.

Every employe who is interested in his own business can be nothing less than a booster for the company. There's no sentimentality in this. It is purely a business proposition and interests each and every one of us. Look at the matter that way and then get busy with your pencil and send in that suggestion. Let us know that you are alive. Show us how something can be done that will save material, labor, and will be the means of cutting down immediate and future expense.

You are one of the family so why not let us help each other?

The Reclamation Committee.

#### Milwaukee Terminals

##### Renay

Oh, now, please don't all of you scold me just because there wasn't a few notes in the magazine last month, but honest and truly, when I came to write them I couldn't get a single brain throb, and all of you are very negligent about sending in a little something, so please come to the rescue, and I won't let it happen again.

New cars seem to be "THE" thing these days. Trainmaster Ryan and Yard Director Stubbe think nothing of tying up traffic these days.

Dorothy is looking for someone to play "Post Office" with her. Now boys, please don't crowd. Speaking of Blondes? Boy—page Mr. Schultz.

We are glad to see Armella back after a sick leave. She returned with her ankle and her throat bandaged. How did you sprain your neck, Armella?

Dan Cupid seems to be working fast in the depot. Rose Carroll, of the C&M office, has left us to become a June Bride. We all join in wishing you and Lloyd heaps of happiness.

We all miss the Boy Accountant and Oscar, who are away on leave of absence. I believe Miss Marie misses Oscar's song more than anything else. Don'cha care, Marie, "It's all over now."

The question before the House: Are there to be any vacations?

Inez, Inez, when is it all to happen? Pretty serious when they bring you down to work every morning.

Mildred, who was the nice young man you were with the other evening? Watch out.

Surely there must be something doing over at Chestnut St. Come on, 'fess up.

What would the office be without the little witty witticisms from Agnes?

An officer on board a warship was drilling his men. "I want every man to lie on his back, put his legs in the air, and move them as if he were riding a bicycle," he explained. "Now begin."

After a short effort one of the men stopped. "Why have you stopped, Murphy?" asked the officer.

"If ye plaze, sir," was the answer, "O'i'm coasting."—Case Eagle.

## Our Savings List

Every week, interest continues to grow among employes in all departments in the matter of saving. "Save the pennies and the dollars will take care of themselves" is as full of meaning if you read it—save the rails and the nails, the ties and the tools, the paper and the pins, and all the other little items that make the big total, and the balance will swing to the right side of the ledger. The mere matter of the savings in the articles themselves is no mean item when the column is cast up, but the principle it inculcates and the habit it develops are the great factors in an Economy Campaign. Just as an example: Someone said to me the other day, "Why, I am growing positively stingy; I even save the little rubber bands that come on the bunches of asparagus from the market and put them in the tray on my desk; and if I get a rubber band on any of my mail, into the tray it goes; it's a habit, now." Here are some of the habit-forming performances taken from recent reports from interested employes all over the railroad.

From an agent: "During the past fifteen days we have forwarded to Minneapolis two carloads of good grain doors and one carload of scrap doors which were reclaimed at this station. Our warehouse men are constantly on the lookout, checking very closely the condition of packages received for shipment and the marking on same. I feel sure that all the boys employed at this station are in this work in earnest, and are doing all they can along this line."

From a chief carpenter: "While repairing roundhouse sewer we used 33 feet of 12-inch sewer pipe that was on hand at a local station, unclaimed damaged freight which the railway company had paid for. This was turned over to me by the agent after an inspection at station clean up. This effected a saving of \$26.40."

From a section foreman: "In delivering material, used a hand car, thereby saving a train crew. In unloading two tons of station coal, borrowed a horse and wagon to haul it from side-track to depot, thereby saving of car out on main track. Made five spike maul handles out of ash taken off his own land."

In one month one agent reclaimed ten grain doors, replaced a broken hook on freight house doors, resealed two cartons, avoiding a claim and sewed up three bags of seeds and made minor repairs to one of his trucks.

At one roundhouse: Repaired grate reach rods on forty-four engines instead of using new material. Saved 150 arch brick by having them removed carefully. Saved about twenty-five tons of coal by having the sandman pick up same around shed and power house. Made large saving in waste by using the jacket waste to wipe running gears of engines, then having same turned into stove department for firing up purposes. Welded seams in a firebox of a K-1 engine, saving expense of applying a patch. The foregoing are only a few of the economies practiced in that one roundhouse during one month.

A relief agent writes: "Have taken very particular pains to get a perfect receipt for the delivery of freight and express, thus warding off possible future claims of various nature. The dispatcher often relieves small town agents an hour earlier than their regular hours. On two occasions I have stayed overtime ten and fifteen minutes in order to bill out cars from the interchange and avoid a delay of from twelve to twenty-four hours. Did not feel that I could ask for overtime, account being relieved an hour earlier on other days."

From a switchman: "Taking advantage of the opportunity, and in compliance with your request, am pleased to write you about some of the things I have done during the month, and am doing every month—things that in my estimation help to make a real railroad; and which anyone who

has the opportunity will do if he is worthy of being termed 'a good rail.' I try to keep the fellow moving that 'has got 'em goin'.' In other words, it looks like nothing short of a punishable offense to me to stop a passenger train or a long trailer, if it can be avoided with safety. The man who wants to 'make just one more switch,' the man who is tardy in throwing a switch which would have cleared a signal for an approaching train, the man who does not line up at a meeting point, if possible, for the other fellow—and, in fact, the man who does not do any of the things which he could have done, had he had his mind on the business and his heart in the game, to eliminate the unnecessary stopping of a moving train, is not 'a good rail.' The expense connected with stopping a train, which, experts tell us, is several dollars, is not the only bad feature. The delay to each car, counting one here and another there, is what loses business, when you figure from a competitive standpoint with some other line, because the road that can handle the cars will get the cars to handle. A few minutes' delay here often means an hour further down the road, when this same train could have gone further to a meeting point. Consequently, my slogan would be 'Speed with safety.' I believe in Safety First to the letter Z, but I do not believe in a man using it as an alibi, when he should have used his head, or 'gotten some of the lead out of his shoes' for a move or two. Webster says 'Delinquency is an omission of duty,' therefore what more need I say than 'Let us not be delinquent.'

An agent: "We had at our platform a shipment of one tank water heater and one box of parts—weight shown on the waybill, 1,060 pounds for both items. We weighed the shipment here and found that the tank weighed 2,200 pounds, and the box 165 pounds. We made the necessary change on the waybill, which added \$6.30 to the freight charges."

An agent: "We have had a very mild winter, but just the same had to keep a fire going, but I figured we could go through without another order for coal, and think I am going to make it. One day while going down to the stockyards, I found a large chunk of coal, went back to the office, got a pail and hammer and broke up the chunk, out of which I got two buckets of coal. This was a lunch to look around, and that is the reason I am going through the winter without ordering a new supply."

An agent: "Whenever I am about to use company material in any way, I think of the saving movement and do not use any more than is absolutely necessary; and I am on the lookout all the time for any freight or passenger business and make it my business to go to the parties and get them to use the Milwaukee. If every employe on the Milwaukee got one shipment of freight, or one passenger to go our way, which would otherwise go via another line, it would make some total; and no doubt but what many of us could do this if we would but keep our ears and eyes open."

An agent: "Made repairs to a toilet floor by replacing decayed boards with new ones. Also received a cookstove by freight, one day after a rain, put it in freight room over Sunday; it was apparently O. K. But on Monday morning, found one side and the top of stove covered with fresh rust. I rubbed the rust off and blacked the stove, and it was delivered O. K.; but if consignee had seen any rust on it, he would have either refused it or wanted to file a claim. The stove was not damaged any."

From a train baggageman: "My parents taught me, from a boy, to be saving in everything, at all times. This I have tried to follow in my work. On our trains we have tried to, by saving with everything, taking good care of our lanterns, markers, oils, torpedoes, fuses, etc. I do not believe in burning fuses just to see the golden glow of sunset, or plant torpedoes on the rail just to hear the roar of cannon, but believe in conserving them for the time when they will of real value in stopping trains which may be following. We also rebuilt our baggage car chair when it was broken, saving two or three dollars."

From a brakeman: "On the morning of the coal meeting at Savanna, I picked up enough coal from the ground in the yard to fill both coal boxes in caboose. On March 21st I created a cash fare from Elgin to Savanna; on March 23rd also a cash fare from Savanna to Rockford, Ill.

Of course this is not much to report on, but if each employe would do as much it would not be long before we would have a greater and better St. P. road. Here's pledging my co-operation."

From an engineer: "Regarding what I have done to conserve material and labor or in any way help the financial condition of this railroad, I might say the appeal has prompted me to make every possible effort along these lines, and I have tried in every way to help out. I have tried to save all the coal possible by asking firemen not to let coal fall out between engine and tank, as a great amount of coal is lost in this way; tried to induce every fireman to fire as economically as possible, by not allowing engine to blow off, by not putting in fire when it can be done without; tried to make stops at all water stations as short as possible by oiling and getting water very quickly so as to get the train moving again in the shortest time. Every moment that a train is kept standing has to be made up and it takes coal to make up moments. If an oil can leaks, I have personally taken it to the tinsmith to have it soldered, so as to be sure it was done. If a shovel beings to wear out, I take a cold chisel and trim it off to make it last a little longer."

"Try to work just as little steam down grade as will keep the train running; tighten up nuts of every description around the engine so they will not lose off; try to have the fireman take good care of the lamps, flags and other articles around the engine; try to have the train on time and no matter how late I start from a terminal, try to get in on time. A passenger train on time is the best advertisement a railroad can have. While visiting in other cities, I have told friends and acquaintances about the Milwaukee Road, and advised them to use our railroad when traveling, as our trains are better and accommodations in every way superior to any other road in the west, and have had the satisfaction of knowing personally of dozens of people who have patronized us on the strength of my representations. I try to have all overtime and final delay possible; make time-slips to show my time stopped when the engine stopped on roundhouse track, and have not, for some time, put in the fifteen minutes we are allowed for looking engine over, registering, etc. Thus, every trip I cut out about fifteen minutes for myself regardless of what the fireman may require; try to hurry along between station and roundhouse, after arriving, so as not to have any more final delay than absolutely necessary. Unnecessary stops are expensive to the company, and seem to be little noticed. It takes much more coal to make a stop and start again than is generally realized, and it would be quite a saving if all such could be cut out."

From an engineer: "I wish to say that in our work, coal is the main thing on which we can conserve, by being attentive and not shaking the grates too often, allowing green coal to fall to the ash pans; by keeping engines drafted properly for the work they are to perform; not allowing engine to blow off more than once a trip (then merely for a test); also see that tank is not over-loaded with coal; see that stoker is properly lubricated; see that large lumps of coal are broken up before being allowed to enter conveyor, as they weaken stoker engine, which may cause an engine failure; also keeping ash pan doors closed, thus preventing fire and ashes to drop on station platforms, bridges and along the right-of-way; not turning the blower on at a station platform, causing the dirty water to cover passengers. These and many other things can be accomplished if we will but try. I think your point well taken, and I am sure you will get the co-operation of all the men on the division."

From an operator: "I am in no position to save in a big way, so I did a little in a little way, namely, burned only one light and turned that off as soon as possible in the morning, hoping to cut down our electric bill. Fired heater just enough to keep the tower comfortable. Used old newspapers to clean lanterns instead of cotton waste. Salvaged a car chain and placed in the regular junk heap."

An agent writes that a coal bat was set out at his station, to load with sand, and he discovered some coal in the car. He had some switched to the company coal shed and unloaded, getting between four and five tons of station coal. Another engineer reports: "In reply to letter ask-

ing for economical service and suggestions, will say that this matter is at all times before my mind, as I am as anxious to perform the best and greatest amount of service with the least expense for my employers as if it was my own personal business. I want to say that up to the present, due to the co-operation and skilfulness of my present fireman, I have been able to run trains with at least one tone of coal less each way over the road than I have been able to do at other times. In united, co-operative work, great and economical service can be performed."

From a carpenter foreman: "In reading the articles written by employes in different departments, I am convinced that most of them are doing the same as most of us who have not contributed before. That is, to get the work done in the best way for the company's interest and their own. My only thought and advice to my men is to use company material as though it were their own. If this were practiced in all departments the whole problem of saving would be solved. For instance: I had a man working one time who would empty his pockets of all nalls, he happened to have left at meal time, or at night, and throw them away on his way to the car. That man did not work very long. Then, too, this type of a man will say the company will give you no credit for doing an honest day's work, or being saving of their material. Our officials over us may not notice the things we do at all times, but the public does. Only the other day a physician and a friend of mine were discussing the labor situation, and he mentioned just these sentiments that the public hold up against employes in the wage question. They will see some one man wasteful and careless and judge all employes by that one man. The public is likely to be a severe critic when you draw on its pocketbook."

From a carpenter foreman: "I have in mind a few things which, although small, are large savings if practiced by all employes. I have a box in the car that I keep filled with large washers and lag screws which I pick up in the yards while passing through each day. Also keep all old lock parts so am able to repair many locks when called on for renewals of old worn out locks; and in erecting staging, especially for water tank erection, I do not cut any lumber for brackets, as I erect a circular staging that takes full length 2x6 and 1x6 for brackets and bracing. Small savings by themselves, or for one crew, but taken over the whole system, amount to good sums."

From an agent "Have made a considerable saving on claims the past year on shipments of flour, sugar, chick seed, grass seed, etc.—such freight as might be damaged by rats. Have put to use a few surplus cream cans setting around depot, by taking four of them and placing grain doors on top of them, making a rat-proof platform. This will hold all such freight as is found necessary to hold over night."

#### Mr. Sawyer Returns to Coast

Effective May 1, Mr. Mott Sawyer was appointed superintendent of the Olympic Division, with headquarters at Port Angeles. Mr. Sawyer, who has for the past year been assistant to General Superintendent J. H. Foster, came to Minneapolis from the Lines West and before the war he was superintendent of the Idaho and then of the Coast Divisions. Due to the business depression, the position occupied by Mr. Sawyer in Minneapolis was abolished.

Mr. Sawyer entered the United States service in the war, being appointed by the government, with the rank of major, to assume charge of the construction of the railroad into the spruce forests of the Olympic Peninsula, and on November 11, Armistice day, the spruce line was completed and ready to operate. Its accomplishment was a notable engineering achievement, involving many miles of heavy construction work along the abrupt mountain slopes of Lake Crescent, and if this line is ever operated, it will open up some of the finest timberland on the Pacific Coast. It connects with the rails of the Olympic Division at the foot of Lake Crescent, giving it a rail outlet via that route.

#### Milwaukee Bunch at Dubuque Give a Get-Together Party, Thursday Evening, April 21st, 1921

Committee:—Locomotive Department: F. Fernstrom, J. H. Bell, Olive Itomig, Lucille Millar. Car Department: C. A. Kennedy, Hazel Ryan, Francis Smith. Accounting Department: John Kile, C. O'Connor. Store Department: G. T. Richards, L. Schwartz, M. Kiebler. Transportation: Geo. Ehmer, Florence Gonzer.

Say, did you know we had a party?  
(Who are WE and where was it?  
What about it, when'd you have it—  
Tell me, don't just give that bit).

Well, to start with—this here party  
What I am a speakin' of,  
Was at Eagles' Hall, last Thursday,  
And the Angels in Heaven above—

Must've felt quite awful bappy,  
To look down at that jolly bunch;  
(Tell me quick, who was at the party—  
I aint even got a bunch!)

First, there were the big officials,  
Then supervisors were in line,  
Also dispatchers and yardmasters,  
And the clerks sure there did shine.

'Course the men all brought their wives—  
Them who had 'em who's I mean.  
And the rest just brought themselves,  
That was all who could be seen.

(What yuh do at this here party?  
Gee, hurry up and tell me all—  
'Sbad enuf I wasn't in it,  
Without waitin' 'til next fall—

For to hear what was a doin'—  
Shootin' craps, I spect for dimes.  
But that's no fun 'f there ain't no niggers—  
An' they won't play these paunky times).

Hold your horses and I'll tell yuh  
Just' exactly what went on—  
There was just EXQUISITE music,  
And the band a C. M. & St. P. one.

Picture all them supervisors—  
A dancin' with us poor scrub clerks,  
You could see our faces shinin'  
That we were the whole darn works.

'Twas a GET-TOGETHER PARTY,  
This here what I'm speakin' 'bout,  
An' everybody got acquainted,  
Ate, swapped lies and waltzed about.

Nobody stood on ceremony—  
There were 200 at this Hop—  
Those who weren't in on the dancin'  
Were downstairs a playing—stop!

Don't know what they were a playin'  
Can't tell if I was to die,  
(What's the reason, lapse of mem'ry?)  
Nope—I was dancin', that's why.

—Lucille Millar.

#### Kansas City Division

*Billie*

Mrs. Louise Perry, mother of Agent J. A. Perry and Ella Perry of Bidwell, and Operator F. E. Perry of Braymer, died at her home in Bidwell May 11th. Funeral services were held at Bidwell, May 12th, and the body was taken to Tomah, Wis., for burial.

Lester Trout, dispatcher for the M. & St. L. Railway at Oskaloosa, called on us May 9th, en route to Elmira to visit his new daughter.

Operator Martha Brown, West Yard, has traded her fivver for an Oldsmobile.

Construction work was started this week in Excelsior Springs, Mo., on a United States Hospital, which is to be comprised of thirteen buildings, and involves an expenditure of \$100,000.

Operator L. E. Coleman and Miss Theo Swards, both of Seymour, Iowa, were married April 25th. Engineer Levi Wright, a Kansas City Division employe since 1885, died at his home in Marion, Iowa, on May 7th, after an illness of several months. Burial took place at Marion.

## Safety First

*A. W. Smallen, General Safety Supervisor*

**"THE BEST KNOWN SAFETY DEVICE IS A CAREFUL PERSON."**

### And I Learned About Safety from Them

*(With Apologies to Robert Service)*

I've taken my jobs where I've found 'em;  
I've roamed and I've bummed in my time;  
I've had my pickin' of partners,  
And four of the lot was prime.  
One was a first class molder,  
One was a miner from Nome,  
One was a grand old machinist named Harry,  
And one was a laddie at home.

Now, I weren't no hand for this safety;  
But, takin' it all along,  
It's got me guessin', this safety,  
And it surely cannot be wrong.  
There's times when you'll think it mightn't  
be right  
There's times when you'll think it is wrong,  
But things that I've learned from the crippled  
and burned,  
Should teach you, it's right for the strong.

I was a young buck in those days,  
A-learnin' my trade on the floor,  
French Johnny was standin' beside me;  
The chain broke as never before,  
The big flask came down with a wallop,  
Poor Johnny was under the rim.—  
It happened so quick, it near made me sick;  
And I learned about safety from him.

I quit the trade for the Yukon,  
A-diggin' for gold in the ice;  
Met there a husky young miner,  
Who sure was in need of advice.  
Husky and brawny and boastful,  
This reckless young heathen named Tim;  
He's there to this day, deeply buried in clay  
And I learned about safety from him..

From there I shifted to Portland;  
Got me a job buildin' ships;  
They put me to help a machinist;  
The man had no fear of hot chips.  
Till straight in the eye he got one,  
From the hammer right hot to his glim—  
So now he is shy that useful right eye:  
And I learned about safety from him.

Then I came home to the old state,  
Thinkin' I'd learned a good rule;  
But this chap runnin' a drill press,  
Showed me I was just a dum' fool.  
He wore a loose jumper, the nunny,  
The fast turnin' spindle caught him  
Broke his arm with a snap like a dynamite  
cap,  
And I learned about safety from him.

I've taken my jobs where I found 'em,  
And now that I'm roamin' no more,

I'm passin' on the good message,  
It's yours clear down to the core.  
That safety you've figured for others,  
Comes home to your door, don't you see?  
Be advised by my lot (as I know you will  
not)—  
And learn about safety from me.  
By W. H. MacMahon,  
American Hoist & Derrick Company.

### "Safety First"—Why We Are Strong for It

*(From the Railway Employees' Magazine)*

This magazine is receiving many expressions from the railroad officials identified with "Safety First" work congratulating it upon the efforts it is putting forth to bring home that great human doctrine more clearly and closely to railroad employees. Naturally enough, we appreciate these expressions, but there are other considerations a great deal more important to us, to railroad workers, to railroad management and to the public which depends so much upon railroad operations.

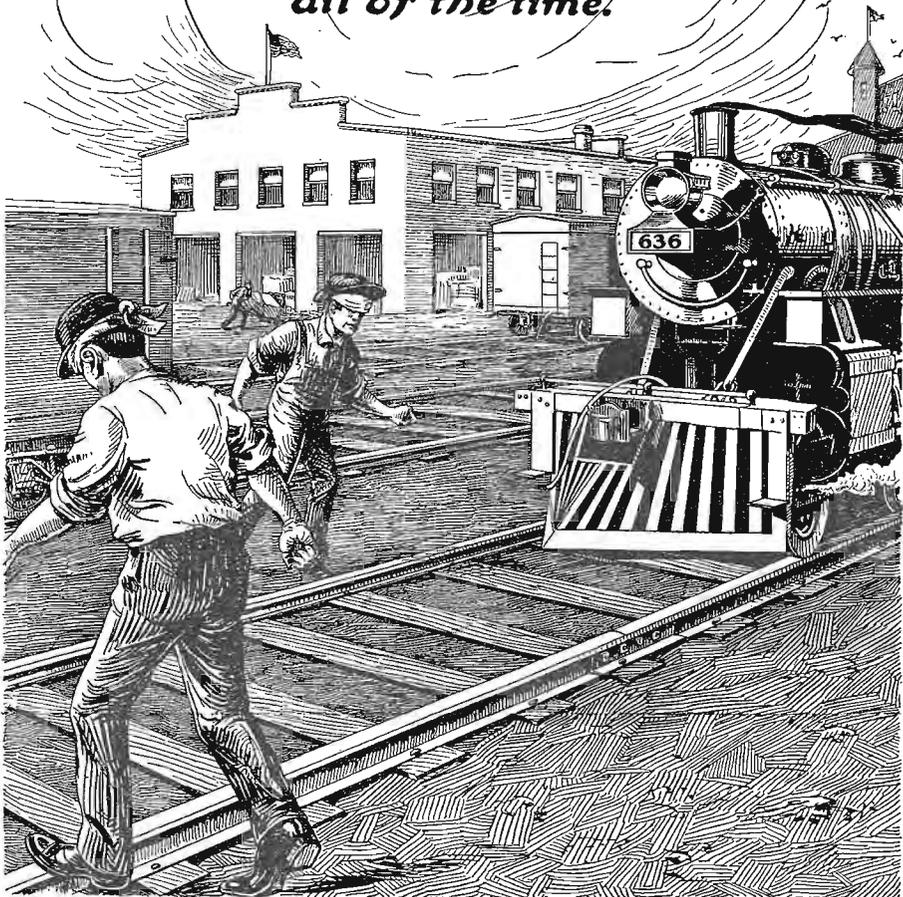
In the first place, this Journal's "Safety First" efforts are only a part of our Association's work along these lines—and not by any means the greatest part. Day by day as the leaders of our field workers go up and down the railroads on which our Association is privileged to operate, they are talking "Safety First" to all the railroad men they meet—talking to them single handed as man to man; talking to them wherever they can get a group to listen. And these are the kind that "get over" because they are the talks of railroad workers to brothers of the same craft.

And still another and very powerful means of education and stimulation in "Safety First" is through our lodges. There again, it is a case of railroad worker talking to railroad worker. Most of our hundred and more lodges meet twice a month and every few months in each one of them there is some special occasion which brings together not only men who wear the "Little Blue Button," but scores of other workers not yet affiliated with us, and many of the women folk and children of railroad families. At many of these meetings some railroad man with the gift of convincing speech and with the power and force of intimate knowledge, says something simple, straightforward and convincing about "Safety First."

And still farther this magazine and our association are constantly receiving from railroad workers inside and outside the organization unsought commendation for our "Safety First" work. It is no reflection on the helpful and courteous letters we have

# Are You Blindfolded by Inattention?

*Make use of all of your senses  
all of the time.*



Courtesy, Pere Marquette R. R.

National Safety Council



Steam Railroad Section

Additional Copies of This Bulletin May Be Secured at Cost

received from men connected with railroad management to say that these expressions from the workers after all, have the deeper value and the greater significance: they come straight from the ranks and they show how strong and firmly rooted the "Safety First" idea is in the railroad mind; they show how the great majority of them have made it a cardinal doctrine of their individual life and work.

One of the great things about "Safety First" in railroading is that it is as much the concern of the newest and lowest employe as it is of the highest "Safety First" director—of the highest officer of the road himself. Its best results are attained when every man all the way up and down the line not only makes "Safety First" the first consideration in every thing that he personally does in his work, but constitutes himself a committee of one—and a keen-eyed and hard-handed committee at that—to see that all the other employes among whom his work lies attach as much importance to "Safety First" as he does.

If there is in America a railroad where the management is much interested in "Safety First" and the employe only a little interested, if at all, the "Safety First" record of that road is bound to be poor. You can't get away with "Safety First" in railroading or in any other industry simply as a matter of discipline, an affair of rule and punishment.

And if there is any railroad in our country where the men are much concerned, as individuals and groups, in the "Safety First" doctrine and its practices, and where the management is concerned only occasionally and casually, there you will have another road whose "Safety First" record is not a thing of credit and pride.

Analysis of "Safety First" practice and results on all the railroads of the country will inevitably and impressively reveal the fact that the secret of its highest success is in true co-operation among the men in all branches of service and between men and management.

In twenty or so American cities of considerable size "Safety First" has been and is being introduced as a principle of community living as well as of industry. Everywhere the effect has been to reduce the number of preventable accidents—and everywhere in these municipal movements success has been attained only by securing the co-operation of the body of the people.

Necessarily most of these newer movements go back to the steel industry in which the name and the doctrine of "Safety First" had its birth, inspiration and ideas, and necessarily they have found much help in the experience of the railroad industry where "Safety First" practice has reached its highest point.

But these municipal movements are going to render an invaluable service in return to ours and the other industries from which they gather their inspiration and knowledge. This will come in the education of the youth of the country in "Safety First" as a part

of their daily school routine. In the average railroad family you will find that the idea of "Safety First" and a pretty fair working knowledge of its fundamental rules, is shared by the women and children; they have been quick to see how much it means to them in the preservation of their working members, their breadwinners, and have unconsciously learned to apply to themselves and their affairs the truths that are a vital necessity in the life of the family's head.

It will be one fine day for our country when in every public school of every grade "Safety First" is given as much stress and importance as any sort of learning or any sort of education in the great business of living and living right. Some people who don't care much about our association may sneeringly remark,—some such already have,—that our interest in "Safety First" is a good deal of a selfish proposition; that we are anxious to reduce preventable accidents so that we will not be obliged to pay out so much money on accident claims. We can afford to meet any such criticism with a good-natured grin. The fact is that if our association alone, or all the other agencies that could be invoked for the purpose, could prevent all accidents on railroads we would be supremely happy and devoutly thankful. This association, founded and run by railroad workers for the benefit of railroad workers, would be a pretty poor sort of a proposition if it cared or tried to thrive on preventable accidents to the people who operate the railroads or the people who use them.

A further fact is that if such an ideal condition could be arrived at there would still be plenty for this association to do in protecting the earning power of railroad workers against and through the hazard of disability through illness, which is so much less preventable than accidents, and against death the inevitable, which is no hazard at all but an absolute certainty except as to time.

And yet another fact is that we find a rare pleasure as well as a high duty in our "Safety First" work because, as has been stated in this article, its true success lies in co-operation. This association and its marvelous success are a clean-cut example of co-operation among railroad workers—co-operation that has substituted for a cold-hearted and inefficient protection a system in which sympathy and promptness and liberality are the prime considerations. "Safety First" is, perhaps, the most striking example of co-operation not only among railroad workers but between workers and management.

Taken together, it may be that these two examples give a hint of the solution of a problem that has vexed the souls of many men through many years—the problem of how to render a great and essential service with the highest efficiency and with the highest prosperity and happiness of all those engaged in it.

**"Difficulties are made to rouse, not discourage."—Channing.**

## At Home

Hazel M. Merrill, Editor



The Three Kiddies of Chief Carpenter  
A. A. Kursejka, Minneapolis

### The Brides' Month

Just by way of vanity, the bride of this story chooses to be married out of doors. The out-door ceremony is simple and very lovely, with the green lawn, and with lilacs, roses, syringa, or vine-covered arbor forming the background. The bride who is married in the open may wear a simple, dainty, white summer frock and wide hat. The material of her choice is white organdy, made with rather full over-skirt, close little bodice, finished with wide rolling collar, and the new, and very attractive, puff sleeves; frilled motifs of white picot-edged ribbon are placed at intervals around the tunic and finished with long loops of ribbon. The collar is edged with plaited ribbon, and the girdle is also of ribbon, passing about the waist twice, and is tied at the back through a knot of organdie flowers. The hat of white horse-hair, taffeta, or organdie may have drapery of white lace, drooping over the edge, hanging in veil effect from one side of the back.

### What to Take on Week-End Trips

Your assured good time depends on your wardrobe. A suit or cloth dress has been the custom for years, but in very hot weather, fashion says we may wear a dark silk or satin dress, this season's favorite being the combination navy and gray. This same dress would be appropriate for street or church wear in the country. A wrap of the new circular cut should form part of the wardrobe, as well as a summery chiffon, organdy, or dotted swiss frock for semi-evening wear. For day wear, a gingham or chambray; and for sports, a plaited wool skirt with tuxedo sweater, knitted in pasted shade, and a hat to match. If week-end is to be spent near the water, a bathing suit of black silk poplin with bright green lacings and pipings may be included.

### A Cool-Looking Home for Summer

Special curtains and slip covers for summer have become to be regarded as a necessity in almost every household. We have long recognized the economy of putting away the heavy draperies and protecting the expensive upholstery during the dusty summer months, but only in the last few seasons have we taken notice of the fact that utility is not the only object in view, but also that fresh summer draperies and slips make the home look restful and cool. Much care must be exercised in the making of these drapes and slips to see that they fit tightly and are neat and attractive. They may be made of linen, cretonne, chintz, heavy dimities, one-toned sateens, unbleached muslin; and in the less formal rooms, checked-gingham makes quaint and effective covers. The more simple and attractive curtains are the more suitable for summer use, and usually only one set of curtains should be used. In a bright sun-lighted room, silk or cotton pongee, gingham, chambray, and other various light-weight sunfast materials may be used; while in rooms inclined to be dark, curtains of dotted muslins, grenadines, marquisettes, flowered dimities, voiles, organdies, etc., should be used. Window shades of glazed chintz are attractive when plain curtains and plain walls are used.

### GOOD THINGS TO EAT

**Potato Cake.**— $\frac{3}{4}$  cup butter, 2 cups granulated sugar, 1 cup hot mashed potatoes,  $\frac{1}{2}$  cup sweet milk, 2 cups flour, 4 eggs, 2 tsps. baking powder, heaping  $\frac{1}{2}$  cake unsweetened chocolate,  $\frac{1}{2}$  teaspoon each of cloves and cinnamon, 1 cup chopped walnut meats. Cream sugar and butter. Add eggs and milk, then potatoes mashed smooth and hot; also chocolate which has been allowed to dissolve over teakettle. Flour, baking powder, spice and nuts. Bake in a moderate oven.

**Dandelion Wine.**—Over 2 qts. of fresh dandelion blossoms, pour 1 gal. of boiling water. Let stand from 24 to 48 hours, then strain through a cheesecloth. Add the juice of 4 oranges and 3 lemons, put in 4 lbs. of granulated sugar and  $\frac{1}{4}$  cake of yeast foam. Stir until sugar is dissolved. Put the mixture in a 2 or 3 gal. jar and tie muslin over the top of jar. Set in cellar for 6 weeks, then skim, strain and bottle.

**Strawberry Sponge.**—Make a sponge cake and cut into slices. Put preserved strawberries between the slices. Pour the juice over and cover with whipped cream. Dot each slice with a few berries.—"Gas Gazette."

**Hermit Cookies.**—1 cup chopped raisins, 1 cup butter, 1 cup sugar,  $\frac{1}{2}$  cup molasses, 2 eggs, 3 tablespoons of sour milk, 1 tsp. soda, 1 tsp. cinnamon, 1 tsp. cloves and 1 tsp. nutmeg.

**Excellent Apple Sauce Cake.**—1 cup sugar,  $\frac{1}{2}$  cup butter,  $\frac{1}{2}$  cup apple sauce, 2 cups flour, 1 cup raisins, 2 tsps. soda dissolved in about 2 tsps. warm water; 1 tsp. cinnamon,  $\frac{1}{2}$  tsp. cloves,  $\frac{1}{2}$  tsp. salt, 1 cup nutmeats. Bake in loaf 45 mins.

### HOUSEHOLD HELPS

**Iced Tea.**—To 1 qt. of tea add the juice of 2 lemons, or thinly slice 2 lemons, add sugar to taste and fruit juice if desired.

When cooking prunes, place washed prunes in a bean-pot, fill to cover them with boiling water and cook slowly for three or four hours. Cover



beanpot tightly. Fruit will not need sweetening and will be plump, soft, and delicious.

To remove iodine stains, pour kerosene on the stain, then wash as usual. Every bit of the stain will be removed.

Dissolve 1 tablespoon of washing-soda in a pail of boiling water, and scrub a stone door-step or brick porch with a stiff broom. This will make it bright and clean.

To hold mosquito netting over baby carriage in the summer, turn up an inch hem and run a rubber or flat elastic through it. The netting will then fit snugly over the carriage and will not fall off.

The newest picture frames are of gilt with polychrome decorations; Venetian Blue being a favorite tint.

Starch.—1 to 4 tablespoons of starch, accord-

ing to thickness desired; 1 cup ( $\frac{1}{2}$  pint) cold water;  $\frac{1}{2}$  tsp. borax;  $\frac{1}{2}$  tsp. paraffin; 1 qt. boiling water. Make a paste of the starch and cold water; add the borax, the paraffin and the boiling water. Boil the mixture, stirring it thoroughly until it is clear, or for about 20 minutes. Remove any scum that forms and strain the starch while hot.—"Gas Gazette."

#### Helpful Hints On Spring Cleaning

**Cellar Disinfectant.**—Dissolve 2 lbs. copperas in 1 gal. water and sprinkle the walls and floor with this solution, using an old whisk broom, watering pot or spray. This solution will assist in driving away rats or vermin.

**To Remove Dampness.**—Place in the cellar a large open box or pan containing fresh lime. This will dry and purify the air. Change the lime as fast as it becomes air-slaked.

**To Clean Mattresses.**—Stains on mattresses may be removed by covering them with dry laundry starch and moistening this with enough soap or soap jelly to form a thin paste, which will dry on, but not soak through into the mattress. Let dry and brush off with stiff whisk broom. Repeat if necessary. Afterwards, sponge with ammonia and water.

**To Clean Paint.**—To clean paint and varnish, the following are all recommended: whitening, fuller's earth, cold tea, wood ashes, kerosene, soda, ammonia, turpentine and bran water. Do not use much soap or washing powders containing free alkali to clean paint, nor any soap at all on varnish. Soap tends to streak or remove paint. Keep water warm, but not hot, and change frequently. Use flannel or chamois, cotton or similar goods leave lint.

**Grease Spots on Matting.**—To remove grease spots, cover with French Chalk and moisten with turpentine. Let this stand for few days and rub off with stiff brush.

**Window Glass.**—Glass that has become dingy from exposure to the elements may be restored to brilliancy by rubbing with a solution made of muriatic acid, 1 part acid to 10 parts water, and polishing with a moist cloth dipped in whitening.

Aluminum pans blackened from cooking of meats or green beans can be brightened by boiling potato peels in them. Scorch spots can be removed by wetting them with clean water and sprinkling with borax.

Silver packed away will remain untarnished if packed with dry flour.

Onion odor will disappear from a knife if it is wiped on a damp cloth and then rubbed briskly with coarse salt.—"Gas Gazette."

#### THE PATTERNS

3302-3610—Ladies' Costume. Waist 3302 cut in six sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. Skirt 3610 cut in 6 sizes: 24, 26, 28, 30, 32 and 34 inches waist measure. To make the dress for a medium size will require  $3\frac{1}{4}$  yards of 27-inch material for drapery, collar and cuffs and  $5\frac{1}{2}$  yards for short sleeves and waist. The width of the skirt is 2 yards at the foot. TWO separate patterns—10c FOR EACH pattern.

3620—Girl's Dress. Cut in 4 sizes: 6, 8, 10 and 12 years. A 10-year size will require  $3\frac{1}{2}$  yards of 27-inch material. Price, 10c.

3628—Girl's Dress. Cut in 4 sizes: 6, 8, 10 and 12 years. A 10-year size requires  $4\frac{1}{4}$  yards of 27-inch material, with bolero; without bolero,  $3\frac{1}{2}$  yards will be required. Price, 10c.

3616—Ladies' Dress. Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size will require  $5\frac{1}{2}$  yards of 44-inch material. The width of the skirt at the foot is  $2\frac{1}{4}$  yards. Price, 10c.

3598—Child's Dress. Cut in 3 sizes: 2, 4 and 6 years. A 4-year size will require  $3\frac{1}{2}$  yards of 27-inch material. Price, 10c.

3626—Junior's Dress. Cut in 3 sizes: 12, 14 and 16 years. A 14-year size will require  $4\frac{1}{2}$  yards of 27-inch material. Price, 10c.

3604—Boy's Play Suit. Cut in 4 sizes: 2, 3, 4 and 5 years. A 3-year size will require  $2\frac{3}{4}$  yards of 36-inch material. Price, 10c.

3617—Ladies' House Dress. Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size will require  $5\frac{1}{2}$  yards of 27-inch material. The width of the skirt at the foot is about 2 yards. Price, 10c.

3591—Ladies' Dress. Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size will require  $3\frac{1}{2}$  yards of 54-inch material. The width of the skirt at the foot is 2 yards. Price, 10c.

3592—Misses' Dress. Cut in 3 sizes: 16, 18 and 20 years. An 18-year size will require  $5\frac{1}{2}$  yards of 40-inch material. The width of the skirt at the foot is 2 yards. Price, 10c.

3599-3606—A Smart Costume. Blouse 3599 cut in 7 sizes: 24, 26, 28, 30, 32, 34 and 46 inches bust measure. It requires 3 yards of 36-inch material for a 38-inch size. Skirt 3606 is cut in 6 sizes: 24, 26, 28, 30, 32 and 34 inches waist measure. A 28-inch size will require  $3\frac{1}{2}$  yards of 44-inch material if cut crosswise, and  $2\frac{1}{2}$  yards if cut lengthwise of the goods. The width of the skirt at the foot is about 3 yards. TWO separate patterns—10c FOR EACH pattern.

3605—Ladies' Apron. Cut in 4 sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A Medium size requires  $3\frac{1}{2}$  yards of 36-inch material. Price, 10c.

#### CATALOGUE NOTICE

Send 15c 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 30 of the various, simple stitches) all valuable to the home dressmaker. Address Hazel M. Merrill, Room 1241 Railway Exchange, Chicago.

Miss Rose asked her eighth grade: "What are the sister states?"

Mabel answered: "I am not sure, but I should think they were Missouri, Ida Ho, Mary Land, Callie Fornia, Louisa Anna, Della Ware, Minne Sota and Mrs. Sippi."—The St. Cloud High School Mascot.

A unique gift for a child, and one that is sure to delight the heart of any youngster, is a soap-bubble set, consisting of a decorated bowl, a clay pipe, a cake of soap, and an apron to wear when the bubbles are blown. The pipe, soap, and apron all fit nicely inside the bowl, making the gift compact and neat. An ordinary crockery mixing bowl may be used, or if one is real handy, it may be decorated at home with paints and made to look attractive. The apron is made of a straight strip of material with a round hole in the center which slips over the head, and two straps in the front which button over in the back when the apron is put on, holding back and front together under the arms. It should be of some heavy material. It may be embroidered with two crossed pipes in the front.

#### Items from the S. M. West A. B. C.

Engineers Hagen and Long are full-fledged business men, having bought the Winfed pool hall and ready to serve the public. So, on your motor trips make Winfed your objective point, help the boys and be assured of a hearty welcome and good treatment.

Conductor D. Lawler, tired of the west end run, has taken the North passenger and thus made a change for quite a number. Variety is the spice of life, isn't it, Dan?

Engineers Kaisersatt and Wilson have been under quarantine for the past few weeks, but are now on the road to freedom. We will be glad to see them about again.

Machinist MacDermott has left our ranks for the present and is taking a course in the Palmer School of Chiropractic at Davenport, Iowa. Good luck to you, Mac.

Car Foreman Washburn and wife have just returned from a visit to Austin, where their parents reside.

Engineer Franklin and wife were called away to attend the funeral of Mrs. Franklin's sister.

Our "Coal King," Jacob Hemauer, has taken unto himself a wife and, not satisfied with our "American beauties," sent to Germany for his fair lady. Congratulations and best wishes, Jake, evensso.

Alfred Fuller and wife have returned from New Mexico, where they have been spending the winter account of benefit to Mrs. Fuller's health. Mr. Fuller has again taken up his work as boiler-maker helper at the roundhouse.

Mr. Schendal, formerly one of the operators at Madison, has become the genial agent at Howard.

No wonder the passenger service is poor, when guaranteed autos may be bought for only \$50. Surely we stand for one or two idlers this season if the gas holds out. How about it?

## Special Commendation

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

Section Foreman H. Carroll and helper, Marvin Ames, for interest in the company's welfare. St. Paul car 76955 on hand at station, delayed, account broken bolts in coupler carrier iron. Upon learning of the condition of car, these men searched through their scrap iron, found three bolts which could be used and made the repairs. It took them but a few moments, but saved at least half a day for car repair and one day's delay to car. These men are always willing to help out in such ways and are deserving of much credit.

Section Foreman C. R. Williams, Kirkland, Ill., found wheels sliding on train, March 26, about 25 cars from engine. Could not get signal to lead end, and there being no one on rear end, he notified operator to have train stopped at Fairdale and wheels released. Wheels were on new tank car and would have been spoiled if allowed to run to Davis Junction.

Operator A. L. Head, Elgin, while on way to Spaulding, March 28, passing Hammond station, saw several small boys building a bonfire against a pile of new oak ties. He scattered the fire and chased the boys off the right-of-way. Some of the ties were on fire and he got some water from the spring at Hammond and put out fire. There were about ten piles of ties and the wind was blowing hard, so if the fire had gotten a good start, most of them would probably have been burned before the section men could have been notified.

Section Foreman Leo Lombardo, for prompt action in taking a man off track at Cortland street bridge, Chicago, which undoubtedly saved his life. Such actions are highly appreciated by the management.

S. C. & D. Division Conductor Carl Wheeler, for interest in company's welfare at time of fire at Manilla, April 11, when coach supply house was burned. No. 3's equipment was threatened and Conductor Wheeler promptly pulled it out of the way before cars were damaged in any way.

Engine Foreman Fred Smith, for vigilance in discovering two bent axles on St. Paul car 66356, April 19. Car was set out of train and sent to shop for repairs. Of this Superintendent Whiting says: "I want to say that this is the kind of work which shows that the men are getting back to the railroading of the old days. There is no question but that the discovery of this bad order car saved a derailment in the yard."

Dubuque division agent, E. W. Christ, discovered a leak in oil tank in No. 67's train while passing his station. Information was promptly transmitted to dispatcher, leak was located and repaired, saving a claim against the company.

Dubuque Division Agent E. W. Christ, for careful compliance with Rule 626, discovering defective draw-bar lever in St. Paul car 57614, notifying train crew, so that repairs were made before further damage had occurred.

Illinois Division Brakeman Clifford McDougal, for courteous treatment of passengers, giving especial care to a little five-year-old girl traveling alone from Albany to Davenport. Brakeman McDougal's courtesy was noticed by another passenger, who took occasion to write Trainmaster Alfred a letter acquainting him with the kindness and courtesy of the train employe whom she had observed.

Illinois Division Switchman R. C. Reeves: "On March 31, train No. 25 was on the bridge at Davenport, going over the river, when a little girl ran up and told one of the switchman on the switch engine that was waiting at the switch of the west wye to pull No. 25 to the depot, that a lady was on the bridge and was caught there and could not get out. Mr. Reeves, one of the switch crew, took a fusee, lit it and went to the woman's rescue. Train No. 25 was near the bridge switch at this time, but Mr. Reeves, with great presence

of mind, got the woman loose, off the bridge and down the bank. He is entitled to great credit for his brave action.

R. & S. W. Division Conductor George Stauffer, who discovered broken rail near Johnsons Crossing, April 17, and by promptly reporting same, undoubtedly saved a bad derailment.

Operator R. E. Aldrich, Byron, Ill., for discovery of broken rail, April 11, about two miles west of Stillman Valley, on west-bound track. He went back to Stillman Valley with motor car and notified agent and signal maintainer.

Brakeman George Mahood, for securing a through ticket to Ogden, Utah, for a young lady on Dubuque train No. 4, May 12. She was under the impression she had to go to Chicago in order to get a train through a Ogden. Mr. Mahood explained that she could make much better time by staying over at Savanna and taking Illinois Division No. 7 to Omaha. This she did, and was very grateful to Mr. Mahood for his courtesy.

### The Old Milwaukee Spirit

On April 25, as train No. 135 was approaching overhead bridge east of Zenda, Wis., the engineer sighted trouble ahead and saw a man coming toward train, signalling that something was wrong. Train slowed down and track was found to be flooded over six inches and covered with rocks and rubbish, account of a cloud-burst. Large stones which had been placed in embankment for protection had been washed over onto the track. Fireman Roy Wheeler, who had been laid off account of slack work, was employed on a farm nearby, had seen the washout and got busy at once. Putting on his rubber boots, he waded right into the thick of the muck, working with all his might in water up to his waist to clear the track of rubbish. He went to Hebron Tower on No. 146, notifying engineer on No. 143 and the operator, also put out stop signals south of the washout, and did everything possible to make things safe, continuing his efforts until after 9 o'clock that night. All this service was cheerfully rendered, with no thought of danger to himself, but for the safety of trains and track. Realizing that such work as this is worthy of special recognition, General Manager Gillick was advised of the occurrence and wrote Mr. Wheeler the following letter:

"April 26, 1921.

"Mr. Roy Wheeler,  
"Hebron, Ill.

"Dear Sir:

"I have just heard about your actions in the storm that occurred in the vicinity of Zenda last night, and from what was told me, I do not think you could have done more if you had the opportunity to think it all out.

"The Railway Company appreciates the efforts of its employes to prevent accidents at any time, but especially at a time when the employe is not working because of the very great business depression.

"I understand you were not working, and have not been for some time, because of the reduced service, therefore what you did in this instance is very commendable, and I am sure Mr. Thurber will let you hear from him further.

"Very truly yours,

"(Signed) J. T. GILLICK,  
"General Manager."

On Easter Sunday, March 27, special train was operated from Janesville to Monroe for the Knights Templar, the service and attention of the crew calling forth the most enthusiastic approbation from all of the members of the special party. They made request that all who had anything to do with the arrangements and the train service be given a special vote of thanks. The cleanliness of train and engine, handling of train without jar or jolt and the neat appearance of the crews were subjects of special mention, and through these means a large number of friends for the Milwaukee were made, which shows that "Service Pays."

## On the Steel Trail

### Malden Notes M. E. K.

We have already planted our roundhouse flower garden. That was three days ago and there's nary a sprout yet. We confess to a sneaking idea that Jimmy dug the seeds up and sent them to Thelma. Somebody suggested to Mr. Crutcher that he wire Thelma a bouquet, but Jimmie said it wouldn't be much of a bouquet he could stuff into one of those little envelopes, and anyhow they'd be all squashed when they got there. "No, sir!" he said, "a big bouquet, or nothin'." Now we, the author, having a Pinkerton type of mind, just naturally believe Jimmie decided to send her a whole flower garden and dug up our plants. There's no other way to explain the tardiness of our Nasturtiums in blooming.

One of our stationary firemen attempted suicide and murder the other evening. That's what always happens when someone tries to drive a car with one hand, going thirty miles an hour. We know it's true, because we read it in a book, once.

Our chief boiler inspector, Mr. Bluing, has been working a 16-hour day lately, planting spuds, chopping wood and doing all the other things a poor married man has to do. It's his own fault. He went ahead and got married, even after Tom Brown told him what a nuisance women were. We heard that Mr. Brown had a change of heart when he met Pinkie.

We never realized what an invaluable asset Banty was, until he layed off one day and we had to work two boilermaker helpers in his place.

A short time ago our very modern poetess Amy Lowell, startled the scientific world by announcing that she could smell the stars. She's got nothing on one of our boilermakers. He can see a wireless message go by and knows an aeroplane from a hawk at a distance of forty feet.

Mr. Lowry has been plowing his garden with a one-man plow from Missouri. He says they can't even make plows out here in the United States.

Mr. Murphy, general inspector of accounts, was thru here not long ago and gave us instruction and assistance that is invaluable. Incidentally, he lightened our work greatly.

One of our machinist helpers has been accused of being a very tired sort of a guy. He argues, however, a line of demarcation between sitting down on the job and falling down on the job.

R. W. Janes and Mr. Emmerson were with us for two days last week.

Mr. Beach, one of our machinists, was awarded the blue ribbon by John D. Rokerbilt, the store house philanthropist, as the best and speediest hiker in our city.

Since they pulled Mr. Rader off the day hostling job, we have to measure the fuel oil and sand ourself and chase up the foreman to answer the phone and find out all about the engines and crews, and believe me, we miss him. He was sort of handy to have working around here.

Engineer Hankins couldn't keep on the track. That looks bad, especially since he just got back from Vancouver.

Mr. Morrisette hasn't looped the loop for quite a while, and Mr. Mittelstadt hasn't dropped anything on Fujisf.

Ischire Fujitoka, one of the Japanese who has been working as boiler washer here for a number of years, died recently, just before he was to start on his trip homeward, bound for Japan.

We have a bad habit of writing up semi-annually and then attempting to take all the space. We hope we get pretty well up in the front of the book this time, because our folks have gotten so tired of searching the entire volume in vain that they now look no farther than pages 8 or 10.

[Well, here you go to the head of the column.—Editor.]

**Pin your faith and put your money on the "sure-thing" bet—the future of this wonderful country.**

### East Wind Mie-a-Minute

Oofy Goofy bought a new suit  
And the color was not green.  
It looked like a game of African Golf,  
The finest I ever have seen.

The coat didn't fit his manly frame,  
'T was a trifle too large in the chest,  
For he is a perfect thirty-six,  
His figure is one of the best.

So back to the office his suit he brought  
On the way to the tailor so fine,  
Intending to have the wrinkle taken out  
When he should go out to dine.

But alas how easily things go wrong,  
Somebody shuffled the tags,  
When he opened the box in the tailor shop  
All he found was a few old rags.

The following card was received from Hazel Anderson shortly after becoming Mrs. Sohn: "Arrived in Buffalo this A. M. Am having a good time with love." We felt we would be selfish to confine this bit of humor to the readers of the *Employes' Magazine*, so the card was sent to the famous Line O'Type, and Thursday morning, May 19th, the following appeared in the *Tribune*:

You Must See the Rapids from the Canadian Shore, Hazel.

Sir: The attached postal card was just received from the Newlyweds, now at Niagara Falls: "Dear Nellie: Arrived in Buffalo this A. M. Am having a good time. Hazel." Appleyard.

It is quite apparent that Paz hasn't the sense of humor we have always given him credit for.

L. F. Donald (Disher), chief clerk to Mr. Bradshaw, motored from Savanna to Chicago in his trusty Cadillac a few Sundays ago. Outside of the chilly blasts of a nor-easter, a puncture, two blowouts and several other minor accidents, everything went lovely. He now agrees the way freight schedules should be lengthened.

Officer and Mrs. P. A. Maguire announce the engagement of daughter Catherine, formerly of the Oriental Freight Department, to Roy E. Jones, rate expert of same office. Wedding is to take place June 15th. Congratulations now in order.

It seems that Cupid doesn't confine his efforts all to one office, as we hear rumors that some of his most deadly darts have fallen in Room 1215. It is well that the distance between a certain desk in that room and the rear door to the left is not more than a mile, because it is felt someone would be duly fatigued before the close of the day.

Mr. Fowler has been wishing  
For a long, long time,  
That he could go a fishing,  
At some lake so fine.

He got busy with our lawyers—  
A plan that worked quite well—  
One day he bid us all good-bye  
And was gone for quite a spell.

Two wires we received from him,  
From Lewistown and Butte,  
Both of them worded just the same,  
"Hurrah! I won the suit."

But we who know his failing  
For catching little fish  
Believe the trip was just a stall  
To satisfy his wish.

We surely must be a lot of hungry looking birds. The Grand Opening of a new eating establishment will take place ere this issue goes to print, the monicker being the Railway Exchange Grill. Must be some relative of Billy's.

H. B. Earling, of Seattle, was in Chicago during the past month.

Word comes to us that our Old-Faithful, correspondent at Perry, has undergone an operation

since the last issue of the magazine. I am sure Miss Eckman's many friends all over the Line hope for her speedy recovery.

Wonder what Ben Perlick did with the cedar chest and all the things in it?

Assistant Superintendent of Transportation, J. L. Brown, now located at Seattle, attended the Annual Stock meeting in Chicago last month.

John O'Toole and his trusty warriors known as the Hermosa Tigers traveled to the wilds of Elgin a few Sundays ago. The Tigers finished on the long end of a 27 to 19. Score. After four times at the bat, the best John got was a coat of "indoor tan."

Wedding bells were gaily ringing  
In a city very near  
As they stood before the preacher  
She was quivering with fear.

He is also somewhat flustered  
As he grasps her trembling hand  
You can almost hear their heart beats  
As together there they stand.

When at last the scene was over  
And the crowd had been dismissed  
He mustered up some courage  
And her cheek he gently kissed.

Cheer up, Hazel, you'll live thru it,  
Stick 'till all your trouble ends  
May your life be one ray of sunshine  
Is the wish of all your friends.

Sykes, the Photographer, evidently is not aware of a business depression. Several of the young ladies from the Exchange have patronized that establishment liberally of late. Among the foremost debutantes was Miss Goldberg, who evidently will distribute the photos at her coming out party, May 25th. The exposure takes in the scenery in detail, and Mr. Ahern says she surely looks WELL in her PUMPS.

N. A. Meyer is steadily improving in his swimming, and now swims the one-hundred-yard stretch in 3 minutes. He is proudly displaying a medal he recently won, and we think, before fall he will be swimming it in nothing flat.

Everyone is cordially invited to attend a picnic in Edgebrook Forest Preserve, June 12th. Convenient trains will be arranged and suggestions for amusement have been left in the hands of Marian Holmes. All those desiring to go, please communicate with "Alphabet" Larson, Room 1338.

M. Nicholson attended a committee meeting in Chicago the last week in May. He brought with him his secretary, Mr. Werzbacher, who is just as good-looking as ever.

Dorothy Hallwax, Mr. Whipple's Office, claims she is going to be the Slim Princess. She is playing hand ball, golf and is swimming. These things should help her to realize her ambition.

#### More Truth Than Poetry

A man, and "that girl" from Elgin  
Were married today, they say.  
I pity the bloke,  
For he will be broke,  
Forever and a day.

Still the Oriental Bachelors keep dwindling. We now understand Jim Stafford is to take unto himself a "Ball and Chain," scheduled early this month.

Percy Kellogg, Seattle, recently visited Chicago. Mrs. Kendall said I had to put this in because he wants his name mentioned in the magazine, always.

The first annual dance of the Damfino Club, affiliated with the O. F. D., held May 20th, at the Gorgeous, Dazzling Palace of Dreams—Eckhart Auditorium, catered to some 1500 patrons, according to Treasurer M. A. Schulkins. Money and time were utterly disregarded in the elaborate preparations made to fulfill the promise of Bob McSweeney of "Not a Dull Moment." Vaudeville acts from the leading theaters and representatives of numerous Song Publishing houses featured in the evening's entertainment. Music was furnished by the Palais Royale Orchestra of 12 pieces. The Toddle Contest was won by P. J. McKenna and partner, Miss Gladys Walton.

Frank Lowry, Miles Buckley's only rival is the proud father of twin girls. Mr. Lowry and Mr. Buckley were found comparing notes today.

## Stifel's Indigo Cloth

Standard for over 75 years



### Did you grow up in Stifel Indigo OVERALLS?

Many are the railroad men who regard Stifel Indigo Overalls as "standard equipment" for railroaders.

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If you want garments that you can depend upon to give excellent service, be sure to look for this trademark on the back of the cloth inside the Overalls and Jumpers before you buy.

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Garments sold by dealers everywhere. We are makers of the cloth only.

### J. L. STIFEL & SONS

Indigo Dyers and Printers

Wheeling, W. Va.

260 Church St., New York, N. Y.



## Trans Missouri Gossip

"M. F. H."

Yardmaster J. L. Caldwell, of Moberge, will spend his vacation at points in Wisconsin.

Fred West, coal dock foreman, has gone to Grand Forks and expects to drive his car back.

Zella Harris and Lucille Anderson spent Saturday in Aberdeen.

Mr. and Mrs. Geo. Howard have returned from a month's vacation spent in Illinois. Mrs. Howard has resumed her work in the freight office.

J. C. Doyle, refrigeration inspector, spent several days in Moberge during the past month.

Max Obst, E. P. Bright and J. R. Rice were called to Spokane for meeting of Chief Clerks and Timekeepers.

C. E. Sloan is spending several weeks visiting in Iowa.

L. J. Lagenbacher and wife returned from a short visit in Minneapolis.

Trans Missouri Division has a caller this week in the person of James S. Griffith.

Arnold Running made a business trip to Mar-marthis recently.

Miss Joe Bamberry, of the freight office, expects to take her vacation shortly. She intends visiting her sister at Ashland, Kentucky and also making a trip to Washington, D. C.

Milwaukee physician, Dr. C. E. Lowe and Miss Dixon, of the Moberge Hospital, were married at Aberdeen, Saturday, May 14th. After a short trip to the coast, they will be at home in Moberge.

Mrs. E. E. Clothier and Mrs. Jas. Griffith went to Aberdeen, May 14th, to attend a meeting of the Pythian Sisters.

O. P. Vascheau, night yard master at Moberge, has returned from a two weeks' vacation spent in Wisconsin.

T. A. Dodge, former agent at New Leipzig, has been appointed Traveling Auditor.

R. S. Lewis, agent Moberge, and L. J. Johnson, warehouse foreman, attended Federal Court at Aberdeen, the first part of May.

Mrs. A. B. Running spent a few days in Aberdeen recently.

Numerous inquiries were made on Monday morning, May 16th, as to why Brakeman G. R. Jacobs had such a grouchy look on his face when he came down to take his run on the Way Freight. Investigation disclosed that he, in company with his wife and a few others, had been fishing at Trail City on Sunday. On returning home, via the ferry boat, they had the misfortune of being stranded in the middle of the river for a number of hours. Isn't that enough to make a person look grouchy?

Agent W. P. O'Hern, of Wapakala, is taking a short vacation in eastern states.

R. W. Cornell, agent Scranton, attended to business matters in Lemmon recently.

P. R. Ammon is relieving Agent W. H. Rhodes at Dakota, who is taking an extended lay-off.

## Illinois Division

Mabel Johnson

May 4 was a gala day at Savanna, this being the date of Savanna's Spring Festival. The weather was ideal and the beautiful artificial flower and foliage decoration displayed everywhere made an artistic background for the proceedings of the day. The streets, homes and business houses were decorated to perfection and a great deal of time, labor and money were expended to make the day one long to be remembered to Savannaites and neighboring towns. There were numerous beautiful floats in the city parade and the C. M. & St. P. made its showing, having for its float an "artistic enclosure for the brass band" (Greek snare drums), and the famous Milwaukee Liberty Bell sounded forth its thrilling notes on the rear. The "official car," "Vote for Miss Lola Lynn," had its place in line, leading the Milwaukee float, and was beautifully decorated, carrying the "Queen" and other "Milwaukee Promoters," namely, the Buick owner, G. Miller, H. L. St. Clair, F. H. Allard, A. J. Elder, and E. W. Lollis. At 10 p. m. the day's tension was at an end, when Miss Lola Lynn, stenographer to Chief Clerk J. T. Hansen of the superintendent's office, was crowned "Queen of the Festival," and the Milwaukee boosters, together with the Queen, enjoyed a festive ride "down the main stem" in the prize pleasure car float of the festival. "The Milwaukee" is "always on top" and

the C. M. & St. P. boys worked hard to "put her across" on Savanna's big day.

The C. M. & St. P. committee for the diamond ring contest of Savanna's Spring Festival desire to thank all the employes in the various departments for their loyal support given to the winner of the ring, Miss Lola Lynn.

Conductor A. C. Kramp is relieving Conductor E. W. Altenbern on Nos. 53 and 54, the latter having gone to Seattle for a visit with relatives.

Mrs. Anna Bahne, enginemen's timekeeper at Savanna, accompanied her daughter Helen to the Washington Boulevard hospital to undergo an operation, and while there visited Brakeman F. L. Peering, who is gradually improving and is now able to get around by means of a wheel chair. Fireman A. Born, who had his arm crushed on April 16, is also at the Washington Boulevard hospital and is gradually improving. Miss Helen stood the operation very well and is getting along nicely.

A note of thanks and appreciation was received by Trainmaster Allard, from Brakeman J. Schwartzinger and E. Allen, for the purse which was made up for them by Illinois Division men; and through the medium of The Magazine they wish to thank everyone for the kindness shown in this way. Both are improving under the present treatment and are looking forward to the time when they may return to the division. Mail addressed to them, care of General Delivery, San Antonio, Texas, will be received.

Chief Dispatcher Elder and wife went to Perry, Iowa, April 22, account of the sickness of Mr. Elder's mother.

Safety First meeting was held at Savanna, April 22. There was a large attendance and the usual good meeting was had. Safety First Inspector G. Danford was present. He is now located on the Illinois Division and will occupy a desk in the Savanna superintendent's office.

Operator L. A. Carter relieved Operator Fields at Savanna account of the Shrine meeting at Rockford the middle of April.

Glen Rowley, former clerk in general superintendent's office, has gone to Sioux City, Iowa, where he will take up duties as chief clerk of the superintendent's office. Best wishes go with him from the Savanna bunch, and we know there will be a vacant chair in the "blue room" for him!

Festival Day, May 4, was the "big day" at Savanna. It also was "hoodlum" day for Operator Losey, who was acting as agent at Stillman Valley, as a beautiful traveling bag belonging to him was stolen at the depot, also a fifty-dollar express package.

J. J. McNulty, chief clerk to Mr. Van Schoyck, supervisor of mail and express service, was in Savanna May 12.

Conductor W. J. Brown is off duty, nursing a crushed foot, an injury he received a few days ago while on the way-freight.

Stock Yards Superintendent W. O. Kunce was in Lewistown, Mont., the latter part of April, attending a law suit in which the company was involved. He enjoyed the "outing" very much, but says he would like to have been on hand Festival Day. W. O. K. was a good plugger for Milwaukee votes, and then couldn't stay it out to the finish.

## I. &amp; D. Division

W. O. Kunce, Supt. Savanna, Ill., Stock Yards, developed a boil on his "Beezer" while in Montana on a recent business trip. "Bill" got permission to ride the head end of No. 16, and having had an eye full, climbed out of the cab at Sixteen and started for the sleepers. Whereupon a native on the platform remarked to another, "Pipe the centerboard on that 'Bogo,' musta cost a lot." At which the one addressed said, "'Tis not the original cost; 'tis the upkeep."

V. Hanson, O. A. Beerman, E. J. McDonald, Carl Dunavin, Howard Farmer and C. A. Snook, Jr., were among the many anglers who wended their way to Clear Lake on Sunday, the opening day. Two of the party were successful in landing a few, while the rest got beautifully sunburned and wet. Ask Snook and Farmer who the lucky two were.

Irla F. Kinley, better known as "Tiny," assistant timekeeper, resigned his position and is going into business for himself. We will miss you, Tiny, but wish you every success in your new undertaking.

**Motoring on the Milwaukee  
Up and Down Hill on the Rocky Mountain  
Division**

Nora B. Decco

Montana may have been voted dry in one way, but the wonderful state isn't dry in another this year, making up for a year or so ago all in one month, apparently; and if it keeps up, we are going to run out of blanks to copy slow orders on. A small slide on the 16th at tunnel 13 on the west subdivision held up our second fast silk train, which started out fine and dandy to make a record on the west end that Tommy Lefever on the east end couldn't possibly hope to come up to, but fell by the wayside and stood looking at a pile of rock for about three hours. Understand no more cabs allowed on the rear of these million dollar trains; there isn't anything to hang onto in a caboose or something, anyway they bounce around so that the rear brakeman cannot read his timecard. So it's a coach after this.

There is a passenger run on the main line almost begging for someone to please come and be the conductor, as Mr. Donner, who has been on the run, has taken a six-months' leave of absence and brought a real farm near Tacoma, where he is going to raise chickens and a garden and listen to the birds sing. Every time he sits on the back porch with his wife and his worst pipe, the call boy won't run him off of it. Best of luck to him, and if there hadn't been a slide and taken the trouble shooter, John Rogers would have been there, uniform or no uniform, or Jim Toy, if he could have found any brass buttons for his blue serge suit he wears to all the dances; but, as it is, John Rice is going to take the job and now we must all take off our hats and salute him.

We were honored by a call between trains from Bill Davis recently. He returned to where he came from, but I don't know where that was.

Mrs. A. H. Wilkins, wife of former Trainmaster Wilkins, now located at Bellingham, stopped off at Three Forks on her way to Lewistown for a short visit the first of the month with her daughter, Mrs. Ruth Brackney. She was accompanied by her small daughter Jean and reports Mr. Wilkins fat and sassy. From the snapshots she showed me of him and a log flat, I think there is too much tonnage on the flat he was standing on at the time.

William Harnaack, assigned to the Northern Montana Division on a passenger run, has taken a few weeks off to place WII with a hot iron on the fat sides of some stray cows down on his ranch on the Mussellsell. They tell me William is fast with a running iron, and he isn't so particular about the brand, just so the cows stay close to home.

Engineer Douglass is back from a trip to all the U. S. seaports and a lot of other kinds of ports, inland and on the head end of the west end local, of which James J. Toy, conductor, is the captain. Also neglected to mention last month that Mr. McAvoy, who for some time past has been traveling engineer on the Missoula Division, is back on passenger on the R. M., account of reduction in forces.

M. J. Welch, first trick train dispatcher of the R. M. Division at Deer Lodge, accompanied by Mrs. Welch and daughter Ruth, spent the month of April in California, and upon Mr. Welch's return, Mr. and Mrs. R. W. Magett left for a visit in Iowa and North Carolina.

Fireman Guiot and wife from the Northern Montana Division passed through our city en route to Sand Point, Idaho, where they have a farm. They expect to be gone for some time.

Earl Shook has just received the receipt for his bachelor tax and says he will never let it happen again. Anyway, his mother and father are coming to keep house for him about the middle of June.

The First National Bank at Three Forks, which has been closed since January 27, will open its doors in a few days now, due almost entirely to the efforts and money from railroad employes of the Milwaukee railroad, who bought stock enough between them to fill the empty vaults with money that should have been there and wasn't. Since Tom Roach, Sam Haffner, Engineer Barnes, Charlie Steel and some of the others have become bank directors, we have to step off the pavement to let them get by.

## performance on the job **COUNTS**



**Eight Years  
Steady Work**  
*and as good as new*

J. J. Synak's Fairmont illustrated above has been in steady operation for eight years on the C. B. & Q. in Nebraska—and, Mr. Synak writes, "My Fairmont is running as good today as ever."

No matter where you go you'll find the Mighty Fairmont giving good, dependable service every day though it has been in continuous use for many years.

23,000 Fairmont Motors on over 700 different railway systems explain the real value of this time and strength saving railway motor.

Every section foreman is interested in making his job better, easier and more efficient. The Mighty Fairmont is your answer.

We have some valuable information which you will be pleased to have. Write us today.

**Fairmont Gas Engine and  
Railway Motor Car Co.**

Dept. F6.

Fairmont, Minn.

**Fairmont**  
**Ball Bearing  
Motors**

April 21, at Cardinal, Mont., occurred the death of John Seri, section foreman at that place. He had been an employe of the Milwaukee railroad for many years and his death came as a surprise to all who knew him. He leaves a wife and several small children, to whom the Rocky Mountain Division employes extend their sympathy.

Brakeman William Connors, while switching in the yard here on the night of May 11, was struck by a car and severely injured, a number of bones in each foot and ankle broken, an arm broken and a shoulder dislocated. He was taken to the hospital here and Mrs. Connors came over on No. 16 the following day. Reports are that he is resting as easily as could be expected and we all hope for his rapid recovery.

J. Ross Mullins, son of Conductor Clyde Mullins, and Miss Grace Holt were quietly married the evening of April 20 at the home of the bride in Deer Lodge. The very best wishes for good luck and long life and happiness go to the young people from the entire division—and may nothing but happiness be theirs.

Mrs. Amanda Lefever died at the home of her son, Thomas Lefever, in Three Forks, May 3, from a stroke of paralysis. Her death was very sudden and unexpected, coming as a great shock to her many friends and relatives, for she was a dear and well beloved woman and all who knew her mourn her loss. Funeral services were held at Bozeman by the Order of Eastern Star, of which she was a member. She is survived by her husband and eight children, of whom Thomas Lefever, a son, and Mrs. J. T. Butler, a daughter, live here.

The sad news of the death of Mrs. Mary F. Hood, mother of Mrs. Rockefeller, in Butte, May 1, also reached us this month and we extend our sympathy to Mrs. Rockefeller in her sorrow. Mrs. Hood had been ill only a short time and had undergone an operation a few days before. She was very well known here, having visited in Three Forks many times.

Ralph Kilberling is getting awfully uneasy. Guess the great event isn't very far off. He says no bachelor tax for him next year, either.

#### Car Accountant's Notes

"Maggie"

The single men in this office are indeed coming to a sad end: Just think of a bunch of old, married men beating them twice at bowling. Of course, the score would have been higher if the married men had had a little opposition, but no records can be broken unless there is some good competition. Poor Carl Meier, how lonely he must have been on that team. He had the only good (and lucky) score of the single men. Can someone suggest a game that the single men are better at than the married "uns."

On Monday, May 9, the single men played a game of indoor baseball with the married men and the score was 13 to 10. Now, just because the single men got 13 runs does not mean they were better players. Of course, their playing was about the average, and they surely had enough players, even both umpires played, so when umpires are mentioned—"Nif sed!"

The married men made eight runs in the first inning and five in the seventh, but the five didn't count, due to the wonderful playing of both umpires. The fifth inning was a scream, the single men having their revenge then. They were simply wonderful in the way they were put out—six times were they put out, and still the umpires did not make an error or anything else. The rest of the game was commonplace and, therefore, need not be described.

#### Sidelights on the Baseball Game

From the crowd present, it seemed like a big league affair, ladies being present, and even Miss Bartley and Miss O'Neil peeped through the wire screen.

Luke Lindley is immortalized and is now classed with Heinie Zim and Fred Merkle. He was the one great light in the game. Shame on everyone for not giving him a chance to get to first base before putting him out. Luke, you ought to enter in the contest for the "Silver Fork."

Miss O'Neill, reading a popular story aloud to Miss Augustine: "They were moving joyfully

down the stream in a b-a-r-q-u-e—"

Miss Augustine: "Barque."

Miss O'Neil looked dismayed.

Miss Augustine: "Barque."

Miss O'Neil: "Bow-wow."

And then we all laughed.

Monday, March 21, was a black and blue day for John A. Meyer in the 'F' bureau, as evidenced by his right eye, and in explaining it he said he was washing his pet poodle when suddenly it kicked him in the eye.

The Elbaroda Club gave a miscellaneous shower for Mrs. R. D. Brown, formerly Miss Florence Johnson of this office. A grand time was had and Mrs. Brown received many beautiful presents.

George Bald and Cecilia Ewald are after records and George got a new one—"Oh! Cecilia, I Love You."

Miss Catherine Schoor acted as bridesmaid for Miss Edna Malotke, whose marriage to Frank Harrist took place on April 3, and she surely helped to make the surroundings fitting for the beautiful ceremony that took place.

#### Another Dry Vote

"A burnt child dreads the fire," announced the teacher during the lesson in proverbs. "Now, give me a sentence different in wording but meaning the same thing."

A grimy hand shot up from the back of the class.

"Please, teacher," came a small voice. "A washed child dreads the water."—Blighty (London).

#### Splinters from the "Wooden Shoe"

"RED"

Engineer Phil Gavin has purchased a new Ford Sedan.

Chief Caller Hammett is trying to induce the R. H. F. to have his bicycle inspected after each trip. He has broken two pedal hangers off in the last week. A little hard luck, but no delays.

Our sympathies are extended to Conductor F. Miller and family, account of the sad death of his wife.

"Hank" Nelson, Fire Chief, Green Bay Shops, reports all water barrels filled.

Wayne Gowdy has been appointed Storekeeper at Channing. W. Regan, former Storekeeper, having resigned.

Applications for membership to the Sunday Bridge Club are being received thru the Car Department Office. Ask Ethel and Bob.

Machinist Jos. Kolb has been layed up with rheumatism for the past month. Hope to see Joe back on the job before long. Engine 2317 is getting lonesome.

Mrs. L. Venus, formerly R. H. Clerk at Green Bay, now in California, is the mother of a new "Baby Boy." Grandpa Graves says, "some kid."

The ore business is taking a slight start. About fifty cars a day. Hope it opens up full blast without much delay. No delays on the division, only the ore business.

We are very sorry to see E. H. Lyons leaving our division, but congratulate him on his promotion. We might add that a number of Green Bay girls are also in sympathy with us.

Foreman A. W. Jones says the Book reads pretty good—fish will bite on June the 23rd, without fail.

W. S. Nicholson, Traveling Ice House Inspector, has resumed his old position of Refrigerator Inspector at Green Bay, displacing L. Nimz. Nimz goes back on the Car Clerk job.

L. Nimz and wife spent a few days in Chicago, and due to the high buildings and a fast town, Mrs. Nimz says, "Louie, we won't go to Chicago anymore."

William Hetherington, first shift operator at Green Bay Shops, has a corn cob pipe, which in a short time becomes of age, and due to its age and strength we figure Bill will have it tapping the brass keys before long.

We sympathize with Conductors Charles and Andy Quist in their recent sad bereavement, the death of their mother.

The work train is on again, filling up the depression at Iron Mountain.

Jake Rasmussen is handling the steam shovel at Iron Mountain Pit.

Agent W. J. Tobin has returned to Channing after enjoying a vacation. P. M. Maerle, having been displaced by Agent W. J. Tobin, is back on the job at Wausaukee.

# AMERICAN FIRST INVENTOR OF ELECTRIC LOCOMOTIVE

**German Claims Refuted by Investigation Which Shows Electric Traction Born in This Country in 1847, Thirty Years in Advance of Foreign Development—  
First Engine Now in Smithsonian Institute, Washington**

On a steep railroad grade near Butte, Montana, a 288-ton monstrous electric locomotive is dragging a 1500-ton freight train over the crest of the North American Continent. Ahead of it another silent electric giant of 260 tons is hurrying a long, dark, glistening passenger train down the western slope of the Cascades at high speed—60 to 80 miles an hour over favorable stretches. Today's transportation wonders, these.

In a cool, quiet glass case in the Smithsonian Institution, Washington, D. C., stands a queer looking three-by-five-by-ten foot contraption on wheels. It is somewhat suggestive of the old time hand car on which railroad section men occasionally are seen pumping their way to or from their jobs. This pygmy pulls no freight trains. It is hardly suggestive of power, even. But there stands the first electric locomotive the world ever saw, built and exhibited by Professor Moses G. Farmer, an ingenious Vermont Yankee, in 1847.

Thus the crude, almost humorous trinket on its little pieces of rail in the museum is the direct and original antecedent of the most powerful railroad locomotives known today. This refutes a claim persistently circulated by Germans that a manufacturing concern of Berlin in 1879 ran the world's first electric locomotive. Photographs of the German engine have even been circulated in the United States in support of the claim.

This led to a recent investigation by the General Electric Company which has served to establish American authorship to the first electric locomotive and to clinch the United States claim to an invention, the true facts concerning which have rested in obscurity for years.

These studies show that the modern thing called electric traction can be traced as far back as 1835. In that year, Thomas Davenport, a blacksmith in the village of Brandon, Vermont, turned his natural inventive talents to a use which his neighbors thought peculiar. He couldn't see why an "engine" need be run by steam necessarily. (Those were the early days of steam locomotion and of course the country was talking of that wonderful thing, the locomotive of Stephenson.) So he mounted an electric battery on a tiny wooden car and ran it around on a little circular track. In the next year or two this enterprising blacksmith neglected his forge to build about 100 such models. But he never made anything bigger than a model.

For years nobody did anything of note to follow up Davenport's ideas. But in 1847 Farmer's new contrivance came forth. It was a real locomotive, operating on real rails and developing power enough to move itself up and down the track with a four-passenger car attached. He took it to Dover, N. H., first and showed it there and at Springfield, Mass. Three years later, in more developed form, the Farmer electric locomotive attracted much attention in Boston.

The Farmer machine was driven by a motor

built crudely on the very principle of the motors of today. Magnetic attraction drove it. A wheel was mounted on a frame above the floor of the locomotive. Magnets on its rims were attracted on their downward course by a three-coil field fixed on the floor of the machine directly in the course of the wheel. As each magnet on the wheel passed the ends of the coils it was repelled upward on the next quarter of its revolution, and so on. The shaft of this wheel was geared to the locomotive's wheels on the track. Thus the magnet wheel corresponded to the armature of today's motor and the fixed coils on the floor formed the field.

Electric current was supplied by batteries, carried in a box on the locomotive. Later these primary cells were grouped in a "power plant" beside the track so that current was transmitted to the locomotive through the rails. This was the first known instance of transmitting electric power from a central source to traveling apparatus and is now one of the fundamental principles of electric railway operation.

While Farmer's first use of his train was to run around the edge of a lecture hall in which he explained his mysterious machine, yet it actually carried passengers in 1847, thus establishing its right to the fatherhood of electric traction. In larger size it also operated out of doors, but years elapsed before electric traction was made commercially successful. The battery of that day was too expensive and too fragile to be used in great quantities and the current generator, which did not come for twenty years, had to be developed before electric railroading could make a decisive start toward the high goal it has now attained.

Some of the country's foremost engineers and scientists labored long and patiently to lay the foundation for the place which modern electric traction now occupies in the life of the nation. Among them may be mentioned Thomas A. Edison, who in 1879 built a small road near his laboratory at Menlo Park on which was operated a crude electric car. Four years later Mr. Edison, with Stephen D. Field, produced an electric locomotive which moved around a circular track at the Chicago and Louisville Exposition.

During the course of this slow development, attended by many disappointing failures, Frank J. Sprague, a young naval academy student, became interested in electrification, made an intensive study of the subject, and persevered until in 1888 he had succeeded in successfully operating a short line at Richmond, Va. From then on, other traction lines developed rapidly until today, according to figures compiled by the American Railway Association, there are 80,000 electrically propelled passenger cars in the United States and they carry annually 14,000,000,000 passengers, or ten times as many as ride on steam railroads. There is invested in these lines about \$5,000,000,000, the trackage is 44,400 miles, and 3,000,000 persons are employed in the service.

Bill Herman is the new operator at Iron River. H. J. Culbertson was in the crowd for a slant at Clara Kimball Young on her visit to Green Bay. A certain F. W. L. from the superintendent's office has been nursing a sore hand, due to a new Ford. Here is hoping the Ford will not treat you so rough the next time, Fred.

We have a new stenographer added to the force in the superintendent's office. With best wishes, George, for a long future with us.

No doubt but what Miss B. from the trainmaster's office will be making trips to Iron River, Mich., now, instead of going to Milwaukee on one train and back on the next.

#### Sioux City & Dakota Division

H. B. Olsen

Yesterday is dead—forget it. Tomorrow has not come—don't worry. TODAY is here—use it.

June 27 is the next date of the Safety First meeting, which will be held at Sioux City. Should you have anything to offer in the way of improving the service or to eliminate accidents, confer with any of the following members, who will be glad to submit your case at the next meeting and have it acted upon:

C. H. Buford, chairman; C. Danford, secretary; W. F. Ingraham, trainmaster; C. E. Kemp, G. W. Wean, T. A. Ealy and J. M. Murphy, roadmasters; C. G. Vollmer, chief carpenter; A. M. Martinson, master mechanic; J. T. Clark, general car foreman; C. W. Webb, claim adjuster; F. M. Henderson, general yardmaster; R. Duncan, engineer; E. Jefferson, fireman; T. H. Calligan, conductor; F. J. Pape, brakeman; H. A. Shoemaker, agent and operator; H. Steffan, B. & B. employe; Gus Erickson, shopman; Henry McGrain, section foreman, and G. H. Rowley, chief clerk to superintendent.

M. G. Zinsitz, chief clerk in the superintendent's office, has resigned and is succeeded by G. H. Rowley from the general superintendent's office at Savanna. Mr. Rowley comes to this division highly recommended and is well fitted for the position he now holds.

Miss Hildred Kenna, car clerk, Sioux Falls, spent the week-end with her parents at Dell Rapids.

Mrs. John Tillman, wife of Switchman Tillman, Sioux Falls, has gone to Cherokee, Iowa, where she will visit friends.

The Sioux Falls Sub-Division has lost Charles E. Kemp, roadmaster. Charley goes to Yankton as roadmaster and is relieved at Sioux Falls by "Jerry" M. Murphy, formerly section foreman at Hernick, Iowa. Mr. Kemp always performed his duties as roadmaster to the best of his ability and it is with regret he has left the north end.

A. J. Barbee, formerly roadmaster at Yankton, has gone to Milwaukee to take charge of the terminals, a promotion which is well due Mr. Barbee.

W. F. Ingraham, trainmaster; H. C. Snow, inspector; J. T. Clark, general car foreman, and A. M. Martinson, master mechanic, were in Sioux Falls and covered the north end recently.

L. G. Moore, agent at Baltic, has joined the Masonic lodge and says there is no limit to the degrees he will take.

Ross Bankson, yardmaster at Sioux Falls, went to Sioux City recently on company business.

The old chautauqua spur track near the lake at Madison, S. D., is being removed—since so many autos have come into use it has been deemed advisable not to operate a "shuttle" train during the summer this year. The old steel will be used elsewhere.

Engineer John West took his wife to the hospital at Sioux City last week for a minor operation. At present writing Mrs. West is getting along nicely.

"Sandy" Rowland has returned from the west coast and has resumed work. Engineer A. Watier relieved him as traveling engineer.

Another innovation to our already popular trains Nos. 6 and 11 is a combination diner and observation car. This car sets out and is picked up at Sioux City.

George Thorpe, agent at Tripp, we understand, has purchased a new Buick. How's No. 66, George?

Office rooms of every department over the passenger station at Sioux City received a complete overhauling and remodeling. Some of the rooms

were made larger, while the chief dispatcher's office was made smaller, but it is thought the changes will be very satisfactory.

W. E. Beck, agent at Geddes, is absent from duty, attending an O. R. T. meeting at St. Louis, which is in the form of a convention.

Day Yard Checker "Posey," west yard, has had a hard time getting to work on time lately.

It keeps M. M. Noonan busy calling, in addition to other duties at west yard, these days.

Second Trick Operator McGuire, west yard, has been on the sick list, but we're glad to see him back on the job again.

Conductor Belknap was off two trips on account of moving his household effects from Sioux Falls to Canton. He was relieved on Nos. 137 and 138 by Conductor Earl Murphy.

City Ticket Agent Robins, Sioux City, spent two weeks in New York; relieved by Mr. Callighan of Chicago. We understand Mr. Callighan made good as city ticket agent.

Tom Bray, agent at Running Water, on May 17 took the Consistory at Yankton in the Masonic lodge. Tom says he is not going to stop there, but is going through with it so he can go to Des Moines with the rest of the bunch in June.

Conductor Athen, wife and daughter spent a couple of days at Running Water. We understand Mr. Athen took in the old-time dances while there and he says he is not as old as he used to be.

A fine baby girl was born to Conductor and Mrs. Riefenbark. Clarence wears a smile that won't come off, while Grandpa Frank Henderson is passing the cigars. Yet, ye Scribe did not see any.

Conductor A. E. Bryan has taken a leave of absence for ninety days and will go to the west coast to visit his two sons. He is relieved by Conductor John Blackney, on the Armour line.

The new \$1,300,000 double-deck bridge which is under construction over the Missouri river at Yankton promises to be a winner. The lower deck will be used for railways, while the upper deck will be used for wagon and auto travel. There will be twelve concrete piers built to support the mammoth structure, two of the piers already having been completed. It is believed this will open up a new territory to Yankton, which this little city well deserves. It cannot be stated as yet how long it will take to complete the work on the bridge, but a large construction crew is at work and everything moving nicely.

Vermillion, Yankton, Platte and Tyndall have been supplied with water-treating plants and all are in operation, while the fifth, at Avon, is under construction and will be completed about June 30. New water-treating plants and water stations at Scotland and Ethan will also be completed some time during the summer. Due to the retrenchment, the construction forces are limited and work on the latter projects will not progress as rapidly as those first installed. With the end of the season, however, it is expected there will be soft water for all trains, Sioux City to Platte and Yankton to Mitchell.

Fireman "Bob" Manson and Miss E. Fowler were married in Sioux City recently. Here's congratulations to you both—may you live happy and prosper ever after. Mr. and Mrs. Manson will reside in Sioux Falls.

#### Scraps from the West End

J. T. R.

Having read a little item in the "East Wind" column, (which is appropriately named) these offices are moved to righteous indignation over the inroads of the feminine division of Mr. Greer's office on our territory. Ye Women of ye Windy City, keep away, our secretary belongs to us.

H. J. Whatmore has moved into the bleak and unknown, in short Black River Junction. The weary "Suburbanite" expression on his face of late, may be attributed to the fact that he has to come and go in his papier mache limousine.

Pete Plink, has purchased a new home and makes no secret of the fact that he shortly anticipates the merry wedding bells.

Gladys Kelly was recently off on account of being a bridesmaid at a funeral, or rather wedding.

Here's the latest, Gents. Miss Cummings and Miss Amon are frequent habitues of Luna Park Natatorium. We expect a general rush on Luna Park as soon as the news spreads.

"Papa" Fleming, owing to having his chair broken, has of late been parking his frame on the floor.

Little Miss Mariële left on her vacation the 27th of May. She is making a grand tour of the world, which consists of Sioux Falls and Mo-bridge.

Speaking of the playfulness and frivolity of youth, Miss Schwind and Miss Amon, while in a jocose mood, playfully deposited their gum in Stablein's goatee and Stabbie had to take it out with gasoline. 'Twere playful, 'twere it not?

"Walt" Mason is back from a two weeks leave. S. M. Befanger recently rode the goat, as he was initiated into the Eagles, May 13th.

L. B. Curran is still on sick leave, at his home in La Crosse.

Elsie Pulzin has a little cottage at Leschi Park, called "Stagger Inn." Sounds intoxicating, Elsie.

Hugo Engle announces the arrival of a new member of his household, Orvin H. Congratulations, Hugo.

Les Neumen has returned to Butte, Mont. While we hate to lose him, there is a certain young lady who hates to lose him more than we.

Roy Hayes is back again (as every one knows) from the south, where he spent an enjoyable time, which we don't doubt in the least, having seen several bathing beauty comedies.

In rare form, the Olympian Social Club put on its latest party at Christensen's Hall, May 17th. Pepin's orchestra furnished the music and the individual attitude of each member went to make it a success in every way. The admirable work of the committee merits our applause and we certainly must commend Pat Whaley, Louis Wiegand and John Hendricks for their interest in making it a go.

Personally I think, that, with the realization of what they are missing the indifferent will come out of their siesta and wake up, and in time the organization will be 100 percent. in numbers, as it is now 100 percent. in pep.

It may be of interest to know, that an old time employe of the company, Johnnie Christoph, is now writing and publishing songs, and take

it from father, they are right up to standard. His latest, "Drifting," is making a big hit, and if you haven't heard it, now's the time.

Jack Telford walked in on us with a neat, new gray suit the other day, and all the girls are wishing he wasn't married.

#### H. & D. Railroad Men Have Party

It was undoubtedly the largest event of the season when the Get-Together Club of Milbank, S. D., put on a party in the K. P. Hall on the night of April 23rd. It was a social event from start to finish. Music, dancing, games, eats and all other sorts of entertainment. Musical numbers were offered by W. H. Ross, Miss Port, Walter Vanderelsen and Jos. Wiley. The Minstrel Show was a wonderful success; Kernel Breeze (Weatherly) being the leading man and director, of course accounts for it.

A "work-extra" was called for the floor shortly after eight o'clock and started off without any protection and ran to suit themselves. Music was furnished for the dance by the famous Fox Orchestra, assisted by Paul Emerson and Miss Gladys Grove presided at the piano. Mr. Wylie gave a recitation and Mr. Vande Elsen sang in the French and Dutch languages.

There were about 150 present at the party, including some railroad men from out of Milbank, but the larger percent. of them were from Milbank proper. Every railroad man and his family or sweetheart were invited and those that missed it sure missed a time of their life.

The object of the gathering is to cement good feeling among the railroad workers, as well as between the railroad workers and their officials and to foster good fellowship among them and their families.

#### C. & M. Division Knocks and Boosts

"Buck

"Santa Claus" weather gripped the C. & M. Division April 16th and 17th. The snow due all winter, fell for 24 hours and when the 50-mile-an-hour gale died down, snow was everywhere,

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with bad drifts as high as five feet in some places. Trains were late in arriving at destinations, but there was not a single accident on the division, which speaks very well of the "Crack Division of the Milwaukee Road."

The Class on Rules, conducted by our Trainmasters, is certainly getting under way. These classes are held the first Sunday of each month in the Milwaukee Office at 9:00 A. M., and are open to Train and Engine men on all divisions. Come on and join our class, boys, and help us discuss the questions of the day.

The O. R. C. Dance, held last month, was a wonderful success, and the 400 people present had a fine time. Fine music, sweet punch and a jolly crowd; what more could one ask? Suggest that the next time, they have a few less on the Committee, as they were always in the way, especially Simmons, Calligan and Kneee.

Chief Dispatcher Carroll was to ride the motor car over the division with Trainmaster Miller and he did—that is, pushed the car over the division. The next time they better take a book of instructions with them, it may help.

Towers A-23, 68 and Wadsworth have been closed and hand switches installed. Wilson has also been closed and a Custodian appointed. This has caused a lot of displacing among the operators, and no one knows where he will sleep next.

The entire division wishes to extend deepest heartfelt sympathy to our trainmaster, E. H. Bannon, whose little baby girl passed away May 12th, after an illness of several weeks.

The National Lumber Co. has put in some new track near Forest Glen, which will keep us going. Increased business is what we want, and 100% service is what we give.

The merry smile of Lawrence Dornuff is temporarily missing; due to reductions in force. We hope to see you back with us very soon, Lorry.

Now that Miss Bennett is working in the Dispatcher's office, the boys have all taken a fancy to silk shirts.

The Director's Special was handled over the Division May 12th and made an excellent showing. Everybody was "all primped up" for the occasion, but nobody noticed us.

Flora B. does not believe in Daylight saving; walked in the office one hour late. Will some one please tell her the War is over?

Miss Rose Carroll, formerly Superintendent's personal Stenographer and C. & M. Correspondent for the magazine, has answered the call of Dan Cupid and will soon be married to Lloyd Benson, Traveling Accountant. The best of wishes go to Rose, and we know their ship of life will sail peacefully and steadily to a glorious end.

Will some one please decide who knows all about boxing and baseball as E. E. and E. L. A. are trying to tell each other that they do.

May 9th, no fireman showed up for No. 28, and just at leaving time, Engineer W. Edwards, who was deadheading to Chicago, volunteered to fire the engine to Chicago. That is the spirit. Congratulations, Walter, you are a loyal railroad man.

May 7th, Dispatcher Larson's alarm clock failed to ring at 11 bells and CEL remained in the arms of Morpheus. Telephone service being out of commission, the Police Dept. was appealed to, and CEL arrived on the rear end of a Cop's motorcycle at one A. M., coming six miles in ten minutes. He is now debating with himself whether to buy a new alarm clock or a motorcycle.

Brakeman A. F. Drews and Fred Havlik have joined the Ancient Order of Benedictis. Good luck, boys.

All we hear in the General office now is vacations, salary decrease, bumping, days off, seniority rights, etc. No time for gossip.

Now that all the desks have been changed around and seating arrangement changed, we are all satisfied.

Louis Knoebel is a proud "Papa" and says that Bernice Mary will be an opera singer and has started on her career at an early age.

Will some one who knows please tell why C. L. B. hangs a towel in front of her desk?

The Fox Lake excursions have started very early this year. May 1st, we handled 1950 passengers to the lake resort.

Read this line,

And this one too;  
Now read this,  
And then you're thru.

#### Card of Thanks

"So many expressions of sympathy were received during the time of our extreme sorrow, upon the death of our little daughter, that Mrs. Bannon and myself take opportunity to thank each and every one for their heartfelt sympathy and also for the floral offerings sent in a spirit of friendship and understanding, and so received."

Mr. and Mrs. E. H. Bannon.

There is plenty of opportunity in this country for the "thoroughbred"; the "scrub" doesn't want opportunity, nor does he know it when it knocks at his door.

#### Superintendent's Office, Coast Division

##### Mutt and Jeff

Things have at last settled down to their normal condition in the Superintendent's office, so we think it about time we were heard from. This being our first attempt, we hope we'll be forgiven if some of the items aren't up to standard, and we promise to try to improve with each issue.

At last we have discovered why Miss Speith and Miss Bligh have been so busy during the noon hour. Both are the proud owners of diamonds—the meaning of which we leave to your imagination. We all join in wishing you lots of happiness, girls.

We are still at a loss to account for Daisy's streak of ambition. She came to work the other morning with a wonderful new diamond, but is wearing it on her right hand. Surely you aren't fooling us, are you Daisy?

The girls in the Superintendent's office have formed what they call a sewing club and have been meeting once or twice a month at the different homes. They report good times and lots of good eats at these gatherings. But remember, girls, when you begin to talk about your neighbors it's a sure sign of old age.

The girls aren't the only ones who have parties though. The boys have been putting on several of late, but they don't have much to say about their spreads. Now and then one of the boys will sort of drouse off and finally we hear him mumble, "That's good." Will someone please tell us what he means?

Will you please explain, Millie, why you think Mr. Welch looks like Miss B?

Conversation between Mr. Bell and Mr. Wende the morning after Mr. Negley's party:

Mr. Wende: Who was the winner?

Mr. Bell: Charlie Negley, of course.

Mr. Wende: Well, he ought to be. He furnished you with two meals, didn't he?

Mr. Bell: (Silence).

Mr. McMabon says the reason the whole office force picks on Margaret is because they like to see her blush.

Mr. Hatch, gazing at a little bee crawling up the window: "Look at that thing, and I had my hand right on it. It's a good thing I had my hand on the right end.

Now we know who Edgar's favorite is, Ann; but we won't mention any names. However, we do think he ought not to leave his little love notes on top of the desk.

Mr. Wende says he don't mind taking the girls joy riding during the noon hours, but he does object to them leaving their finger nail files in the back seat.

The attractions of the Puyallup Fruit Valley are many and varied, but full information concerning the latest and most attractive acquisition to the valley can be obtained from Miss Johnson, the accounting department comptometer operator. Say it with flowers, E. E.

#### La Crosse Division

##### C. W. Feltzer

Among the many happenings during the month we are pleased to mention first the marriage of Miss Elsie W. Schulz to Myron I. Swennes, on Thursday, April 28th, in Chicago, Ill. Mr. Swennes is with the motive power department of the C. B. & Q. Ry., and Miss Schulz has been

our stenographer in the local freight office at La Crosse.

Now that we are certain that there are timber wolves on the range near Raymore, we are sure Chief Dispatcher Blossingham, will be up there to do some hunting. The way-freight recently struck a large timber wolf near Bacon, (3 miles west of Raymore). The fireman received a bounty of \$20.00. So be on the lookout, it may bring you a twenty.

The La Crosse Division employes are all interested in SAFETY FIRST movement, as is shown by the few accidents occurring on the division; and the number of visitors is increasing at each meeting. At the meeting held on April 2nd, there were 56 suggestions made and 24 visitors present. Why don't you all come and make a suggestion how to make this the safest division on the Milwaukee.

Fireman Tom Lucas, recently had the misfortune of breaking his arm while trying to crank a Ford for one of his lady friends.

It is our sad duty to mention the death of our esteemed friend, Albert P. Shumway, retired passenger conductor. Mr. Shumway was a conductor for 51 years. He was 76 years old and death is believed to have been due to the infirmities of old age. The sympathy of the entire division is with the bereaved family.

We are all sorry to know that Traveling Engineer J. J. Little will also have the Wisconsin Valley Division under his supervision and we will not see his smiling face so often.

Engineer E. Henneraty, who was recently injured in the severe snow storm on Saturday, April 16th, when his engine tipped over in the Madison yard, is now back on his run.

Operator Chas. Higgins, of North La Crosse, is the proud father of a baby boy, which arrived on April 19th.

We were all glad to see Train baggageman Chas. Nelson's name under the list of BUSINESS-GETTERS in the May issue.

Special commendation was given Conductor Decou Shutter, of Sparta, for his watchfulness of the Sparta yard. While passing through the yard early one evening, he noticed a box car which was spotted at the flour mill did not clear the connection. Fearing that some engine going in on this track at night would not notice this, and might cause some one to be injured and a serious damage to the car, he procured a crowbar and pushed the car in the clear. We call this real co-operation.

District Special Agent L. J. Benson, in charge of the Chicago terminal, was in La Crosse on April 18th on business. Learey can't stay away from La Crosse Division.

On the sick list during the month we find the following names: S. A. Hunter, dispr., Portage; P. H. Mitchell, agent Elm Grove; Mrs. H. R. Jones, wife of General Car Foreman, La Crosse Terminal; A. Z. Taylor, car foreman, Miles City, at home in La Crosse; Roy Haines, conductor, Milwaukee; C. F. Miller, chief time keeper, superintendent's office, Portage; U. R. Hagman, agent, Reesville; Mike Kelly, conductor, at home in Kilbourn. V. L. Sholl, district special agent at La Crosse, has been in Milwaukee and is now back on the job, better than ever.

The last meeting of the La Crosse Get-Together Club was a great success, there were about 85 present, including N. A. Meyer, Asst. Supt. of Transportation on Lines East; A. W. Smullen, Gen. Safety Supervisor; Geo. Webb, agent of Watertown; Mr. Cordes, of Sparta; N. P. Thurber, Supt. of C. & M. and Northern Divisions; Mr. Bowling, agent of Portage, and F. W. Covnick, Gen. Trav. Auditor of Chicago, were there. Lunch was served by the wives of the employes. Three good rounds of boxing were shown when Fire Burns boxed Kid Young. Referee Springer declared it a draw. Music was furnished by the Get-Together Orchestra for the dance, which finished the program. City Passenger Agent Joe Rosback and Mr. Covnick took in a midnight dance at the Union Hall. What's the matter, Joe, didn't you like our party?

The sympathy of the entire La Crosse Division is with the bereaved family of Section Foreman Fred Flueter, of the La Crosse terminal. Mr. Flueter died on April 26th, after an operation.

Wm. Edwards, of Bangor, has been appointed Section Foreman of the La Crosse terminal. Hope you will like the big city, Bill.

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Adrian, Mich.

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Guaranteed One Year

Men's Garters - 50c  
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32x3 1/2	... 7.00	... 2.00
31x4	... 8.00	... 2.25
32x4	... 8.25	... 2.40
33x4	... 8.50	... 2.50
34x4	... 8.75	... 2.60
34x4 1/2	... 10.00	... 3.00
35x4 1/2	... 11.00	... 3.15
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Parts equipment—half usual retail prices. Send no money. Write for big, illustrated free Ranger Catalog.

**Mead Cycle Company**  
Dept. F247 Chicago



**Signal Department Wig Wags (Lines West)***F. F. Seeburger*

Business is so good,  
For the sixty of us,  
Who are left out of  
Two Hundred, that  
Formerly answered roll call,  
Twice a month,  
That there isn't much,  
Time for Wig Wags,  
Or anything else but Work.

Born to Mr. and Mrs. R. H. Hart, on April 17th a daughter, Tessie Amelia. Bob told me to make it short if I wrote up the addition to his family and then went into detail, explaining all the good points of his new I. H. C. auto.

E. H. Bouchet was passing out the cigars, due to being married April 16th, but failed to mention who his better nine-tenths was before the last rites were performed. We all wish you the best of luck, Ernie.

We were wondering why F. A. Showalter came into the office so regular—That it was—Well it wasn't, or isn't, even if he was in twice last month on business for the I. B. E. W.

The Signalmen from Avery west, held a meeting April 17th, at Plummer, Idaho. After the business meeting a game of something was indulged in by all present. Didn't get the details as to whether this second part was Cow Pasture Pool, African Golf or what, but understand money is more plentiful on the Coast Division since the meeting was held. Also we know why "Apple" can afford a new suit of clothes.

Wet weather, poor fishing and the fact that he had changed all the bonds that far west forced "Mike" to move his outfit to Renton, where he is changing bad bonds and relaying steel on the P. C. Ry.

Lost, stolen, strayed, but not by anyone forgotten, one bunch of back pay for signalmen. Anyone finding same will confer a favor on the writer. (I'm really interested in this, as my clothes are about all in, or I'm about all out).

New auto additions not previously reported: Norm Bain, helper at Maple Valley, has one; Fred Swubardt, helper at Ellensburg, has a National, and C. K. Milns, at Kettelas, has a new Cleveland Six. Some of the supervisory force had ideas, intentions or dreams, but these are all gone now that the cost of high living is shortly to be cut down—maybe.

**Timely Topics**

Good plan to get all insulated joints fixed up before the steel expands so that it will take three section gangs (of two men each) to renew a joint.

We had a new game to pass the noon hour and see who paid for the unch at Tacoma La-

boratory. Just a little top with eight sides and a few "Puts" and some "Takes" on it and a nice little Red Star, but some Son of Dissipation couldn't play fair, so it was loaded to make a crooked game and—well it isn't so easy to get lunch as it was and certain parties are about half out of favor.

**Kansas City Terminals***L. E.*

Mr. Danford, our new district safety inspector, was in Kansas City attending the Safety First meeting on April 15. Mr. Kaue, former inspector, has been assigned to other duties.

W. H. Janes, yard foreman, received the following commendatory notice: "January 23, 1921, the Stock Yards Company had loaded into St. Paul car 89285 a steer which had fallen and broken its back. Mr. Janes insisted on the steer being taken out before forwarding the load, thus saving a probable claim."

Well, we're still alive after the shakeup. The new office at Coburg looks fine and dandy. Come and see us some time.

From Kansas City Times of April 20: "Marriage Licenses Issued at Independence, Mo.: Claude Bradbrook, Kansas City, Mo., Miss Smallfield, Kansas City, Mo." It makes us feel good to write about weddings. Congratulations. This is pretty cute, Claude, to go away off and get the license so nobody would get "hep."

Agent McPherson really lives in Kansas City now. He moved his family here on May 10.

The mechanical forces are working five days per week. This new schedule started May 1.

Joseph Dixon spent Sunday, May 8, at Independence.

Brakeman John C. Meyers, letting brakes off the head end of No. 64, in some unknown manner slipped and fell between cars, falling across rail. Fortunately the train was not moving. He went home without assistance, but was pretty badly skinned up.

The roundhouse also reported two or three men injured this month. Among them are Mike Tomashak, Frank Stermolle and Michael Mullen.

Did you hear about it? What? They say Mr. Murphy has a matrimonial bee in his bonnet. This, of course, is just hearsay. How about it, Mr. M.?

Paul Cassella is visiting his brother in Toledo, Ohio.

A. Smith is assistant claim clerk at Liberty street, taking the place of C. B. Young.

Yard Clerk Charles Lamb, in trying to outrun an engine, stumbled, falling on his hands and face, spraining his thumb and fixing his countenance so he will have to stay away from the girls

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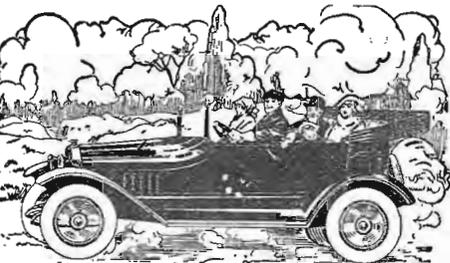
This picture shows one of our friends driving an automobile. In the scenery and around the automobile are six partly hidden faces which it will be lots of fun for you to find. Can you find them? Try it. It will pay you. When you have found four of the faces, mark each with a cross (X), cut out the advertisement and mail it to us and inclose four cents in stamps for packing, postage, mailing, etc., and a beautiful free surprise present will be sent you. You will delight in owning this present.

**AUTOMOBILE GIVEN AWAY**

We will also make you a present of a Certificate good for 2,000 free auto votes, and tell you all about this splendid touring car, which we are going to give away free.

**MEN, WOMEN, BOYS AND GIRLS**—You can also win an automobile in addition to splendid prizes, such as phonographs, jewelry, silverware, bicycles, watches, cameras, and other things you like. We will also send you a copy of two great national publications worth ten cents. Write your name and address plainly, and inclose the four cents in stamps for packing, mailing, etc., of the free surprise present.

Auto Puzzle Dept. 257 W. D. Boyce Co., 500 N. Dearborn St., Chicago, Ill.



for a couple of weeks—if he figures on beauty getting him anywhere.

Tuesday evening, May 10, the roof of the warehouse at Baltimore avenue caught fire, presumably from the electric wiring. However, little damage was done.

William Renner, car man, is the proud daddy of a baby girl. Congratulations.

George Tawson began his duties as clerk in the Coburg car department on May 1st. We are glad to welcome him to the Milwaukee family.

Conductor Biesecker, Yard Clerk Graves, Yard Clerk Austin and Switchman James Wagner are among those who have recently purchased autos. Dealers in accessories and nuisances for automobiles, please note.

Gus Westman, car foreman, was seen recently at Ottawa, Kansas. We can't figure out yet why he hangs around Ottawa.

Miss Helen Battson, clerk in the cashier's office at the local office, resigned on May 1st. Mrs. Williams has taken her place.

Some section foremen have at times been requested to be more brief with their messages to superintendents and roadmasters. The old story about Finnegan and Planigan has been superseded. Section foreman at B— wired the superintendent, "Where your railroad was, the river is."

Following is printed by request:

"You may talk about your comradeships,

Of friends so staunch and true;

Of the sailor with his 'bunkie,'

And the soldier's 'buddie,' too.

But give that office bunch to me,

Each morning I would see.

When opening wide the office door

In Room Three Thirty-three.

"They'd always greet me with a smile,

To start the day out right.

We shared each other's sorrows,

And the joys that brought delight.

So though May 1st we'll have to flee,

Though far apart we'll be.

We'll ever dream of those old days,

In Room Three Thirty-three."

**Shocks from the Electric City**

O. H. L.—A. N. B.

Just a gentle reminder to let the rest of the world know that Great Falls is still in existence. Guess that they kind of forget that we have an office in this large and prosperous city, at least that is what we thought and still think when the magazines are distributed around this end of the Northern Montana Division.

We would like to know who sent our brilliant cashier the recipe for reducing flesh and also wonder why he didn't pass the good word along to our car clerk. The rest of the force does not seem to need said recipe. We have always heard tell that walking will reduce the flesh but having to walk across the river four times per day doesn't seem to aid H. C. B. very much. Anyone know a good recipe for increasing flesh?

Some people are always pursued by hard luck. Change of climate didn't seem to put a stop to Ford accidents.

Fred Swanson, former chief clerk for H. R. Wahoske, has been transferred to the Coast, and

Victor Straus (Vic), formerly of Seattle, has been appointed to fill this vacancy. Must also mention we have a new steno for this new chief clerk, Anne Hawkins having taken this position when Miss Betty Lane accepted the position as invoice clerk in the freight office.

When Mary starts to board a car,  
Just see how bold and bad men are.  
Why don't they turn their heads, we beg—  
Why do they look at Mary's—ankle?

As our friend Anne remarks: "Which is cheaper, standing on the corner and watching the girls go by, or taking them out in Ford cars?" Information is seriously desired regarding this matter.

H. R. Wahoske and family are now residing in Great Falls and Mr. Wahoske is driving a brand new Liberty car. Some people have all the luck. Some of us can't even afford a Brush, although just recently (about six months or so) two of our force have been seen wheeling a new wicker carriage down the street.

On the 25th of April, Great Falls was honored by having the claim meeting held at the passenger station in this city. Among those present were: H. M. Gillick, superintendent at Lewistown; A. M. Maxeiner, Lewistown; George Redding, Highwood; J. Ramsay, Square Butte; H. G. Merkle, Geraldine; Vic O'Dell, conductor, and Frank Dore, conductor.

Mr. Heath, our agent, and Mr. O'Donnell, our roadmaster, are still on the job every day. Not to mention our roadmaster's clerk, Miss Stella Martin. Looks nice in print, doesn't it, Stalla?

Seeing that we are just new to the magazine and not wishing to occupy too much time or space nor weary the readers of this magazine, think it would be best to call this QUITTS for this month. Here's hoping we see you all next month.

**Iowa (East) Division and Calmar Line**

J. T. Raymond

Roadmaster George Barnoske was off duty a week on account of illness, but is now in the "harness" again with his usual vigor and efficiency.

Conductor J. S. Williams, who was off duty a couple of weeks nursing a carbuncle, has resumed work on his run between Ottumwa and Marion.

Two special trains of ten cars each, carrying the Chicago Grand Opera Company, including Mary Garden and several other famous prima donnas, passed over the division May 2nd, en route from San Francisco to Chicago.

The third trick operator at Browns has been taken off. Mrs. McGuire has been holding the position.

Agent F. N. Rathbun of Elk River Junction attended the Shriners' meeting at Cedar Rapids, May 11th. Fred had a son who united with the order at that time.

Agent Charles T. Rowe, Verto Reichert, Chester Cornelius, Ray Perrin and Kenneth Hildridge were among the candidates at the Shriners ceremonial May 11th at Cedar Rapids.

Machinist Weare Lake of Atkins roundhouse was, recently called upon to mourn the loss of his mother, Mrs. Mary Louisa Lake, a pioneer of

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Send No Money

This beautiful Angora-finished scarf of pure wool worsted is the stylish model New York's best dressed women are now wearing. Ideal for over Spring suits or on cool Summer evenings.

Two patch pockets, patent-leather-finish head belt, fringed ends. Seventy-eight inches long, 18 inches wide. Pockets, fringe and stripes in contrasting colors: Havana brown, turquoise blue or buff tan. State color desired. Money back if not satisfied after examination. Send no money. Just name and color desired. Pay Postman \$3.49 on arrival.

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**E. D. LIFE, Dept. 2T85 Chicago**

**FORD OWNERS—ATTENTION.**

Just out. This Special Ford Radiator Racing Cap is made of the best brass and is highly nickeled. Has many advantages over the old style cap. Makes your old car look like new and makes your new car look better. Will drill hole for Motor Meter if desired. Sent postpaid for 75 cents. Do not fail to specify whether drilled or plain cap is desired. Unless otherwise requested plain cap will be sent.

**DIAMOND T. MACHINE CO.,**  
1300 N. La Salle St. Chicago, Ill.

Linn County, who passed away at her residence in Marion April 20th, where the funeral services were held and the remains interred. We extend our deepest sympathy to the bereaved family.

Chief Clerk J. L. Franz was under treatment at the Iowa City Hospital for several days the fore part of May, Verto Reichert acting as chief clerk during the absence of Mr. Franz.

Chief Dispatcher H. C. Van Wormer has purchased a new Overland car and now has real enjoyment on his "one day in seven" viewing the beautiful Iowa scenery.

L. D. Hadwen was in Marion briefly May 10th en route from the Kansas City Division West.

Assistant General Manager C. O. Bradshaw, General Superintendent Weidenhamer, General Superintendent of Motive Power R. H. Anderson, O. P. Barry, auditor expenditure; B. H. McNaney, M. Parkinson and several other officials were in Marion April 27th, en route to Sioux City and other points on the Southern District.

Superintendent C. H. Marshall went over the Iowa Division and branch lines, accompanied by the Iowa Railway Commissioners.

Mr. and Mrs. W. R. Pollard spent several days visiting with their son, Dr. Charles Pollard, at Wenona, Ill.

Carl C. Olney of the Atkins switching force has returned to the service after a three months' leave of absence.

Mrs. Leonard G. Hewitt has gone to Washington, D. C., for a visit with her aunts, Mrs. Duryea and Miss Emma Tyler. Mr. Hewitt accompanied her as far as Chicago.

Conductor Henry Higgins is at Excelsior Springs for his health. He has been off duty for several months. Word is received that he is much improved and we hope to see his name soon in its old time place on the train sheet.

Baggage man K. T. Kendall has resumed work after a month's absence account of illness.

Brakeman C. E. Farrington and wife went to Chicago for a several days visit.

Brakeman E. E. Goodwin went to the Iowa City Hospital for additional medical treatment.

Agent H. E. Stingley has been transferred from Donnan to Center Junction; G. E. Finders has been appointed agent at Donnan.

Conductor and Mrs. W. D. Shank went to Blair, Nebr., to attend the funeral of Mrs. Shank's sister.

Locomotive Engineer Levi Wright passed away Saturday morning, May 7th, after a long illness. He was born in Belle Plaine February 13, 1858, and was married September 19, 1888, to Miss Nellie Burrows at Marion, who survives him, as well as five brothers and three sisters. Mr. Wright was a member of Division 538, Brotherhood of Locomotive Engineers, Marion Lodge No. G. A. F. & A. M., and Marion Chapter No. 10, Royal Arch Masons.

Funeral services were held May 9th, burial being in Oak Shade Cemetery, Marion. Lodge No. G. A. F. & A. M., had charge of services at the grave.

Mr. Wright had been in the employ of the Milwaukee Company for more than forty years as fireman and engineer, always industrious, reliable and loyal. He will be missed from the ranks. The Employees' Magazine extends deepest sympathy to the bereaved family in their great loss.

Roadmaster E. G. Drury spent several days visiting his daughter in Tabor, Iowa.

Operator Mac Stewart was off several days visiting in Davenport, Operator A. C. Bartell relieving.

Conductor W. L. Hyde was off duty for some time owing to the illness of Mrs. Hyde.

Conductor J. T. Reagan ran the Savannah-Davenport passenger on west side during Conductor Hyde's absence.

## Prairie du Chien Division Notes

*Jack*

Our genial passenger agent has an office all his own now. Several of the young ladies have been inquiring when his "at home" hours are.

Our master mechanic must have had an important engagement to call him away from such an enthralling picture as was being shown at the Strand one night.

It seems that the chief clerk and chief dispatcher have been taking a great deal of interest in the shows about town, and are seen trotting around the Square most every night.

Miss Haines seems to enjoy spending week-ends at Portage even though she says the curfew compels her to be in at nine o'clock.

The Misses Crandall and Qualman decided to spend Saturday and Sunday in Madison for a change, but after spending a few hours here and finding no evidence of excitement, journeyed to Stoutington for purposes unknown.

W. F. Freebern, division storekeeper, says he saw Edith May at Monroe recently, but thinks there are just as good looking girls in Madison.

Account of reduction in force, Miss Margaret Foley is taking a vacation, and from all appearances seems to be enjoying it.

We understand that since John Sage has obtained a pair of glasses, he has been more successful in hunting. Let your conscience be your guide, John.

Don Farris is temporarily keeping the trainmen's time owing to the resignation of Mrs. Garner.

Married life must have a quieting effect on "Turk" McCarthy, as we don't see him around the depot as much as before.

**WANTED**—A good recipe for dandelion wine. Send same to Charles Payne, as he desires to utilize the dandelions that are so abundant around Brookfield.

Bachelors, take notice. Burnette Thysse, master mechanic's clerk, is a girl of her word, as she had to walk several miles one night to keep an appointment when the Madison street cars were out of commission.

Edward Dousman, dispatcher, Madison, and family have returned after spending a week at Kansas City.

John Clark, car clerk, Madison, better known as "Potsy," states that "Railroad Jack" has nothing on him, as he can memorize size and color, also number of ties from Freight House to Quarrytown.

Lillian Quallman, dispatcher's clerk, leaves presently for a vacation to be spent in Honolulu, or is it India? She won't tell. We wonder if Lilly has caught the contagious inspiration which prevails in the spring time. Why keep it secret?

What's that you hear? It may be wedding bells, for by the time this item goes to press one of the fair ones in Madison freight office may have taken the fatal step. Haven't you seen the car just built for two?

We have noticed a certain young man in the freight house who seems to have a mania for washing his hands and combing his hair. This young gentleman has also acquired a nice FORD car. Now we wonder what is going to happen.

We understand that the traffic cop has given Mr. Fagg, agent, Madison, instructions to place a "Do not park here" sign in front of the freight office during the meal hour. (Pretty tough on the fair ones.)

Stanley McGrath, chief yard clerk, Madison, is with us again after an absence of three weeks with small pox. Glad to see you back, Stanley, as we all missed you.

Burdella Niebuhr, timekeeper, superintendent's office, spent a recent Saturday and Sunday in Milwaukee combining business and pleasure.

Mr. Byram, president, gave a talk before the Kiwanis Club, at their noonday luncheon recently, on "Present Day Conditions of the Railroad." His address on this subject was very interesting and his points were brought out in a clear and concise manner. The railroad question seems to be the topic of the day and from the attendance at this meeting it would appear that the business men of the country are anxious to learn the facts concerning the railroad situation. Several of the local officials and employees had the opportunity of attending this luncheon and meeting President Byram.

**River Division Items**  
*"Jerry-on-the-Job"*

As I told you in last month's issue, Bill Kane was married Saturday, May 7th, in Chicago. I regret that I was unable to have the society editor cover the affair, but was fortunate in securing the services of the sporting editor, who occupied a ringside seat. The affair, William J. Kane vs. Florence A. Gregory, was called promptly at 9 o'clock, Kane weighing in at 168, including the dress suit. The early stages were unexciting, both parties appearing exceedingly nervous. However, in the evening the atmosphere grew

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more intense, Bill scoring heavily in the clinches, but drawing severe criticism from the jealous referee. From reports he must have won the popular decision, because they all took part in crowning him with ancient footwear, et cetera, probably on account of his clever footwork in the getaway. Bill says the gate receipts were fine and that there was a full house. Hail to the blushing groom!

The desk of Helen Partridge in the accounting office has been decorated with fresh flowers almost every day lately and we understand John Ritter of the same office is the donor. I wonder if they are peace offerings.

Passenger Brakeman Herman L. Olson received a letter of commendation from Superintendent Rossiter recently. While walking through one of the sleeping cars on No. 16, he found a purse containing \$600, which had fallen from one of the berths and promptly returned it to the owner.

Agnes Spychala of the superintendent's office, says if you want to know anything write to Miss Page's column in the Tribune. She had a rather perplexing problem recently, but now she knows just what to do. Yes, we saw her letter in print.

Bumping was a popular pastime for a day or two last month and Mike Aberu, timekeeper, is to go to the assistant chief dispatcher's office as car clerk, Russell Risberg is to go to the superintendent's office, and Margaret McGrath is going to the accounting office. We regret that Loretta Cronin is leaving us, but sincerely hope that she will be back with us before long.

Accountant Chas. W. Jay visited Farmington recently, ostensibly on business. We understand that business was kind of poor at Farmington lately, but he must have found some.

Superintendent Rossiter recently purchased a new automobile. We wish him all the luck in the world, but just the same, tires will go flat when you are about 'steen miles from a garage.

Our friends along the division must have deserted us this month inasmuch as I did not see a single item, so will have to make it snappy. Don't be bashful—send along some items.

#### I. & M. Division Parson Schultz

Brakeman Havenberg and wife are visiting friends at Tacoma.

Conductor Tom Keating and wife are at Excelsior Springs, where Tom is taking a much needed rest. We trust he will return in good health.

Popejoy of Rosemount wants a girl. Short skirts preferred.

Foreman Jim Dineen has been attending the meetings at Chicago on the wage question.

Engineer Laufe is trying to enjoy bachelor life while the better half is attending the lady trainmen's convention at Cleveland.

Traveling Auditor O. W. Craig has been on the sick list for some time. Last report he was improving.

On account of slack business Yardmaster Voorehes and two crews have been taken off at Farmington yards. Voorehes is now switching at Austin.

Switchman Joe Klema, owner of the Marvellite Lantern, has sold his patent and is now enjoying life with a Paige car.

Engineer Dan Dovenberg and his Ford coupe make regular trips between the telephone office and picture shows. Anyone wanting a ride must first apply to the phone girl.

#### Milwaukee Car Shops Superintendent's Sanctum "Lov"

Aberdeen and Minneapolis Shops were visited by C. Petran last month. Bensonville and Green Bay by G. Reichert. Improvements are being made all over the system.

L. B. Jensen was present at the Car Standards Committee meeting held at Minneapolis, Friday, April 22nd.

More precaution should be taken in Safety First work. On several occasions torpedoes were carelessly thrown around in the shops among the men. This almost proved to be serious a few weeks ago, when one of these torpedoes exploded in the tank shop, almost causing injury to one of our men. We should work together on just such things as this for the safety of all concerned.

W. E. Campbell, our new general freight car foreman, was stung in Milwaukee. Funny place to be stung, Mr. Campbell, but the truth of it is that you got it in the neck. We are glad no injury report was necessary.

I hear that one of our boys is looking for a nice young girl. Minneapolis can't be so good, for he is still looking. Milwaukee first, Benno.

There is a request on file from some handsome gentleman in the car shop for the donation of one canoe rug. All lovers of canoe rides can apply in person. Inquiries confidential.

During the heavy snowstorm we had in April, Harry Gathman and Fred Weidner, hurrying to their work met with quite a misfortune. Both fell into the pit, the snow reaching up to their waist line. Just like the men, always helping each other out of some hole or other. The exercise must have been beneficial, however, as Fred's bowling average for three games has reached the 205 point. Now there seems to be a mad rush to keep the lawn between the car shop and the paint shop in order. Saturdays is the day for the foremen. Not a dandelion is to be seen. Many of our foremen are studying up the culture of the little yellow flower during their spare moments, but we can't understand why it takes four quarts to make this study.

Mr. Petran's new clerk tells us that dirt and she simply can't agree. It's a toss-up which will stay.

Gussie Rank has been transferred to the paint shop office, taking the place of Eva Anton, who is in the office on the repair tracks.

Edith Cox was bone for a week, evidently fighting off a case of diphtheria. You put up a good fight, Edith, but my advice is to keep away from the houses displaying those signs. But what is a sign or two in our young lives, eh, Edith?

The "Milwaukee Car Shops" sign and artificial flag have been repainted and put up. The good work is certainly worthy of being mentioned.

Funny how we always know the time when Betty is around. She has clocks in her stockings now.

Our little draftsman played the part of "best man" at his brother's wedding. Harry thinks being the third one to kiss the bride is quite lucky. So do we, and then think of the bride.

## Nathan Manufacturing Company

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## Northern Montana Division

A. B. Goff

The Master Mechanic is now showing his hand—some teeth more than ever, and this is the explanation: Mrs. O. A. Coltrin and all the little Coltrins have moved to Lewistown: are living at 516 W. Idaho Street, and O. A. never ceases to smile, now that he has a home again.

Engineer Leib is spending a few days in Butte. Wonder if that is where those numerous letters come from since Mr. Leib has been in Lewistown. Do not know that he is looking for a house as yet, but of course he may be keeping that "under his bonnet," planning a surprise for us. We'll put a bunch of questions at him when he gets back, all right.

John Wiklund, roundhouse foreman, spent the weekend at Miles City on business. I do not blame John for making these numerous "business" trips to Miles City. Rooming and boarding is not what it is "cracked up to be." (I'm speaking from experience). Next thing we know he will be looking for a house, too. "In the spring time the young man's fancy lightly turns to thoughts of love."

## Advance Notice

L. A. Rogers has made request on a form 3 for — and wife. Details to follow in next month's issue.

Miss Minnie Wolter, roundhouse clerk, is spending a few days with her parents in the country. The chances are she will visit the Falls before she returns. I understand she has a tender spot in her heart for that town.

B. A. Young, who spent some time in Kansas City, is back with us again.

Fireman L. A. Rogers is back and on the job again, after a three-months' leave.

Leo B. Kyes, car clerk in the Lewistown Freight Office, left a month ago to accept a position as claim clerk in the local freight office in Seattle. He was relieved here by Harry B. Wilkinson, car clerk in the yard office.

(Pardon me, for leaving this item out of our last month's issue).

Conductor Frank E. Hatten and wife are back from an extended trip on the coast.

Conductor Geo Hurst, of the Main Line, is now running on Train No. 116 and 117, between Great Falls and Harlowton.

Mrs. Frank E. Wright spent a few days visiting with some of her old friends in the oil district near Winnet, Mont.

O. S. Porter, division accountant at Lewistown for the past two and a half years, recently went to Miles City to accept the same position at that point. He is succeeded at this point by Mark G. Allen, who has also worked in the Northern Montana Division headquarters for some time.

Pauline Godsil returned from Peoria, Ill., where she spent a month, and we have her word for it that she had a good time. She came home all dolled up on the third finger of the left hand, too. But we can't figure why she went to Peoria, as a local jeweler says he sold the ring. Well, anyhow, we all hope for the best and suppose the wedding feast will be made up chiefly of cookies.

Brakeman Eddie Pirlie returned recently from Sanborn, Iowa, where he has been recuperating

from the accident he experienced in Lewistown Yard last fall, when he had his foot crushed. We are all glad to see him around without his crutches.

P. A. Allmier has accepted the position of chief clerk to Master Mechanic Coltrin, taking the place of Lucille Goggins, who recently resigned.

Johnny (Carranza) Kuzara returned from Detroit with a blushing bride—but when it comes to flushing, she can't possibly have anything on the Pole.

Agent A. M. Maxeiner and wife and daughter Katherine are spending a very pleasant week in Seattle.

H. R. Wahoske, division freight and passenger agent, was down here a few days on business.

Rumors:—It is reported that our fair expense clerk made a bet that she would not be married before next Easter. We wanted to bet her \$10 that she made a bad bet, but she would not take any further bets. Draw your own conclusions.

## Chicago Terminals Facts

Guy E. Sampson

One of our wide-awake employes recently asked us if we were still in the market for magazine news, and—"believe me,"—we told him that we had posted no notices of having resigned, so he gave us some of the "dope" that he had been able to pick up along the line from day to day. He said:

That the president of a factory located near Franklin Park informed him that the company intended to enlarge their factory to the extent that the Milwaukee will receive about fifteen cars per day of their output. That sounds good.

That officials of the new auto factory which is being built at Mont Clare, claim that when they get to operating, Mont Clare will need the services of one eight-hour crew and engine daily. We hope so.

That business at River Grove is increasing so rapidly that it will soon be necessary to put an agent at that point. Sounds better.

That there are at this time about 275 new houses under construction at Mont Clare and River Grove and that the Chicago street car line will be extended to the latter place this coming summer. Bet that makes the "rent hogs" grunt.

That the last change in the coach run cut "Big Jim's" overtime and he became ill over the thought of it. There are others working straight time, thank fortune.

That the new sardine cans near the tracks at Bensenville denote that Conductor George Gray is still taking limberger cheese and sardines each evening for his lunch. Well, they are good for those who like 'em.

That Charles Allen and wife were to take a trip down on the Kansas City Division, where Charles used to hold forth before taking a yard job. Must have saved his coin this year.

That the roadmaster says that he will put in ten thousand new ties this season. That spells "Safety First."

That all roundhouses in the terminal are being treated to a new coat of paint. Gee, that's some treat, and it's nice new red paint except on the window frames, and they get pure white. Yes, we saw it at Bensenville. Looks fine.

VAUGHAN

P.&amp;M.

HENGGI

YARDLEY

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### Availability for Service of the Electric Locomotive

The Chicago, Milwaukee & St. Paul Railway Company has now in electric operation 651 miles of main line track, 440 miles between Harlowton, Montana, and Avery, Idaho, and 211 miles between Othello and Seattle, Washington.

On the 440-mile run, three Mountain Ranges, the Belts, the Rockies and the Bitter Roots, are crossed. The grades encountered between Harlowton and Avery vary from seven-tenths per cent to two per cent, the main difficulty being the 21-mile two per cent grade between Piedmont and Donald, on the Eastern slope of the Rockies.

Under steam operation the 440-mile stretch between Harlowton and Avery comprised two divisions, the Rocky Mountain Division, extending from Harlowton to Deer Lodge, and the Missoula Division, extending from Deer Lodge to Avery. Each of these divisions had an engine terminal at a midpoint, as well as at each end, thus permitting a change of steam motive power after each run of 110 miles.

Under electric operation, due to the ability of the electric locomotives to withstand long, continuous runs, the mid-division points at Three Forks and Alberton were eliminated and the electric locomotives were changed only at Deer Lodge, a run of approximately 220 miles. This was thought to be quite a performance and did introduce additional efficiency to operations, but during the past year even this performance has been surpassed in that the present passenger locomotives now run the whole distance of 440 miles between Harlowton, Montana, and Avery, Idaho, and during the stop at Deer Lodge only the engine crew and the train crew are changed. This accomplishment introduces an epoch in railroad operation, and in the future electric locomotive long hauls will be the rule, rather than the exception, because it has been conclusively proved that the electric locomotive can withstand successfully this exacting long-haul service.

The powerful electric engines which the Chicago, Milwaukee & St. Paul Railway Company now has in service are rated at 4200 hp. and weigh 275 tons, being the largest and most powerful passenger locomotives in the world.

Availability for service of the electric locomotive is shown by the following record of mileage made by locomotive No. 10303 for the month of March, 1921, which is typical of the performance of electric engines on the Rocky Mountain Electrification:

March 1.....	213	March 17.....	226
March 2.....	438	March 18.....	297
March 3.....	227	March 19.....	226
March 4.....	213	March 20.....	440
March 5.....	438	March 21.....	438
March 6.....	440	March 22.....	440
March 7.....	438	March 23.....	438
March 8.....	440	March 24.....	440
March 9.....	438	March 25.....	438
March 10.....	440	March 26.....	440
March 11.....	438	March 27.....	438
March 12.....	440	March 28.....	227
March 13.....	438	March 29.....	...
March 14.....	440	March 30.....	226
March 15.....	438	March 31.....	369
March 16.....	227		

TOTAL MILES ....11,229

That men are putting in some new steel at Western avenue. More safety first.

That Engineer Charles Mack has returned to his position as engineer on the coach run after several weeks of vacation. Charles needed the rest.

That Tom McGloom has been working so steady that he has decided to take a lay-off and take a tour through the country. Fine idea,—wish we could.

That Lewis Hibbard and wife had just returned from Lake Worth, Florida, where they had spent the cold (?) winter months. Florida had nothing on us this year.

That Charles Tews is back at Galewood yard working now. He was at Bensenville all last summer.

That Mr. Cunningham, who worked on the south hump last summer, is now teaching in the University of South Dakota. And he was only a hump rider here. Well, perhaps, Charles Harrington or R. P. Hays will some day be the president of some light and gas company. Never can tell.

That Police Officer Hammond was recently leading two offenders at once. He is just the right kind of a man for a job nowadays, for every man is trying to (and most of them are) do as much work as was formerly done by two. "Reconstruction days" is right.

That Billie Walthers and Don Copron are working together on an I. H. B. transfer and that they both are enjoying sixteen hours off duty every day, and that Billy says he hasn't burned off a journal nor blocked a passenger train since he came to the terminal to work. Both like their new positions fine. Glad of it.

That Yardmaster Hale has been transferred from Western avenue yard to the Galewood yard and Mr. J. Ryan had returned to the Chicago Terminals as yardmaster at the avenue in the place vacated by Mr. Hale.

That Sunday work in the terminals is being eliminated as far as can be done. All crews that can be abandoned on Sunday are let stay home on the day of rest. We for one are glad of it, as we feel that, working as the men are at this time, they need a day a week to rest up. Everybody "hittin' the ball." You tell 'em.

I have succeeded in getting an employe at the Bensenville round house to give us a few notes. Wish other points in the terminals would come across, too.

In reading through the magazine, month after month, we fail to see any remarks about the Bensenville round house, either on account of the reporter not getting around, or failure on the part of the men furnishing the news; and it sure is wrong to leave so lively a place out in the cold; here's a little news to start the ball a-rolling and let's hope the boys will keep up the good work. (A good start,—thanks. Come every month, G. E. S.)

We have just finished our spring cleaning, and much credit is due Charles Mack and his gang of artistic brush pushers, we have about the finest looking place for miles around; in fact, there have been many wonderful changes out here since H. Abarhart took charge as roundhouse foreman. Keep up the good work, Harry, we are all with you.

Howard Keyes is quite cheery since the arrival of a baby boy at his home, but he is unable to decide on a name; let's call him Jack,—Miss Weber approves of this name.

Pipefitter Braum is again taken down with his usual summer ailment,—fish don't bite. Why not try some "Bass-oreno," John?

Kid Herman (Nelson) is giving the boys some instructions in hitting the ball. He's a regular Babe Ruth.

Machinist Henderson made some record with his fire department the other day,—just three minutes after the fire whistle blew he had a stream of water playing on the coal shed.

One of the office girls went to Chicago the other day to do some shopping and at one of the stores and asked the floorwalker, "Which way to the corset department, please?" "Straight back, madam." "No, not straight back," was her reply, "I want a straight front."

The C. M. & St. P. sign painted on the high water tank is sure a beauty and when the spot

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light is thrown on it at night can be seen for miles around.

Engineer Art Pierron is one of the most enthusiastic rooters that the Bensenville ball team can boast of. He never misses a game and follows the team every Sunday, no matter how far they drive to play. Art is a great talker, but on Monday he is unable to speak out loud, so the rest of the crew he works on gets a chance to do some of the talking.

Bill Clerk C. Stark spends most of his lunch time figuring the profits he expects to make off the two setting hens he invested in a few weeks ago. He figures that if he can keep them setting the entire season that he will have a good sized flock by fall.

We did not expect to mention Wallie Franz this month, but when he called up the office at 2 o'clock in the morning and notified them that he was sitting up with a sick friend and would be unable to be on the job that day, we tried to find out the party's name with whom he was sitting up so late, but were unable to get the information. Then Wallie promised to send us some news from his office and every month he is too busy. We now can guess the reason.

Three more yardmasters' positions taken off in the terminals. We see George Hale, the second oldest employe in the terminals, helping on the coach run. It is really the first easy job that Mr. Hale has enjoyed for years. We are sure that the change will lengthen his life many years. Glad you got an easier place, George.

We are promised some news from Mr. Rummel's office next month. Hope they don't forget again. Galewood overlooked us entirely this time. Come on, girls. Items go to the editor on the 14th. Please get busy if you know a bit of news. Thanks.

#### Dubuque Division

*J. J. Reilhan*

Engineer Henry Dersch is back on this division in engine service, his position as traveling engineer on the Prairie du Chien Division being abolished.

Harry C. Preston, formerly chief clerk in Division Freight and Passenger Agent Cull's office, left April 30th for Kansas City, where he will take up his new duties as city freight agent. R. R. Russell of Sioux City will succeed Mr. Preston.

Conductor J. E. Grice has been assigned to the Waukon line, to succeed Conductor W. L. Wiedner, who now has a run out of Dubuque.

Agent Peter Ott resumed work at Preston after taking a leave of absence for the winter.

The following reductions were made in the telegraph service on this division: Night operator, dispatcher's office; second and third tricks at McGregor; third trick at Waukon Junction and Preston. A clerk has been put on at McGregor and Preston.

The C. M. & St. P. baseball team at Dubuque Shops is under the able leadership of "Dutch" Lynch, who has played on many semi-professional and independent teams throughout eastern Iowa for the past eight or ten years. They have a lot of good material to build up a strong team, and are now having regular workouts until the opening of the season in the Twilight League about the middle of May.

G. A. Ehmer had a birthday on Friday, the 13th. An old friend in the insurance business called him up and told him the rates had advanced and George has been cussing the telephone ever since. He also celebrated by taking a shot in the arm from the office supply of Gordon's Ferry water.

Roadmaster W. J. Whalen has returned to McGregor and will have charge of the north-end of the division. Mr. LaTronch, who has held Mr. Whalen's position during his absence, returned to his section at New Albin.

Chief Dispatcher Crawford and Assistant Chief W. F. Marshal have been out on the line giving the telegraphers and agents their annual examination in Standard Rules.

Agent and Mrs. E. W. Christ of Turkey River are the proud parents of a nine-pound boy that took up his abode with them May 12th.

A reduction was made in the clerical department of the superintendent's office. Miss Florence Gonnier and Miss Louise Lunfeler were taken off and the following changes were made: F. J. Bauer went to the accounting department; F. E.

## Saving by Mail

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RAILROAD DEPARTMENT

H. C. CONLEY, Supt.

Eckstein to train time keeper; Joe O'Brien to R. & M. Clerk; Mary Kinsella to her first love—roadmaster's clerk. The rest of the clerks are working four days per week. They all figure a half loaf is far better than no loaf.

Agent B. H. Bothner of Brownsville attended a consistory at Clinton the second week in May. Bob Wilkinson had charge of his station while Ben was absent.

A severe wind storm struck Dubuque on the afternoon of April 26th, causing considerable damage to property. Among the heavy losers was Operator Hickey at the shops. He mourns the loss of a perfectly good setting of goose eggs. The wind blew over the poultry house in which the eggs were located and completely demolished them. However, the goose that laid the golden eggs was spared.

Conductor V. K. Clark is now on Nos. 26 and 67, the run that was vacated by Conductor Grice taking the Waukon line.

Miss Lumlufel of the superintendent's office left for Tolstoy, S. D. She did not say when she was coming back. Thinks look bad—possibly she bought a farm and the apparatus that goes with it.

Your correspondent spent a few days in Chicago last month on O. R. T. committee work.

Engineer Keenan has given up his passenger run on the north end and is now back at his old job on the south end way freight. Just at present Jack White is hauling the "yellow cars."

Peter Mahowald, our old-time bridge carpenter, died at his home near Eckard's, May 12th, funeral taking place at Guttenberg May 14th. We are without further particulars at this time.

Conductor Freemaun had the misfortune to lose his home at McGregor by fire the latter part of April.

Operator Harrington, third trick at Gordon's Ferry, is on the sick list. J. H. Robertson is relieving him.

Conductor G. W. Belknap and Brakeman Buse had business at Lewiston, Mont., last month. They report having a delightful trip.

#### Items from the H. & D. Division

"Me"

Trainmaster W. L. Schmitz is taking a lay-off for a couple of months and is spending it in Montana, Washington and California, visiting relatives and friends. Trainmaster R. E. Sizer is in charge of the East H. & D. Division in place of Mr. Schmitz.

Commencing April 21st, 1921, all Farmington Line trains will be run thru Minneapolis, cutting out the Roundhouse and Terminals at Farmington. This is on account of the very light business at the present time, but which is not permanent. The traffic will again be run thru Farmington as soon as business warrants it.

Miss Fonder, formerly of the Accounting Department in the Superintendent's office, is now connected with the station force at Fargo, N. D.

Verdi Claggett, of the Accounting Department, made his annual tour to Hancock last Sunday, fishing.

After getting the bus painted up, new top on it and the busted radiator patched up, Jean's Studebaker looks pretty nice. Even tho this is all true, Jean, we wish you would give us a ride once in a while. We all can't have cars, you know. You're a nice man.

Ike and Vick visited friends at Ortonville last Sunday. Did you take pictures in the evening, too, fellows?

The territory of Trainmaster H. F. Gibson, of the Aberdeen Division, has been extended to Milbank, South Dakota and R. E. Sizer's territory extended to Minneapolis.

Roadmaster E. W. Phalen resumed work after a couple months' vacation on the West coast and Montana.

Yardmaster J. G. Hammer, of Milbank, and wife, spent a couple of days in Minneapolis recently. Jake usually takes a couple of months in the Southern clime yearly, but he thought the South could not beat Minnesota this year, so he decided to stay.

The local paper of Milbank states that an assignment of babies were received, and among them a baby girl for Lineman George Thomas. Haven't noticed any smokes, George. Do you

suppose George is sore because it wasn't a boy, so that he could take some of the hard work off his father's feeble shoulders?

The trainmaster asked a brakeman recently in oral examination on standard rules: "What is a fixed signal?" The Answer: "One that has been repaired."

Kernel Weatherly spent the last week in April in the vicinity of Milbank, relieving Operator Riley and Meyers one day each and the balance of the time he spent recuperating.

The Milbank roundhouse did a Master Work of Art in decorating one of Tom's engines, the 2160, which handled the Shriners' Special on the Fargo Line, May 1st.

The regular meeting of the Get-Together Club was held May 3rd. It being one of the first good fishing days, the attendance was not large, but some helpful points were brought out. Committees were appointed to secure all possible data on train delays and another committee on fire prevention, as these are the two topics that will be discussed at the next regular meeting, which will be held the first Monday in June.

Several of the boys have been to Hartford and Linden Beach the last week or so, but have not seen any fish and have not heard that any new fish stories have been developed, so we take it for granted that fishing is still poor.

A clipping from the Milbank paper: "Mr. and Mrs. L. H. McFarlane welcomed a bouncing 12-pound baby boy to their home, Wednesday, May 4th." I have been informed that the boys around Milbank are still looking for the smokes, Mac.

A few changes have been made on our H. & D. Division. The dispatchers have been consolidated for the East and West H. & D., they handling both ends at Montevideo, with one set of dispatchers. J. E. Andres being Chief Dispatcher and F. T. Buechler appointed Night Chief. We understand and hope that this arrangement is only temporary. We also have two side-table operators: E. J. Ruehmer on first trick and A. E. Jedre on second. Dispatcher Leonard Nelson is doing the relief work.

William J. Letts, of Milbank, S. D., died May 2nd, 1921, after several weeks of illness. Mr. Letts had been employed as pumper for the Milwaukee Road at Milbank for some time. He leaves a son, Harry Letts, who is a conductor on the H. & D. Division and also Giles A. Letts, a conductor on the C. M. & St. P. Railroad. In behalf of the employes of the H. & D. Division I wish to extend my deepest sympathies to the members of the family remaining.

#### R. & S. W. Items

M. J. Carey

Conductor Dan Desmond visited friends at Milwaukee during first part of April, and reported a royal good time. Dan claims Milwaukee is not as famous as it used to be.

Engineer Lew McGovern is holding his own, and his many friends are wishing for his speedy recovery.

Conductor "Honest" Bill Smith has the Beloit, Davis Jct. switch run and "Old Timer" T. J. McCarty has the West End way-freight.

Engineer Effinger relieved Engineer Tom Carroll during part of April, later being laid up on account of illness.

Roscoe Askey, our bright car clerk at Freeport, still makes frequent trips to Stockton, Ill. Altho the roads have been in bad condition recently, Ross still makes his regular weekly calls in the old "bus." Last week a mysterious package came for Roscoe addressed from Stockton. We thought it might have been fudge; but you never can tell and Ross, being rather timid and bashful, did not enlighten us as to its contents. However, if any of the readers of this magazine are at all curious, you might write Roscoe and ask for all the details. RAH! RAH! CARROTS.

The Freeport C. M. & St. P. Bowling Team are winning fame, and before long will undoubtedly be world famous.

At present they have defeated the fast C. & N. W. three times.

This made the opposing team rather hostile, so after a week or two of strenuous practice, they decided to get even and staged a come back—defeating our "Whirlwinds" several games; but

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### 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. F. 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.

"Your tobacco is everything a person can desire. Even my wife enjoys its pleasant aroma in the house."—A. C. Evering, Grand Center, Ia.

"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.



Send No Money

We Pay All Charges!

Old Kentucky Homespun in the Natural Leaf as We Ship It. Mellow as Moonlight—Fragrant as the Rose.

## REDUCE YOUR TOBACCO BILL 75%

We are growers of tobacco and sell none but our own crops, therefore exempt from all revenue tax. We pool our crops, placing them in our warehouses and share equally all the expenses of conducting our business, thus our expenses are reduced to a minimum. This co-operative marketing plan eliminates all middlemen; you deal directly with the growers, thereby effecting a saving to you of 75 per cent or more.

Read These Money Saving Prices. We Pay Postage  
5 Pounds, \$2.98 10 Pounds, \$5.85 20 Pounds, \$11.40

5 pounds of our tobacco will make 55 sacks of smoking, or 65 chewing or smoking twists.

With each order we include complete instructions (profusely illustrated) showing how we Kentuckians make the old-fashion chewing and smoking twist, granulated, smoking, etc.

Which do you prefer? The high-priced manufactured tobacco that has been adulterated, sweetened, chemically treated, or otherwise "doped" in order to minimize the amount of real tobacco used, or do you want the OLD-FASHION KENTUCKY HOMESPUN that brings to you the cream of Kentucky's famous harvest in all its goodness.

### SEND NO MONEY

Pay only the price above when tobacco arrives. TRY THE TOBACCO 10 DAYS and if it doesn't please you—if it doesn't suit your taste—if it doesn't save you money—back it comes and every cent of your money will be returned without quibble or question. You Risk Nothing. Sign and mail the coupon today and enjoy the tobacco treat of your life.

TOBACCO GROWERS ASSOCIATION OF KY.

(Not affiliated with any other tobacco association.)  
Warehouse 250 Mayfield, Kentucky

Send me.....pounds of Old Kentucky Homespun Tobacco by parcel post prepaid. I will pay the price of \$.....on arrival. If not satisfied after a 10-DAY TRIAL, I will return the tobacco and you will refund my money.

Name .....

Address .....

(Check whether chewing , smoking , strong , medium , mild )

## TOBACCO GROWERS ASSOCIATION OF KY. MAYFIELD KENTUCKY



this only put more pep into our gang and they swear vengeance.

Saturday night the two decided to have a regular stag party. One of the C. M. & St. P. members who lives in the "suburbs" invited the boys to his country home and the party was a huge success.

We've been unable to find out all that happened, but judging from all we hear it must have been a keen party. It broke up in the wee, small hours.

Miss Cunningham, our ticket clerk, is with us again, after a few days absence.

She suffered a sprain in her shoulder—we don't know how or when it happened, perhaps after Sunday night—who knows?

Miss Ellis, our competent stenographer, has been talking about a trip to California some time soon. It may be a wedding trip or merely for pleasure. Time will tell.

No. 65, Irwin conductor, blocked traffic Thursday A. M., April 28th, on account of a broken truck, two miles West of Clinton Jct. It was necessary to get the derrick from Janesville.

No. 24 had to detour via Janesville and Bardwell; also No. 10 was delayed about an hour.

Mr. E. C. Praser, traveling auditor, paid his respects to Delavan Station, April 18th and 19th. He surely is getting "hard boiled."

Mr. and Mrs. H. J. Beamish and son were Elkhorn visitors May 6th. "Eddie didn't see him a-t a-l-l."

Assistant Genl. Mgr. C. O. Bradshaw and Genl. Supt. W. M. Weidenhamer accompanied by Supt. P. E. Devlin, made an inspection of the R. & S. W. Division, the latter part of April.

Engineer Burkett bumped Engineer Smith off the way-freight and "Bill" gleefully took it cross lots for Delavan Lake.

Come on Schultz, and get into the game. Vice-president B. D. Greer, Genl. Manager J. T. Gillick and Supt. P. E. Devlin, in special car, made a trip over the division on train 21, May 5th.

Dispatcher A. C. Morrissey was visiting in Racine, one day recently.

Brakeman H. W. Gaylord received the sad news of his sisters death in California. Internment at Durand, Monday, May 16th. We extend our deepest sympathy.

"Farmer Bill" Smith may now be seen any afternoon at the throttle of Engine 401 on the "Scoot" Racine to Collins.

Engineer Chas. Brunnelson, on leave of absence, busily occupied helping beautify Lake Mich. in the vicinity of Racine. Chas. is manipulating the machinery of a "sand sucker."

Pireman Huchenreuther, who has been on the Racine stub, has been laying off account a slight siege of pneumonia.

#### Milwaukee Shops Items

H. W. Griggs

Our 1921 motto, "On Time Trains, Freight and Passenger."

We have it that the old SMP office is to be torn down this time sure, or moved over near the boiler shop for a round house office and Engineman's room, same as now and on the spot where the other small RHP office used to was.

Mrs. Johnson, Chief in Mr. Jensen's office, has returned from a most enjoyable trip to California.

We hear that the UPRR train, that Mr. Joost and wife, nee Walker, were enroute to California on, was side swiped in Nebraska. No one hurt.

Veteran Fred Senn, moulder, died April 14th. He had been unable to do active work for nearly two years. He will be missed by his many co-workers in the foundry.

Mr. Joe Van Cyra, a moulder, died March 3rd, after a long illness. He was known as the hunter and fisherman of his department.

The new daylight saving does not effect the shops, which are still on Central Standard time, same as the depot and trains, but the shop offices are different, being on DS, same as the city and same as Chicago.

Mr. G. W. Taylor, of the ME Dept., has gone to Tacoma for Mr. Juneau in a similar capacity, working up standards.

The Puget Sound Pioneer's Club, meet in Tacoma next August 10, 11 and 12. Mr. J. E. Brady is chairman of the Entertainment Committee and A. J. Kroba is President. No wonder the men are asked to wear smoked glasses at certain times. We will bet a cookie to a gallon of gas that John Horan will wear no smoked glasses, but then the Pioneers can not put on such a scene as the VETERANS can in the east.

Janitor W. H. Smith, of the Car Dept., suffered a stroke while on duty at 8 A. M. May 2nd. He was taken home, and at last reports was resting as well as could be expected. As we go to press, we hear that he is up and around.

Assistant Purchasing Agent Geo. Walder, who manages to get out to the shops once in a month or two, made us a pleasant call the 5th, smiling as broad as ever. Bring us some more, Geo., like the "Thursday Mate."

Miss Pilot, formerly chief of the blue print room, went and got married. Miss Mihlisen, now incharge, vows and declares she is not next.

Mrs. C. E. Hobbs, wife of Veteran Engineer Hobbs, died suddenly at their home, 134 26th Street, Milwaukee, May 4th. Brief services were held at the house at 10:30 A. M., and the remains taken to Janesville for interment, where the final services were held at 2:30 P. M. the next day, Saturday. Mrs. Hobbs was 79 years old and is mourned by a large circle of friends; and Mr. Hobbs, now an aged Veteran, has the sympathies of the whole system of his craft. Mrs. Hobbs was a sister-in-law of Veteran John C. Fox, of Janesville, where the services were held.

A. Z. Taylor, Car Inspector of Miles City, formerly at La Crosse, called at the office the 9th. Mr. Taylor has been laid up seven weeks, but is able to be out and around again.

The R. R. bridge across Lake Monona, just east of Madison, is to be raised one foot and the C. & N. W. bridge near by is to be elevated one and one-half feet.

Many of our employes in Chicago are buying stock in the road, evidently following the P. R. K. idea.

Some new style lathe tool holders are being tried out in the machine shops, a means for using up old cutting tools closer and more economically.

The magazines arrived the 9th and another handsome front page graces the cover.

William Joost and bride, nee Walker, returned May 11th from their California trip, both looking O! so much better.

Thomas Birch, chief of the triple valve renovating shop, just returned from a very successful meeting of the clans at Minneapolis, and when it comes to a good after dinner speech, believe us, Tom is right there.

## R.R. Man's Knife \$1<sup>00</sup>

**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.



Size 3 3/4 inches long.

give permanent employment and exclusive control of territory to those who can give full time in taking orders from the general public. If you are earning less than \$1,300 yearly, let us show you how to make more.

## 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

**NOVELTY CUTLERY COMPANY**

331 Bar Street, Canton, Ohio

The Veteran's Association, Committee had business in Chicago around May 17th.

The Foundry have sent over no news this time, and some of the other departments are a little shy, too.

**News Items from the Northern Division**

*Hazel E. Whitty*

Come all ye Rounders, if you want to hear who's on our Safety First Committee. They are:

N. P. Thurber, superintendent, Chairman; R. D. Miller, trainmaster; R. Whitty, roadmaster; W. H. Armstrong, roadmaster; A. A. Wolf, carpenter; J. W. Phillips, master mechanic; W. A. Hinsey, claim agent; C. Leland, engineer; P. J. Ranthum, engineer; H. Lodde, conductor; F. S. Holt, agent; W. Yerck, carpenter foreman; J. Prahl, section foreman.

This committee has handled and corrected many defects on the division, and their dates of meetings have been set for the entire year. More power to them.

Division Master Mechanic J. W. Phillips recently made an examination of the netting in Dispatcher Spoor's pipe. It was claimed that the old pipe completely covered the train sheet with cinders every time Charley put out the meet between 6 and 7.

James Monogue, of the Horicon Night Switch Crew, will change his brand of smoking tobacco. He claims that the smoke from Excelsior tobacco is so thick that he cannot tell whether he has the switch over or not. Good change for you, Jim.

Conductor "Ducky" Smith enjoyed a week end at Milwaukee.

Carl Rusch, section foreman, Iron Ridge, had the misfortune to break a bone in his leg recently by falling over backwards on the rail, his foot being caught in bond wire. H. K. Krohn is filling his place.

Conductor Watson helped his wife clean house this year to bring down expenses and found that there was nothing saved after all. He lost \$20.00 during the operation. Next year, he will hire help, as usual.

The boys on the division wish to extend thanks to Conductors Luker and Taylor for the fine speech they made jointly on the Cleveland Compact. It certainly was a highly instructive talk and was fully appreciated by all who heard it.

A baby girl was born to Mr. and Mrs. A. P. Honzelka, on April 24th. Abe is our section foreman at Fond du Lac, and all we want to say is that the little lady will have some papa.

On the 17th of April the snow was so bad on the division as to necessitate calling out snow plows and on the No Lake Line several engines were stuck. Old Father Winter decided to give us a taste of it after all, but he was defeated by Miss Spring before much damage was done.

**Names is Names**

During a fanning bee among a crowd of Old Line Sports, a short time ago, the conversation drifted from Base ball to Foot ball and then to Rugby. I volunteered the information that we had Rugby up on the Northern Division all of the year round and we also had a Richfield for anything in that line, so it would not be difficult to get a team to gether that would make good.

We could have Picketts at either end of the Line to act as guards while you went Ripon thru the Center. All that would be necessary would be to Waukau couple of miles and then you could Rush Lake up to the attack. Later on, if the line was in Neda reinforcements, you could Slinger in again. Keep them out in the open Rolling Prairie, beyond the Woodland, where you would have a good chance to drive them across the Fairwater of the Rubicon into North Lake.

One of the party asked if this matter had ever been taken up on the division, and I told them that I Sawtelle in regard to it at one time, but he was so busy with Poultry that nothing ever came of it. But that at some future time I intended to put the case before Bob at Horicon, as he was not burdened with that class of worry and perhaps we could then do something.

The opinion of all present was to the effect that if we couldn't win with that combination, we had better go and jump into Lake Winnebago at Oshkosh, b'gosh.

**If you have built castles in the air, your neck need not be lost; that is where they should be—now put the foundations under them.**

**Sighs from the Black Hills**

*Elsie Hodges*

Floating across the Dakota prairies come the notes of the Black Hills Division. Bringing to us the tidings that it is fishing time and Rapid City has a number of new visitors that gather annually at this time of the year.

Among them we find Dell Caldwell, who has made his pilgrimage to Rapid City and the hills and has returned with a catch that any man could be proud of. Dell took to the middle of the road after alighting from the train at Murdo and started for home, even if someone cut the string. After dodging the game warden he finally succeeded, we understand, in getting home.

John Oulman was also among the fishermen trying their luck at Rapid City. Conductor Sticky Yount said that Oulman was sweeping water to catch fish.

The G-7 engines have been replaced by G-4 engines, between Murdo and Chamberlain.

Engineer Rodgers has been on the east passenger run while Jim Johnson has been at Rapid City.

Fireman Fred Kemper is back at work again after a siege of the Grippe.

Boilermaker Roy Guthrie is the proud father of twin girls. He will be kept busy now.

If you notice flowers in the coat lapels of the B. H. men you will know that they have come from the Murdo Roundhouse.

Engineer Jess Rodgers is building a 10x12 mansion on Railroad Avenue. This is the best location in this city and he was sure lucky to get it. He intends to hold a house warming some time in the future.

The Division Storekeeper, John V. Anderson, was making an inspection and checking trip over the division, also pushing motor cars between

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.**

*The*  
**Massachusetts Bonding  
 and Insurance Company**

will contract with four ex-railroad employes who can devote their full time and several who can devote part time to soliciting applications for our "Paramount" Accident and Health Policies from the C.M.&St.P. Employees

All of our representatives are making a good income selling our "Paramount" Policies. If you are a "salesman" you can do the same.

General Offices

**Accident and Health Department**  
 Saginaw, Michigan

**DO YOU RUN A LOCOMOTIVE  
 ON THE STREETS and HIGHWAYS?**

Do you drive an automobile where there are no crossing gates, no watchmen, no automobile signals, no "Look - Out - for - the - Cars" signs to keep people from getting under your wheels?

If a railroad company, running trains only on its own private right of way needs a department to handle the claims of people who get injured on this private right of way, don't you, who drive automobiles on public streets and highways, need a claim department?

You do. You also need some one to pay the claims. That's exactly the sort of legal and financial service you get under a Travelers automobile policy.

If you drive a car, ask for information. Mailing this page with your name and address on the margin to the company will bring you details and prices. You'll be surprised at the small cost.

**The Travelers  
 Insurance Company**  
 HARTFORD CONNECTICUT

stations for exercise and to save gasoline. This is one way to conserve. John says that if he continues pushing cars he will soon be a good athlete.

Trainmaster Gibson was at Murdo, giving a demonstration in yard switching the other morning. He was all dressed up in khaki. From the signals he was giving we did not know but what he had been taking lessons from the Boy Scouts, fu giving wig-wag signs.

A. D. Shader, of Mason City, has taken the position of roadmaster west of Murdo. J. J. Farrell has the territory east of Murdo. We wish Mr. Shader the best of good luck.

The phone just rang and someone asked for Miss Master Mechanic and wanted to know why the Black Hills Division did not have any notes for April. We had a good list, but they were a little late. We hope to see them this month and that person will wish that he had not asked. He said he thought they were probably held for a Hydrostatic Test. Well, I will admit that is pretty good, but that was not the cause this time.

Mrs. Jim Farrel and two children, family of roadmaster at Murdo, departed for Ottumwa, Iowa, for a visit. They expect to bring Gertrude Farrell back with them. She has been attending school at that point.

Clarence Grube and Louis Boyle have been playing peek-a-boo in the empty water cars and calling all aboard, due to the fact that they have passed a satisfactory examination for conductors.

Fireman Lewis Westfall is working in the round house, as business is pretty slack on the road.

Oh, Bevo! Have you seen Jim Johnson's shack? He has been spending all of his spare time to fix it up. And he painted it red. He must be expecting company.

Frank Brainard, conductor, is now taking the passenger run between Rapid City and Chamberlain. Although Frank is one of our oldest conductors, he still believes in the saying of Henry Ward Beecher: "Go West Young Man, Go West."

Conductor Penrose is now a way-freight man. This is one case where the young men have to step aside for the old timers.

We understand that S. E. Einarson, who was traveling engineer on this division, has made the pilgrimage back to Huron, S. D., to be initiated into the Shrine and a trip over the burning sands. Mr. Einarson, we feel slighted because you did not continue your pilgrimage over the rolling plains to Murdo.

Well, Mr. Abbott, we have left you alone long enough. Last Sunday night, Operator Abbott gave the following order: 3:15 for 3:15. Goodness, how feminine persons can hold one's mind, though far, far away.

Now all we have to say  
 is a word before we close,  
 Send business along our way,  
 For our men with the greasy clothes.

Iowa Division  
 Ruby Eckman

Homer Lyons, accompanied by his wife and son, spent a few weeks in Perry and Des Moines with relatives and friends. Tony, who started his railroad career as a yard clerk in Perry yard, is now working as a switchman at Miles City, Montana. He reports that a number of the Miles City Shriners are going to have a chance to visit the folks on the Old Line.

A change in round house foremen at Perry was made effective May 1st. Frank Hoes, who has been in the position, goes back to work at the bench and is relieved by Mr. Able.

Fireman Percy Slazgeber had a serious accident the fore part of May, when the water glass on an engine he was firing broke, injuring his eyes badly. He has been in Washington Boulevard Hospital for treatment.

Owing to the numerous reductions on the Iowa Division, there has been a great many changes in the assignments of train and engine men and operators.

Conductor Wm. Stevenson has just closed the deal for the purchase of a neat little cottage in Perry which he will occupy as his home.

Mrs. Eber Needler, wife of the night ticket clerk and baggage man at Perry, was in the hospital in April and May, having had an operation

for the relief of a trouble which has been bothering her for some time.

Mrs. Homer Lee was at the Kings Daughters Hospital in Perry for about a month, recovering from a serious operation.

Switchman Ward Baker and wife, who have been spending the last few months in Arizona, expect to return to Perry about the first of June. Ward went to Arizona for relief from the rheumatism which has been bothering him for a long time.

Fireman Orville Balbaugh, George Lyons and Ray Burns spent some time in Chicago the fore part of May, with Percy Salzgeber, who was in Washington Boulevard Hospital.

Fireman and Mrs. Frank Stapleton are the parents of a daughter born the fore part of May.

A number of the members of the Ladies' Auxiliary to the O. R. C. attended an inspection meeting in Boone, the latter part of April.

Mrs. C. F. Urbutt, wife of the Perry train master, spent the last week of April visiting friends in Sioux City.

Mary Gården, with her Grand Opera Company occupying two special trains, used the Milwaukee from Omaha to Chicago, on their tour east. Conductors Fuller and Whitlock in charge of the trains.

Train Master Maxwell had to come down from Madison to ride the goat in the Mystic Shrine at Des Moines. He had been lined up for the work in Des Moines before his transfer to Madison was made. Several of the Milwaukee force from Perry were in Des Moines to see that F. A. M. was not slighted in any manner.

The division passenger department in Des Moines has been busy the last few weeks making arrangements for the movement of the numerous Shrine specials which will come into Des Moines in June for the big conclave. The Milwaukee is going to handle their share of the business for the event.

The Des Moines Union Railway was absorbed by the Milwaukee and Wabash companies, at a meeting held in Des Moines, the fore part of April. Our vice president was elected to the office of president of the new concern.

Machinist Elmer Swanson was off duty about a month in March and April, on account of a washed toe.

Engineer Jake Brown has resumed work on the west division on passenger, after having been off duty for several months.

Conductor John Briggie, who is assigned to a regular passenger run since 19 and 20 were re-established, has moved his family to Marion.

Brakeman Lewis Mathis, who has been in a government hospital in St. Louis taking treatments for several months, was home for a short visit with his relatives in Perry and Marion, in April.

Division Storekeeper Edward Griffith and J. M. Nunn, of his office force, have been busy the last few weeks taking inventory of track materials on the Des Moines and Iowa Divisions.

Car Inspector Wm. Lee and wife have been spending about ten days with relatives in Illinois.

Car Inspector Edward Jordan and family returned home the latter part of March, from California, where they had been for several weeks.

Dell Cartwright, who has been working as car inspector on the Perry force, has taken a position with a carpenter in Des Moines, while business is slack.

On April 7th a fine seven-pound boy arrived at the home of Switchman Fay Marsh, of the Perry yard force. Fay was one of Co. D, of the 13th Engineers.

Guy Carroll, a conductor on the Iowa Division, who was a member of the 54th Engineers, died the fore part of April at a government hospital in San Antonio, Texas, where he had been on account of the rheumatism contracted while in France. Burial took place in Kansas City, the funeral services being in charge of the B. of R. T.

The Ice House at Manila took fire April 11th, from some unknown cause. The roof and about five feet down the sides was burned so badly that a new house had to be constructed.

**"Don't wait for something to turn up, but go and turn up something."**—  
Moody.

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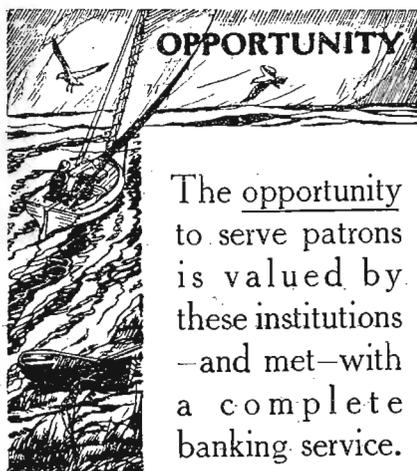


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AND ITS AFFILIATED INSTITUTION  
**MERCHANTS TRUST AND SAVINGS BANK**  
SAINT PAUL MINNESOTA

## Baldwin Locomotives

WITH the value of railroad property in the United States exceeding Twenty Billions of Dollars, representing more than 180 separate railroads and 260,000 miles of track, it is easy to comprehend the fact that the industrial supremacy of our country is dependent upon the successful operation and maintenance of the railroads.

As locomotive designers and builders, we appreciate the responsibilities placed upon us to design and build locomotives which will help solve the intricate transportation problems of the times.

The  
**Baldwin Locomotive Works**  
Philadelphia

Conductor L. G. Honomichal, while helping jack a car, had the misfortune to badly sprain his back, about the middle of March. After he was able to be about, he went to his home in Wilson, Kansas, to recuperate.

Chief Carpenter E. Collings was in Ottumwa to attend the funeral of C. A. Kellar, of the Kansas City Division, who was killed in a motor car accident.

The assignment of regular engines to the engineers was made on the middle division on March 15th. The western division had been assigned for some weeks and the arrangement is working very satisfactorily. The division master mechanic credits the assignment of engines as one of the most important features in the satisfactory engine performance on the Iowa Division in the last few months.

Britt Stuber, the line man, badly lacerated his index finger of the left hand in removing a broken insulator from a bracket, April 11th.

Machinist George De Dual was at his home in Horton, Kansas, the latter part of March.

Chief Carpenter E. E. Clothier and wife, of Moberg, were in Perry, after having attended the big meeting in Chicago, in March. They have a son living in Perry and Elmer is always welcomed around the offices when he comes to town.

Mrs. Earl Townley, wife of fireman, had quite a serious operation at the Kings Daughters' Hospital in Perry in March.

Engineer Ira Hurlless has returned from Florida, where he and Mrs. Hurlless spent several months. He has resumed his work on the west end way freight.

Engineer and Mrs. John Leaf returned about April 1st from a five months' visit at the home of their son Elwood, in Los Angeles.

Lineman Charles Robertson's wife and children spent the Easter school vacation visiting with relatives in St. Paul. Charles went as far as Chicago with them, having business to attend to there.

J. W. Kykendahl, F. L. Hanner and W. T. Stockton were all in Des Moines attending a meeting of the Reconstruction League.

Conductor Homer Lee's wife was in the Kings Daughters' Hospital at Perry in April, for a surgical operation.

### Freight Auditor's Office News

O. W. Reinert

#### The Parting

(Dedicated to Our Highly Esteemed Friends and Companions, Messrs. E. A. Reynolds and James T. Carney)

The day is at hand when a pleasure must end  
And the dearest of friends have to part,  
When the voice can't express what the heart  
would intend,  
In the fear of a tear that would start.

There are those who depart from our midst on  
this day,

Who will elsewhere endeavor to find  
Success, and we hope it is not far away,  
For they're leaving some sad hearts behind.

They planted the seed of true love in each soul,  
Our virtues they dwell on them all,  
Our faults never entered the path to their goal,  
And the weak they would brace lest they'd fall.

Here's happiness, Reynolds and Carney, old boys,  
Long life and success till it ends,  
May you miss all the sorrows, be there at the  
joys—

That's the wish you your St. Paul friends,  
—W. Coughlin.

Misses Drew and O'Donnell are some dancers,  
but Miss O'Donnell says she likes dainty dances  
like the Rhuba Tuba, etc.

Another cigar issue occurred in the switching  
bureau May 4, 1921, overseer by Fred Bartels,  
who is now the father of a chirping cherub—and  
a boy at that.

One of the girls, upon learning that her "step-  
ping partner" was to be a June bride, suggested  
a June ice-skating party at Clarendon beach in  
her honor, the girls to wear fur-lined bathing  
suits and the boys fur-trimmed straw hats with  
ear laps. She left out a few essentials. Why not  
get the American Can Company to furnish the

music, the snow scenes by the Western Casket Company, perforated sand from Buck & Rayner, and a few good numbers by the adding machine girls? One of the young "buds" in the office, not much over 72, was overheard "mumbling" beautiful songs of the dead past, as example:

"Sunshine, Spring is here;  
Moonshine, the police are here,"

and then he heaved a sigh!

The other day Holtzman, the "Demon Claim Checker," otherwise known as "Babe" Ruth, was slightly hurt. Someone threw a brick at him that resembled a ball and Holtzman, true to his natural ball playing instinct, attempted to catch it, but when brick meets meat—brick wins. Poor "Babe's" hands parted as though he was reaching for a ham sandwich and the brick left a young trade-mark on his chin. Since the accident he has not shaved, having so far saved \$1.50, figuring 10 cents a shave—Moler Barber College prices. We'll give 'em credit if he holds out till next winter he can put 'em in water, freeze 'em, and they'll fall off.

Marie Hanck, after five years' service, left the ranks on the 7th of May. She is to try that old but always new stuff—marriage. In all conversations she has left us with the impression that life is to be one grand song. Here's hoping that she is not disappointed. As she sails along on the ship of life, she should not be discouraged should any squalls arise.

Miss Elsie Reiter of the estimated freight earnings bureau, more commonly known as "Cherry," has joined Helwig's Beauties of the tracing bureau for a few weeks. Look out, fellows of the bowling team—Edith Marquiss is practicing every Tuesday night and she is getting to be some bowler.

Al Konczyk, perforating machine operator, hasn't worn a collar for a whole week. Boils on one's neck are not much fun, are they, Al? M. Shrak, E. Soidman, D. Schwenk, I. Ruelhman, M. Lyons, H. Drew and A. O'Connell, dancers in the famous musical comedy, "All Aboard," appeared again in the "Brownson Brevities" at the DePaul Auditorium. The lure of the footlights is getting them.

On May 1, E. A. Reynolds severed his connection with the Chicago, Milwaukee & St. Paul Railway Company. He resigned as freight auditor, after sixteen years' service with the company. A Knights Templar ring, set with a beautiful diamond, and a wardrobe trunk were presented to him by the clerks in his office. A banquet in his honor was held at the Hotel Sherman on the evening of April 30. The good wishes of every employe in the freight auditor's office go to Mr. Reynolds in his new work.

#### Janesville Doings

Our popular passenger brakeman, "Patsy" Holman, has decided that two can live as economically as one, so has taken unto himself a wife. Show us the figures, Patsy.

Passenger Brakeman Homer Goldthorpe and wife welcomed a young son to their home in Mineral Point, Sunday, March 21st. Congratulations, Homer, and smokes will be acceptable.

Mr. Dolan, claim adjuster, and wife visited friends in Janesville over Sunday. Mr. Dolan is from Mr. G. F. Baker's office.

Yardmaster C. J. Richter is wearing a broad smile now. Cause: An eleven-pound baby boy, born April 9th. Both mother and child doing nicely. Mr. Richter is going to lay off Thursday and Friday to celebrate.

The Mineral Point Division was hit the hardest by the storm of any division of the system. There were no trains in or out of 555 for two days. No. 6 arrived Sunday, two days and three hours late.

D. P. Davey ran No. 131 on April 16th and came down on No. 146 on April 17th. Dan says he likes to take the tickets from the ladies.

Operator Ben Eller is also wearing a broad smile. A fifteen-pound baby boy, born on April 10th. Ben passed the Grand Duke cigars to the boys.

Conductor George Barry is also the proud father of a fourteen-pound boy, born April 9th. George has not yet passed the cigars.

Freight house foreman Fred Schultz has returned from Kansas City, Mo., after spending a week down there as a witness for the company.

H. R. Wells, Pres.                      Robt. Yokley, Vice Pres.  
L. K. Hills, Cashier

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Fred says he kind of likes Kansas City because of the different colored people that live around the city.

Roundhouse Foreman Geo. Ryan and wife, Night Roundhouse Foreman Clyde Lotte and wife, Local Storekeeper E. P. Krenke and wife attended the Employes Dance, given at Beloit, on April 2nd.

James Dowd, C. & M. Division Brakeman, wants to know if it would be a violation of the 18th amendment, if he goes back to his moon-shine girl, because he loves her "still."

There was an old Doctor who's name was Peck, He fell in the well and broke his neck,  
The folks all said the fault was his own,  
He should look after the sick, and leave the well alone.

We have been informed that the "Drummer" who plays at the Beloit Employes Dances has had instructions to mind his "Ps" and "Qs" and in the future to watch his own sticks.

Boilermaker Foreman Robert Young has returned from Milwaukee, where he attended the funeral of his sister, Mrs. Payne.

Division Master Mechanic W. J. Hughes, Beloit, attended the dance given by the B. of R. C., at Jamesville, April 8th.

The sympathy of the Roundhouse Employes is extended to Boiler-Washer Helper Chas. Havelcik, in the loss of his son, Carl, whose death occurred at Chippewa Falls.

Our Caller Says:

A coat of red paint may improve a barn, but darned if it ain't so old fashioned that I think it spoils a woman.

I never saw a painted posy that was as pretty as a real one, and if I couldn't have a real one I went without.

Caller Harold Churchill, Brakeman James Stearns, Stanley Riley and James Dowd attended the Easter Monday Dance given at Monroe. What seems to be the attraction?

Roundhouse Clerk Leo Sullivan has recently purchased a Sedan and is showing the girls what a Speed Demon is like. You show 'em Leo.

Caller Willie Anrbecker is engaged. Work or Fun? Willie knows.

### The Freight Claim Department "The Freight Claim Family"

The Freight Claim Family is surely some family. With the names you can "Hunt" a "Wolf" or "Frey" a "Hamm," You "May" "Wynn" one of our "Young" ladies if you are "Goodenough" to "Schauer" "Bon Bons" on her while you sit under a "Crabtree" or "Bauer" in the "Park" watching the "White" "Schwanns" and listening to the "Martins." Of course, if she says "Schutt" up, you are "Dunn" and de "Klines" to see you, don't get "Brown" and head for the nut "Ward" for a few "Nichols" worth of "Kimmell" will make you feel like a "King," instead of a "Porter" and instead of being a "Waterman," you will think you are "Newman," like "Kelly" did.

Miss J. Hope, our nurse, is leaving the service of the Chicago, Milwaukee & St. Paul Ry., and the Freight Claim Department presented her with a beautiful pearl lavalierre, in token of the highest esteem and affection in which she is held by all of the girls. Sorry you are leaving, we will all miss you.

Miss Lucille Posenka is back again at her typewriter after a three weeks' visit to her sister in Oklahoma.

Herman Grell is on the sick list.

W. L. Schirmer, E. P. Hryn, H. Grell and C. Piepho were in Prairie du Chien at the auction sale.

J. J. Crosby lost his sister by death.

Miss Mildred Wigdahl's mother passed away after a long siege of illness. The Freight Claim Department wishes to extend their heartfelt sympathy to Mildred in her sorrow.

The Salvage Bureau has been in mourning since Mr. Piepho has been at the lockup for the auction sale at Prairie du Chien. If he doesn't come back soon, the entire salvage bureau will move to Prairie du Chien. They miss him so.

### Des Moines Division Items Frenchy

The Directors' Special with President H. E. Byram, Vice-President B. B. Greer and Gen. Mgr. J. T. Gillick, also several directors, visited the

Des Moines Division May 15th, during a trip of inspection of the road.

J. Franklin, fireman, was married April 19th, to Miss Ruth Harrison, of Rockwell City.

Fireman John Scott is spending his leave of absence visiting him home town of Laredo, Mo. Conductor O. L. Appleby expects to spend Decoration Day visiting his mother at DeWitt, Missouri.

Conductor Nick McGrath is taking a leave of absence. He was seen escorting two ladies and two life size umbrellas to a movie in Des Moines recently, so we take it he is enjoying his vacation.

Brakeman P. M. Clark is spending a 90-day leave of absence taking in the sights of Seattle, Wash.

Conductor W. W. Kelley was off duty on account of illness recently, but is on his old job again.

Dispatcher G. R. Dickman and wife spent the week-end of May 15th visiting friends in Omaha, Neb. We trust the rabbits did not suffer during his absence. We are informed that George is an old friend of Clara Kimball Young, as he says when she met his wife the first thing she asked was, "Where is George?"

Mr. Ed Olson is filling the position of dispatcher while the other dispatchers are taking their annual vacations.

We have the following items from Rockwell City:

Agent Ray Farran should be instructed to be more careful with company property. Recently he was found weighing himself on one of the company's scales. These scales are not intended to weigh articles heavier than Tubby Reaves or Pat Padden.

Miss Pauline Meyers, Western Union operator at Rockwell City, has invested in some old stock and expects to travel in the same class with John D. very soon.

Earl Hartshorn has started a class in astronomy. With a pair of glasses, Harry Berman was able to look down the track and tell who the conductor was on 33, while the train was five miles away. With a 3½-foot telescope, Bones Owens was able to stand on a box car on the freight house and call out the winners of the High School Meet at the Fair Ground half a mile away. We hoped to have a pretty picture of Astronomer Bones Owens with a 3½-foot telescope to his eye viewing the celestial and terrestrial wonders, but the plate got cracked.

There are two conductors by the name of Bellman, who run into Rockwell City. ~~LZZY~~ has been trying to figure out what relation they are. Whether brothers, brothers-in-law, or sons-in-law.

Some one reported that Ed Olson was going to Clive. If he is, someone please tell Dad Allard to watch out for his fire shovels.

The Hawkeye Oil Company recently unloaded a car of oil at Rockwell City in two hours after it was spotted, which we claim is pretty good work.

Robins seem to like the C. M. & St. P. One has made its nest on the freight house at Rockwell City, and one on the coal dock. So far we have not heard of any squirrels making their nests there, although squirrel food seems to be plentiful.

Conductor Jas. Hardie made the remark that if he was to quit railroading, he did not know which of two professions he would follow. Whether he would buy an interest in the Royal Theater, because he likes Bill Hart so well, or start a book and stationery store.

#### Twin City Terminal Division

##### Molly "O"

The girls from the Milwaukee Railway were hostesses to the Railway Women's Association at the Elks Club, Minneapolis, evening of May 5th. About three hundred were entertained at a banquet, followed by a talk on current events and a musical and literary program. The talk was given by Mrs. W. W. Remington, president of the Republican Women's Club. The vocal solos given by Miss Gertrude Forester, of the River Division, added greatly to the enjoyment of those present.

Miss Katherine Wright, secretary, displayed great executive ability in planning for and handling a crowd of three hundred so skillfully, and

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the thanks of the association are due her and the other members of the committee for their untiring efforts.

The banquets are now regular monthly affairs and in the nature of the get-together meetings of the women employes of the twin cities.

The Great Northern girls from St. Paul will have charge of the June meeting, which will be held at the Elks Club, St. Paul.

Mary McCarthy, Mabel Jacobson, Gladys Mason and Clara Schoonmacher, brides of the past year and a half, have decided to give up office work and devote their time to "husband" only.

Fred Ahr spent his vacation last month painting the outside of his home. We will say (without seeing results), Fred is some painter.

Bill Hausen moved out near Robinsdale on a small size farm.

Bill will be some busy man, chasing potato bugs and everything this summer.

John Spilane is back in the office after a ten-day vacation.

Marion Cohen Milsk paid the office a visit one day last month.

Alice McGonigal has taken the fatal step into matrimony. We all wish Alice the best of success and happiness.

Harry McDougal has gone on a three months' leave of absence.

Harry, why desert us for such a long time?

#### Wisconsin Valley Division Notes

##### Lillian

Charles Theiler, born to Mr. and Mrs. Charles Lattimer, May 2nd.

David Styles, born to Mr. and Mrs. Alcide LeMay on April 26th.

H. O. Wheelock spent Sunday with his family at Chicago.

Mrs. Lillian Atkinson and children spent Sunday in Milwaukee, visiting with relatives.

Miss Flora Emerich has been transferred to Tomahawk, from which point the roundhouse foreman's office will be conducted. Mr. Horn is also located at Tomahawk.

Niles McGinley has left our force and it is needless to say that he is greatly missed by us all.

Miss Anna Larson has also left the services of the company, but we are not able at the present time to announce just what line of work she will engage in. Wonder if Clem would tell us.

W. C. Milne visited the office today.

Mr. and Mrs. John Emerich, of Tomahawk, have announced the engagement of their daughter Flora. We noticed a beautiful sparkler on the third finger of her left hand; so the announcement was not unexpected. We are anxiously waiting to learn the date of the wedding, so we can prepare, for of course, Flora, we all expect an invitation.

Mrs. J. Horn had a very painful accident yesterday. While standing out on the rear balcony, the railing gave way, causing her to drop a distance of about fifteen feet. Her right arm was broken in two places; the left arm and back severely bruised. She was removed to the hospital this morning, and it is reported that she is resting as comfortably as possible. We hope her condition will improve rapidly and that she will soon be able to be around and about.

The young ladies in the superintendent's office and freight department enjoyed a dinner party at the Hotel Bellis recently. Dinner was served in the private dining room; table being decorated in pink and green. After dinner we were entertained at the opera house by "The Lion and the Mouse." The affair was enjoyed by all, and we are hoping that—well, just wishing that it will not be the last affair of its kind.

Did any one hear Eric say GUFF?

Miss Meta Munger has returned from the hospital, where she submitted to an operation for appendicitis. She is very much improved at the present writing and will soon be in perfect health.

L. Livernash made a flying trip to Minneapolis. Mr. and Mrs. Lawrence Nowitzke have returned from a trip to Minneapolis.

#### Signal Department Bubbles (Lines East)

##### "Suds"

I was undecided whether to send in a few bubbles or not this month, as I just returned to the office after spending a very strenuous week house cleaning and fishing, made possible by the

one week off out of every month, which was brought about in order to further reduce operating expenses; but as I have not missed a month since I started, some two years ago, will endeavor to get something in print.

Yes, was on the trout stream early the 1st of May, but as the water was very high, only got nine, but they were all good sized. Went up later in the week and got twenty more and had some real sport.

In the last general reduction the supervisors each lose a stenographer, also a maintainer. We in the drafting department, have one week off every month. Towers A-68, Wadsworth and A-23, on the C. M. Division, have been closed, thereby temporarily relieving nine towermen. Rock River Tower at Janesville, has also been closed.

Gillan called it the awkward squad, but somebody named it the "Million Dollar Crew." This crew was engaged in taking the interlocking plants on the C. & M. Division out of service, and was composed of the following: I. F. Gillan, Bob Bentley, Otto Olsen, Chas. Mattes, B. Wilkerson, N. Simpson and J. Ellefson. Evidently some of them were not used to hard work. Wilkie came back with a swollen hand and a sprained back and Simpson, well, being among the youngest in point of service, was the grunt and you know what that means. A fast one was pulled on Wilkie. It appears he had the habit of lighting a cigar in the morning and chewing the stub the rest of the day. He left a fairly good sized stub one night on a certain ledge, and in the morning found it gone. He accused the boys of throwing it away and proceeded to light a fresh one. That evening he layed the stub down, as he had done the previous evening. When he came to work the next morning he found the stub all right, but when he went to pick it up, found it had been nailed down. Nobody seemed to know anything about it, but Wilkie looked awfully hard at Charlie Mattes.

Kinnickinnic and Menominee draw interlockings were taken out of service from 3 P. M., April 16th, until 10 A. M., on the 17th, account of the big snow storm. It was found impossible to keep the switches and derrails open with the small force of men available.

Walter Foesch is the new stenographer in the signal valuation office, taking Martha's place.

Owen Dunn is rebuilding the interlocking plant at River Junction, caused by the tower burning down some time ago.

Gene, you will have to get to bed earlier on Sunday nights, or else get up later Monday mornings. Martha says you shouldn't bring that grouch down to the office with you.

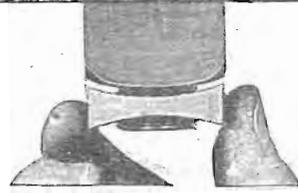
I notice in "Notes from the Docks," mention of Ray Powell's engagement. I wonder if Ray remembers Suds, and the one Sunday night we spent at Roxboro, running west across the prairie to a certain ranch, and then finding out we were too late. I don't know if Ray will spy this note, but I hope somebody will call his attention to it and I want to congratulate him, more especially since I see he is traveling from west to east.

M. C. B. Jottings  
"Izetta"

W. L. Ennis, supervisor refrigerating service, Chicago, was going over business matters in our office last month.

In a game featured by the clever pitching of Clarence Feltes, the M. C. B. Office Ball Team defeated the General Store Department Office Ball Team, by a score of 3 to 1. The game was marked by fast playing on both sides, especially the M. C. B. Office Team. The score stood at 1 to 1, until the 5th inning, when the M. C. B. boys started a rally that netted 2 runs, aided also by two costly errors by the opposition. The hitting by Fuller, Filut, Jaeger and Horn were features; also the catching by Filut and the fielding by the manager and the rest of the team. The M. C. B. Office Team offers to meet any of the shop office teams, including the accounting department, store department, S. M. P. office, etc. For games, call F. Streeter, care of M. C. B. office. Come on boys, show us some pep. The boys were encouraged by the rooting of the fair sex.

A few of the M. C. B. office have been wondering who Norma's "G. K." is. Don't keep them in suspense too long.



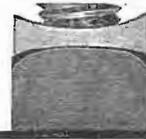
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Jack Poenisch, historical record accountant, spent several days in Car Accountant Hoy's office, Chicago, during the month.

Master Car Builder C. G. Juneau, made several trips to Council Bluffs, Omaha, Marquette, Portage, etc., his secretary, Jerome Rosar, accompanying him on most of these trips. At the present time, Mr. Juneau is out on Lines West.

P. C. Winter, statistician in the general superintendent motive power's office, Chicago, called on us, also did R. L. Whitney, coal supervisor, Chicago.

By the time these items are read, the wedding bells will have rung for George Voth and Esther Scvig, as the wedding is to take place on May 25th, the Rev. Gustave Stearns asking the important questions. I know what the bride-to-be is going to wear, but will leave that part, so interesting to we girls, until the next items are sent in. Miss Scvig is leaving the office on Saturday, May 14th. She has been in the employ of the C. M. & St. P. for quite some time, having worked in the coach yard office and in the M. C. B. office. As I said before, more in my next items.

Bernice Kruse went down to Chicago Sunday to see her friend(s), and didn't get back until Monday morning. She said she had to get up terribly early in order to be at the office by 8, but added that "it was worth it."

In reading the Magazine, I notice L. B. Jensen's office has a correspondent. Welcome to our midst. Hope you will be more successful in getting news items than I am.

Cupid is going to hit one of our boys with his dart next month. I'm not mentioning any names now, but perhaps by the time my next items are sent in, I'll be able to tell about it. Oh, yes, one of the boys who used to be a member of the M. C. B. billing office is going to be married in June, too.

Harold Carney, who has lately been connected with the Chicago valuation department, is again with the Milwaukee department, and we were pleased to see his smiling face and hear some of those witty Irish sayings. Harold tips the scales at quite a bit more than when we saw him last.

District General Car Foreman M. Parkinson, Dubuque, and E. F. Palmer, Minneapolis, were calling on us lately—think it was around pay day.

J. A. Deppe, assistant to the M. C. B., made several business trips to Chicago during the month.

#### Sleeping and Dining Car Department

##### *Go and Get 'Em*

How do you do? The pleasure is all yours. No, we have not been sleeping, but have been very busy getting all our eligible young men married. Our dapper dining car timekeeper, James F. Korsgard, left on his honeymoon last Sunday, taking his fair bride to the land of flowers—Sunny California—and our cashier, Oliver G. Peterson, who plans to be married within the next month, also intends to visit California on his honeymoon trip.

We also have another groom-to-be, Mr. Louis Kusch, assistant to the manager of the laundry at Western Avenue, who, by the way, is to marry Miss Eileen Dulon, of the shop accountant's office at Western Avenue. Chief Clerk Louis J. Pauly letter take notice and wake up, as he seems to be the only one in the office who has failed to take unto himself a wife. But why should he lose his hair? He contemplates spending his vacation visiting Denver, Colorado Springs and may good luck smile on him while enroute. So cheer up.

Our sympathy is extended to the relatives and friends of Sam M. Palmer, sleeping car conductor, who passed away April 21st. Sam had a host of friends among his co-workers and will be sadly missed.

It is also with regret, when we say John T. Jencks, sleeping car conductor with this company for fourteen years, passed away May 4th. Funeral services were held at Elgin, May 7th.

Our assistant cashier, William Wallace and clerk "Red" Sullivan have just returned from a trip to Seattle and Tacoma and report having had a very enjoyable time.

## Notes from Dock One, Tacoma

R. R. Thiele

The Forces at Dock One had an exciting experience on the afternoon of April 22nd, which they are not likely to forget for some time. Some years ago the Puyallup River, which empties into Commencement Bay immediately adjoining our docks on the west, made a small breach in the bulkheading on the north end of the docks and washed out some of the fill, but nothing more happened and no trouble was anticipated from the small opening. On the day just mentioned, however, a very high tide together with a very high stage of the river and a strong northwesterly gale combined to drive the current of the river right into the breach, forming a whirlpool, and then the trouble began. The four rows of piling and bulkheading protecting the north end of the dock went down like dominoes, the riprap disappeared into the raging waters and the sand fill began to cave in like a spoonful of sugar in a cup of coffee. A hosecart house at the outer end of the pier disappeared first; next went the tool house of the Terminal Stevedoring Company, a fair sized building, which gracefully slid into the bay; then came the long-shoremen's lunchroom, which went in without much damage. The fill caved in so rapidly that four automobiles parked on the driveway at the north end of the warehouse could be gotten out only with difficulty. The flood ate into the fill for a hundred and fifty feet, so that the cars on the storage tracks all had to be moved back; then it began to eat in under the corner of the warehouse, so that it looked for a time as though the north end of the warehouse was doomed. The dock offices and the Bonded Locker of the Customs are located at the north end of the building and it was deemed best to move everything out of these. There was a wild scramble of office force and warehousemen to move the records; the electric trucks did great service and the offices soon were emptied. Fortunately the tide went down shortly afterward and the danger was over for the time being. Superintendent Dow immediately rushed a piledriver on the scene and a temporary row of piling was driven during the night to protect the building, while the B. & B. Department filled thousands of sacks of gravel during the night and put them in as temporary riprap. Next morning the office force had the pleasure of rearranging the records on the shelves: there was a mess, we can assure you. However, they at least received a good dusting in the process. Even our celebrated dock cat, Judy, and her latest family of four kittens were moved and it took Judy all next day to locate the kittens in the warehouse. The amount of damage done in the space of less than two hours can be inferred from the fact that on the spot where the fill the day before had been ten feet above high water, the piledriver next day floated over forty five feet of water. About three hundred feet of piling, bulkheading and riprap will have to be replaced and hundreds of thousands of cubic yards of sand pumped in again. No one seeing the noble Puyallup at its normal stage would ever suspect that it could do such damage, but you never can tell about one of these mountain streams.

Bernie Bartels, our handsome chief bill clerk, together with wife and family recently made a weekend trip to Aberdeen and the seashore. He brought no clams along, but about the middle of May he expects to move out to his summer home at Dash Point again and will then have more opportunities to dig for the fabled goosduck and its smaller relatives. We understand that Miss Margaret Bolander, who used to be one of the dock girls, but is now in exile at the local office, will accompany the Bartels family to the beach. It is expected that Mack Sennett will have a scout in that vicinity very soon, to sign Miss Margaret, if none of the young men beat him to it.

On April 21st Miss Sophie Hanson, once upon a time one of our dock girls, gave a party for all the Milwaukee girls at her home. Our society reporter informs us that Mrs. McKay, of the local office, excelled all others in carrying a peanut on a knife blade, while our own Grace Erickson, in spite of her long experience in billing peanuts, was the successful candidate for the booby prize.

Sam Harris, also formerly of the docks, but later of the yard office, took a trip East to re-

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cover from the effects of his siege in the hospital. We hope that he will return in renewed health and vigor.

Her Grace, Miss Erickson, with Miss Minnie Rohrs, Ray Powels and—somebody else, was on a fishing trip to Lake Tanwax lately, and we have seen a picture taken there to prove that she caught one fish. In reality, it was about four inches in length, but by a judicious manipulation of fish and camera, Miss Rohrs, who took the picture, made the fish appear like a baby whale. These same girls and other friends were also on a clam-digging expedition at Indian Point. At least this was stated to be the object of the party, but we have seen a picture of it which looks like a moonshiners' convention.

Emmett Maloney, our good looking wharfage clerk, is wearing a pin inscribed B. C., and informs all the girls that this means Bachelors' Club. Emmett being so very sure about this, we would suggest that the letters may mean, Be Careful.

Brother Ebbesen, our chief accountant, rewarded those of the dock force, who, much to their regret, could not get away to the opening game of baseball yesterday, by treating them with peanuts. However grateful the force is, yet peanuts are a poor substitute for baseball.

### Tacoma Local Notes Thos. J. Dolic

F. Rohback, formerly yardmaster of Everett, Wash., has been appointed yardmaster at Tacoma. He has a pleasant smile that makes friends and is big enough to see that his instructions are carried out. Look out boys, new brooms sweep clean.

We were sorry to learn that W. B. Alleman, formerly our car clerk and now working in the yard office, had been sick a few days in April, after being operated on for tonsillitis. William was in fine condition May 4th, when he visited the local a few minutes and advised that he would spend Wednesday, May 5th, in Seattle with nine of his former comrades in France.

Robert D. Shipley, warehouse delivery clerk, returned to work about April 20th, after undergoing an operation for tonsillitis and adenoids. Robert was a pretty sick boy and Rosie was a very much worried telephone operator. Cheer up, Rose, he is better than ever, now.

We, of the local office, extend our sympathy to Mr. and Mrs. F. F. Clover, of Dock No. 1, for the loss of their pet dog, Boots, who died recently. The following lines are contributed in a friendly manner:

A canine "Boots" was reared by Faye,  
He 'phoned him kisses 'cross the bay,  
Preferred him to posterity.

This bulldog scorned the flivver's toots,  
So now among the clover roots  
Reposes the lamented "Boots."

F. C. Clover has been pretty sick since April 11th and has been confined to the St. Joseph Hospital with a severe attack of sciatic rheumatism. We hope that he will soon be up and around again, as we miss him at the local. Fannie needs someone to cheer her up a bit.

R. Thiele, claim clerk at Dock 1, came over to the local office April 27th, to help on Mr. Clover's desk while he is in the hospital.

C. E. Morton, T. C. F. B. inspector at Tacoma, broke down April 14, 1921, with a severe attack of appendicitis and was taken to the Tacoma General Hospital. Mr. Morton was a very sick man, as the appendix broke before the operation could be performed. We understand that he is now resting easily and may soon be with us again.

### Obituary

William S. Smith, employed as assistant foreman at Dock No. 1, from Dec. 11, 1914, to Dec. 17, and as warehouse foreman of the local freight station since that time, passed away at the St. Joseph Hospital, March 28, 1921. Mr. Smith had not been feeling well for several months, but continued faithfully at work until about March 10th.

Funeral services were held at the Tacoma Cemetery under the auspices of Destiny Lodge, 197, of which Mr. Smith was a member.

He is survived by his widow and a married son and a married daughter, to whom we extend our tender sympathy.

Mr. and Mrs. Jack A. McKay have moved again. The rent man has not called at the office, but we presume the rent must have been due. Jack said it is cheaper to move than pay rent. That is right, Jack. Hard times are here, so keep down expenses. Myrtle McKay wishes all her friends to know that she will be at home evenings after April 12th, at 3006 Tacoma Avenue, Tacoma, Wash. We are also advised that she has a chicken ranch as a side line, exceeded only in number by the ranch of F. C. Clover, our local claim clerk. Those wishing small chicks or setting eggs, would do well by communicating with the above parties.

Spring is here again. Baseball, fishing and vacations are the main topics of discussion. Tacoma played her first game of the season May 3rd, and the local office was well represented by F. J. Alleman, agent; C. D. MacLennan, counter clerk in the cashier's office; LeRoy Kidd, our bill clerk wonder, and Jack McKay, assistant warehouse foreman. No matter how our boys shouted and yelled, Tacoma lost the game. The winner and the score is not important.

We are glad to announce that Edward Mider, our worthy foot-board yardmaster, has written a small booklet, entitled "How To Pick the Champions of 1921." Mr. Mider is an authority on the game of baseball and those interested may find very valuable information in this booklet, a small supply of which are still on hand.

Miss Margaret Bolander seems to have been overcome by the spring fever, as she is now away on a thirty-day leave of absence, which began May 1st.

Miss Gwendolen Guslander, our assistant bill clerk, expects to enjoy a few weeks' traveling, as she has been granted a thirty-day leave of absence, beginning May 7th. San Francisco and the Rio Grande will be old stuff to Gwen when she returns from her trip to the South.

#### Keep the Rails Bright

By Margaret Talbott Stevens, in B. & O. Magazine

Would you hear the whistles blow?  
Would you see the headlights glow?  
Would you watch our business grow?  
Then keep the rails a-shining.

Move the cars with all your might,  
Keep them busy day and night.  
From set of sun till morning light,  
And keep the rails a-shining.

Every town will trade invite,  
On our trains—a pretty sight—  
Sing their power and praise their might,  
And keep the rails a-shining.

Ah, what a thrill of pride we feel,  
On long lines of glistening steel  
Burnished bright by racing wheel—  
The rails so bright and shining!

Round valleys deep and over hills,  
Up the grades and o'er the fills,  
Across the bridges, to the mills,  
We'll keep the rails a-shining.

For business moves on brightest rails,  
In bags and bundles, boxes, bales,  
And leaves behind its golden trails,  
When tracks are bright and shining.

#### Perry Notes

Agent W. W. Stahl and wife are home from California and have resumed work as agent and operator at Capron.

Engineer J. J. Brown, who is in passenger service on the Iowa Division, surprised his friends the fore part of May, by taking unto himself a wife. The bride was Mrs. Fannie Smith, of Sedalia, Mo. The wedding took place at the home of Mr. Brown's daughter in Des Moines. They will make their home in Perry.

Mrs. F. L. Hanner, of Perry, was selected as a delegate to the G. I. A. Convention in Cleveland, in May, and had a very pleasant trip.

May 11th was the day Roundhouse Foreman F. R. Hoes picked out for his wedding day. His bride was Miss Delphia Ling, of Perry. The

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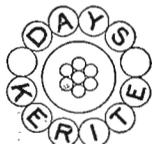
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ceremony was performed by Rev. Morris, at the home of Switchman Frank Upton at 8:30 P. M. Immediately after the ceremony about four hundred of Frank's friends and fellow workmen from the roundhouse were on hand to give them a royal charivari, which lasted until the arrival of No. 8, on which train the young couple started for Illinois and Wisconsin on a wedding trip.

On their return from their honeymoon, Mr. and Mrs. Hoes will go to housekeeping on their farm, which is located at the edge of the city limits at Perry.

### Fifty Years of Faithful Service

On April 9th, William Hickey, roadmaster on the Prairie du Chien Division, completed his fiftieth year of continuous service with the C. M. & St. P. Ry. Co. He has a record that few can boast of, that he has never been out of sight of the rails of this company for more than 48 hours during all this period, except last September, when he took a trip to Niagara Falls and was away for four days.

William Hickey was born in Pittsburgh, Pa. The west offered greater opportunities and the family settled in Northfield, Minn. Bill, the oldest of six children, got work on the section when the Spring forces were put on, April 9th, 1871. He worked hard and his foreman soon saw that the young man had not only strength, but unusual ability. J. B. Moll was then roadmaster of the I. & M. Division. In 1877 he wanted a foreman for Owatonna and sent this young man to take charge of the work on that section. Some years after that J. B. Moll was appointed general roadmaster and Bill Hickey was promoted to fill his place as roadmaster.

After serving some years as roadmaster on the I. & M. Division, he was transferred to the Wisconsin Valley Division. In 1903 he was again transferred to the west end of the Prairie du Chien Division.

Mr. Hickey is able to walk farther than any man twenty years his junior. He has 144 miles of main line track in his territory and he walked over every foot of it on his tie inspection in eight and one-half days.

Mr. Hickey's son, Charles, formerly was train dispatcher at Sioux City. He entered Government service with the 31st Engineers and was in France two years. He is now located in Mason City.

"I find the gayest castles in the air that were ever piled up far better for comfort and for use, than the dungeons in the air that are daily dug and caverned out by grumbling, discontented people."—Emerson.

We are informed that Manager Geo. McCaigue, of the La Crosse Division base ball team, is looking for a game with some other division. George has some wonderful talent on his team and loyalty to the company is the only thing that keeps them from going into the big leagues.

A belt was found on the west end of the division, apparently lost from a motor car. Owner can have same by applying at the road master's office, Portage.

Miss Lucille Stowell, assistant to the superintendent, spent the week end at Kilbourn. Did any of the trees on the cover of the April issue of the magazine look familiar to you?

On account of the reduction in the office force, Grace Walsh, of Minneapolis and Gean Birnbaum, of La Crosse, are missing in the superintendent's office. We all hope that when business picks up their smiling faces will again be seen about the office.

It was very gratifying to see former President A. J. Earling accept the kind proffer to ride with the train crew from Milwaukee to Oconomowoc on No. 1st 57, recently. Mr. Earling said he enjoyed the fast ride very much.

Julius Baumgartner, passenger brakeman on No. 55 and 18, is making a very large garden. What's the idea, Julius, do you expect some company this summer?

**S. C. & D. Division**

Olaf Olson, bridge foreman, has been on the sick list for the past four months and his condition remains unchanged.

Conductors have been provided with a room in the passenger depot at Sioux City, which is a much needed improvement.

Miss Ethel Grignon, comptometer operator in the superintendent's office, formerly employed in auditor of expenditures' office, has been with us three weeks. For some unknown reason (presumably it is the man in the case), Miss Grignon is returning to Chicago. Well, we cannot blame her, if duty calls. However, we are very sorry to see you go, Ethel. Miss Anna May-Rent, who also was employed in the auditor's office, has succeeded Miss Ethel.

L. Hollinshead, car foreman at Sioux Falls, who has been sick with pneumonia for the past two months, is recovering to the extent that he can walk downtown. His many friends will be pleased to hear of this.

Agent H. J. Brown, Hawarden, is making frequent trips to Sioux City to have his eyes treated.

Conductor Biggs has taken a leave of absence; relieved by Conductor Arthur Steffin.

T. P. Bellow, claim adjuster, is here again. We have missed his smiling countenance for the past eight months, during which time he had his headquarters in Mason City, Iowa. Hope you are with us to stay, Mr. Bellow, and we are sure this is the sentiment of your many friends on the S. C. & D. Division.

Tom Oxley, night yardmaster, west yard, on his two weeks' vacation, went over the division in business car 5808, and Tom says "we" officials found everything in fine shape.

The many friends of Daniel Kane will be grieved to learn of his death, which occurred in the yards at Sioux City on April 28. Death was accidental, he in some manner having got caught under the wheels of a moving car. Joe Matutes and Ben Smith were also injured, but are convalescing nicely. The division extends sympathy to the bereaved relatives.

Dispatcher Emil Gilbertson, Elmer Taylor, operator, and Mr. Erickson, the lineman, went fishing.

Lunderstand Mr. Erickson spent half a day digging worms at McCook, but Emil was the only one who caught any fish—nine in all. Mr. Taylor took a spyglass along. Wonder if he could watch them bite?

From reports going around, Jesse Jamison, dispatcher, has discovered a way to reduce the H. C. of L.—by chewing gum for lunch. Which do you prefer—Black Jack or Sen-Sen?

Dispatcher Jim Shoemaker says: "Maybe I can chase chickens, but I'll be durned if I can raise them."

**The Roundhouse Dream of Heaven**

*Boilermaker Helper Keron, Malden, Wash.*

The roundhouse foreman heaved a sigh,

Then turned on me his gaze—

"Ah, Heaven's where there's no," quoth he,  
"Unanswerable delays."

"No! No!" the boilermaker cried,

"It's where no stay bolt test

Or hydrostatics trouble us,

And where poor craftsmen rest."

"Ah!" said a sad machinist,

As he lifted his weary head,

"It's where the angels set the tires—

I wish that I were dead."

Then smiled a clerk—"In Heaven," she said,

"The offices are of brick,

And the extra board is in a room

Set off by a wall fourteen feet thick."

Pat—Mike was drowned last night.

Jake—Couldn't he swim?

Pat—Yes, but he was a union man; he swam for eight hours and then he quit.

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### I. & D. Division C. A. S.

Mrs. Carl Dunavan, wife of chief clerk of yard office, Mason City, is visiting at Oaksdale on account of sickness of his brother.

John Caslin, section laborer, Kennebec, S. D., left for Chicago, to bring his wife home. Mrs. Caslin has been very sick at Chicago.

Marjorie Elton, stenographer, superintendent's office, spent Sunday, May 8, with her folks at Austin.

William Creighton, yard foreman of store department, Mason City, visited Aberdeen the first part of May.

Mrs. O. A. Beerman, wife of the chief dispatcher, was operated on for appendicitis April 28 at St. Luke's hospital. Latest reports say she is progressing nicely and expected home within the next few days.

A. F. Alexander, signal supervisor, Minneapolis, was at Mason City, inspecting the new signal system installed at Clear Lake.

F. H. Dickoff, yardmaster, has been on the sick list the past week. A. H. Lunsman has been filling his vacancy.

Ruby Potter, chief clerk, master mechanic's office, has been very sick with bronchial pneumonia. At the present writing she is rapidly improving and we all hope to see her on the job again soon.

Latest reports are that Otto Secory has acquired a Ford coupe. From observation as to his ability as a driver, we do not expect anything serious in the way of speeding or head-on collisions for another month or two yet.

Mrs. E. M. Paul, agent at Elkader, returned recently from a month's vacation in Florida.

Roundhouse Foreman J. W. Washburn, Calmar, is the proud owner of a new Nash touring car.

Anton Moe, day baggageman, who fell from a truck and broke his hip, is able to be about on crutches. We hope for his early return to work, as Tony is nearing the fifty-year service mark.

The daily way-freight west, between Calmar and Mason City, has been restored. Frank Ulrich, conductor.

Adam Herberner, machinist, made a business trip to Milwaukee May 14.

Irene McLaughlin, stenographer, freight house, spent Sunday, May 13, visiting friends at Charles City.

The headquarters of assistant engineer have been moved from Minneapolis to Mason City. H. G. Grow, assistant engineer; H. C. Blake, instrument man, and Morgan Nyberg, rodman.

J. V. Anderson, division storekeeper, is on the division taking an inventory of the water-treating plants.

General Superintendent J. H. Foster, accompanied by D. C. Curtis, general storekeeper, R. W. Anderson, superintendent of motive power, and J. T. Kelly, general storekeeper, recently made a trip over the I. & D. Division and on arrival at Mason City a meeting was held in the superintendent's office, which was attended by the following division officers: J. H. Foster, chairman; D. C. Curtis, R. W. Anderson, J. T. Kelly, V. Hanson, H. Gasper, O. A. Beerman, G. P. Hodges, William Johnson, A. Casey, C. E. Mutschlet, J. V. Anderson, C. G. Heinhold, J. C. Hart. Superintendent Kelly addressed the meeting and Mr. Foster was elected chairman. Mr. Curtis then gave a very interesting talk on the conservation of material and supplies, stating that they were very much pleased with the results shown on the I. & D. Division.

At 8 p. m., Wednesday, at the home of Conductor Gordon, occurred the marriage of P. Gifford, switchman, and Mrs. Marnon Shepherd. Mrs. Shepherd is looking after the interests of the Van Noy Interstate Company here. Rev. Tomerlin of the Christian Church performed the ceremony. The bride was attractively gowned in grey crepe de chine with open embroidery and trimmed in black. Congratulations are extended to Mr. and Mrs. Gifford and we wish them the very best of luck.

Traveling Inspector E. J. Sullivan's wife had quite a serious operation the first part of May, but at present writing she is now at home and recuperating nicely.



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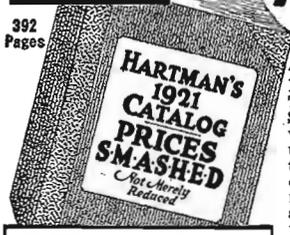
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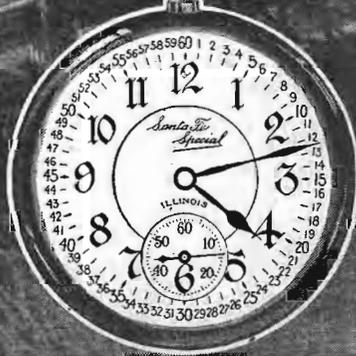
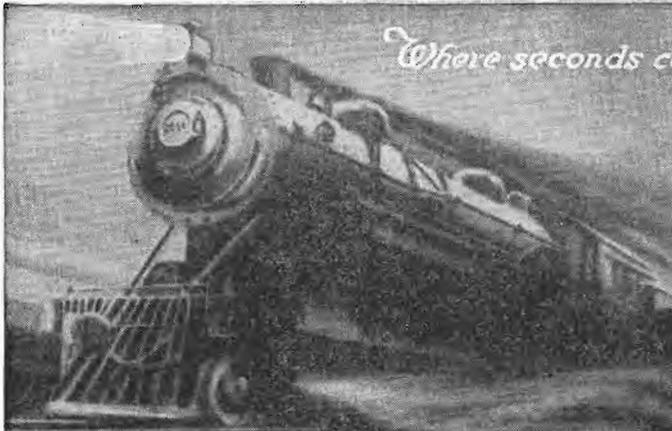
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