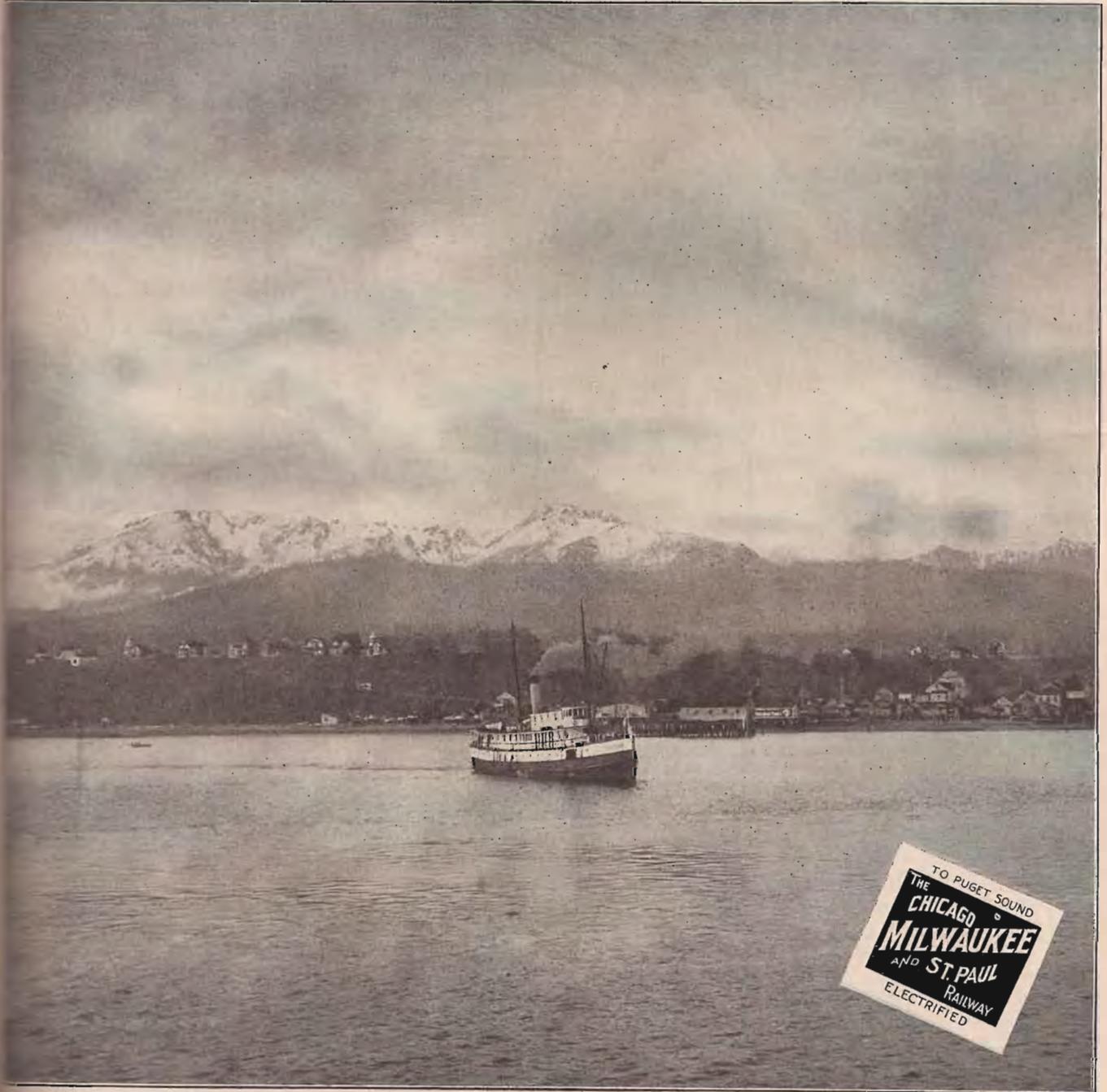
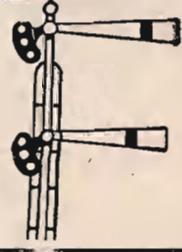
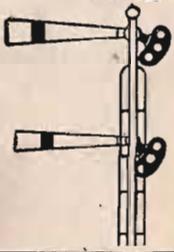


THE MILWAUKEE MAGAZINE



Olympic Mountains, Port Angeles, Wash.

JUNE, 1923

BETTER SHOES BY MAIL

Guaranteed Quality and Fit

Send Only \$1 With Your Order

If Thoroughly Pleased Send \$1 to \$1.25 a Month

If not thoroughly satisfied you merely return and we guarantee to refund your dollar, also cost of return postage. We don't wish you to pay cash, as we would like to have you

experience our monthly payment system. It enables the man with an average income to buy the better quality, which he knows is real economy in the end. We carry the finest of men's and boys' clothing, furnishings and shoes and we will send our free catalog on request or with any order. Six months to pay on every article we sell.



Neat English Last—Oxford

Its beauty is in its neat, plain lines and medium narrow toe which many men prefer. Wide across the ball and tapering to the English last toe. Probably the most standard, universal popular last made. Cordovan shade soft uppers which take a most beautiful polish. Heavy single oak soles Goodyear Welt sewed. Goodyear "Wingfoot" rubber heels on every pair. This oxford also comes in big sizes at no extra charge. Send pencil outline of foot as per directions below. No. 8221 Sizes 6 to 12.....

\$5.45



Square French Toe Oxford

Most popular of latest square toe models, both for comfort and dress. 4 rows of stitching and neatly pinked vamp and tip. Cordovan shade soft uppers and single oak sole Goodyear Welt-sewed. A shoe to be proud of. "Wingfoot" rubber heels. **\$5.45** Sizes 6 to 11, No. 8121 ... No. 5621 —Same Style High Shoe \$5.85.

We have only the Finer Grades, the Kind Every Man Knows It Pays to Buy.

6221

Our Idea — "One Good Pair is Better Than Two 'Cheap' Pairs and Less Costly in the Long Run"



Full Brogue

A very handsome full Brogue pattern with full Brogue perforation, pinked tip and vamp in a beautiful dark brown shade of fine quality calf skin. An oxford generally retailing at \$8.00. Single heavy oak soles Goodyear Welt sewed. Goodyear "Wingfoot" rubber heels, fine leather trimmings — a shoe to please the man who demands quality footwear.

Sizes from 6 to 11.

No. 8421 Price **\$6.45**

Square Toe Brogue

For comfort and dress the new square toe lasts are most popular. Above pattern in the Semi-Brogue with the full wing tip and very delicate perforations comes in a handsome dark cordovan shade that is most in demand. Finest workmanship, single heavy oak soles Goodyear Welt sewed and Goodyear "Wingfoot" rubber heels. Full leather trimmings. \$1 to \$2 below your dealer's prices.

Sizes 6 to 12. No. 8321 Price . . . **\$5.95**

We are the only Losers if we Fail to Please You.

Don't Delay. Send Today — You Have 6 Months to Pay.

Also FREE Catalogue of Men's Finest Suits, Furnishings, etc.

6421



Genuine Australian KANGAROO LEATHER

Finest Upper Leather Tanned

Not many men have had the pleasure of wearing these wonderful Kangaroo leather shoes they generally sell in exclusive Boot Shops for \$12 to \$18 a pair. Many men wrote us who could hardly believe that we were selling the genuine kangaroo at this popular price. The many thousands of men to whom we have sent them, many of whom have bought a second and third pair, will testify to the exceptional quality and genuineness of these shoes. You know that we could not advertise them as genuine kangaroo if they were not the real article. So, do not delay, but just order on approval at once and examine them right in your own home.

The Banker Last

to the left you'll say is rightly named, for it is the famous straight last of bankers and business men. Plain fine stitching with absolutely no perforation or fanciness. Dignified. Extremely dressy looking. Finest single oak sole Goodyear welt sewed. Goodyear "Wingfoot" rubber heels. Genuine leather trimmings and finest shoe construction throughout. Sizes 6 to 11.

No. 6221 — Banker. Only \$1 with order. **\$7.45** Balance \$1.25 a month.

Admiral Last

We consider this the very finest foot-fitting last ever built for the man with the medium wide or wide foot. Cut wide across the ball in the blucher style which gives the fullness for the high instep. Rounded to a semi-round toe to conform perfectly with the lines of the proper shape foot and we guarantee it to give perfect foot comfort. It will absolutely help correct foot trouble caused by improper shoe fitting.



"Softer than Kid" "Tough as Hickory"

We demanded in our contract for these shoes every specification for the finer shoe construction. Single heavy oak soles, Goodyear Welt sewed. Genuine Goodyear "Wingfoot" rubber heels. Genuine leather counter and all details which come in the higher grade shoes.

We believe that every man understands the economy of good quality, and we only ask the privilege of sending you a pair of our shoes on approval for you to be the judge. If thoroughly pleased spread the cost over six full months. **\$7.45** No. 6221 Sizes 6 to 11. Black only.

Our iron clad guarantee is backed by 15 years successful merchandising of quality clothing for men and boys. Every article must give you satisfactory service or we agree to replace free or make any reasonable adjustment any fair minded man will ask. Order on approval—today.

THE CLEMENT COMPANY, 1550 Indiana Avenue, Chicago, Illinois

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Style No.....Size.....Leather.....

Name.....

Address.....

Employer's Name.....

Get your name on our big list of satisfied customers and receive immediately our Big Money Saving Catalog of men's and boys' clothing—just off the press. Start right now to save money on quality wearing apparel.



WE GUARANTEE FIT Send us exact size if you know it. If not, send an outline of your stocking foot drawn on a piece of paper by tracing a pencil around the stocking foot. This assures you of a perfect fit.

The Clement Company
1550 INDIANA AVE.-CHICAGO, ILL.

The Biggest Opportunity of Your Life

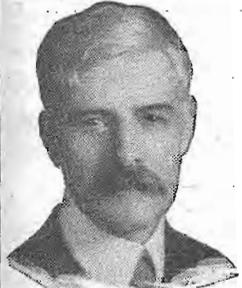
Will You Give Me a Chance To Pay You \$48 a Week?

I want to make you an offer whereby you can earn from \$100 to \$1000 a month, cash. And I am going to tell you how to get started immediately without waiting or delay.



\$3 An Hour

Carl P. King, of Kentucky, a machinist, says: "Since I received my outfit the time I've spent calling on customers has paid me \$3.00 an hour profit."



\$625 A Month

Andrew B. Spencer, of Pennsylvania, is an insurance man who represents us in spare time. We paid him \$625 for one month's spare time.



Large and Steady Profits

J. J. Maher, of Maine, finds the Comer business a sure way to steady and large profits. He averages \$250 to \$350 a month and frequently goes over the \$500 mark.



\$256 For One Month's Spare Time

F. E. Wright, South Carolina railroad man, finds the Comer Agency a great profit maker. \$236.56 for one month's leisure hours' effort.

You can be your own boss. You can work just as many hours a day as you please. You can start when you want to and quit when you want to. You don't need experience and you get your money in cash every day when you earn it.

These are Facts

Does that sound too good to be true? If it does, then let me tell you what J. R. Head did in a small town in Kansas. Head lives in a town of 631 people. He was sick, broke, out of a job. He accepted my offer. I gave him the same chance I am now offering you. At this new work he has made as high as \$69.50 for one day's work.

If that isn't enough, then let me tell you about E. A. Sweet of Michigan. He was an electrical engineer and didn't know anything about selling. In his first month's spare time he earned \$243. Inside of six months he was making between \$800 and \$1,200 a month.

W. J. McCrary is another man I want to tell you about. His regular job paid him \$2.00 a day, but this wonderful new work has enabled him to make \$9,000 a year. Yes, and right this very minute you are being offered the same proposition that has made these men so successful. Do you want it?

A Clean, High Grade, Dignified Business

Have you ever heard of Comer All-Weather Coats? They are advertised in all the leading magazines. Think of a single coat that can be worn all year round. A good-looking, stylish coat that's good for summer or winter—that keeps out wind, rain or snow, a coat that everybody should have, made of fine materials—for men, women and children, and sells for less than the price of an ordinary coat.

Now, Comer Coats are not sold in stores. All our orders come through our own representatives. Within the next few months we will pay representatives more than three hundred thousand dollars for sending us orders.

And now I am offering you the chance to become our representative in your territory and get your share of that money. All you do is to take orders. We do the rest. We deliver. We collect and you get your money the same day you take the order.

You can see how simple it is. We furnish you with a complete outfit and tell you how to get the business in your territory. We help you to get started. If you only send us two average orders a day, which you can get in an hour or so in the evening, you can make \$48 a week and more.

Maybe You Are Worth \$1000 A Month

Well, here is your chance to find out, for this is the same proposition that enabled George Garon to make a clear profit of \$40.00 in his first day's work—the same proposition that gave R. W. Krieger \$20.00 net profit in a half hour. It is the same opportunity that gave A. B. Spencer \$625 cash for one month's spare time.

I need 500 men and women, and I need them right away. If you mail the coupon at the bottom of this ad I will show you the easiest, quickest, simplest plan for making money that you ever heard of. If you are interested in increasing your income from \$100 to \$1000 a month and can devote all your time or only an hour or so a day to my proposition, write your name down below, cut out the coupon and mail it to me at once. You take no risk, and this may be the one outstanding opportunity of your life to earn more money than you ever thought possible.

Find Out NOW!

Remember, it doesn't cost you a penny. You don't agree to anything, and you will have a chance to go right out and make big money. Do it. Don't wait. Get full details. Mail the coupon now.

C. E. COMER, The Comer Mfg. Co.
Dept. V-510 Dayton, Ohio

Just Mail This NOW!

THE COMER MFG. CO.,
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Gentlemen: Please send me, without obligation on my part, copy of your booklet and full details of your proposition.

Name

Address

(Print or write plainly)

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GENUINE
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Both Models Shoot Any Standard Ammunition

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Dept. N-6 Terminal Bldg. Los Angeles, Cal.

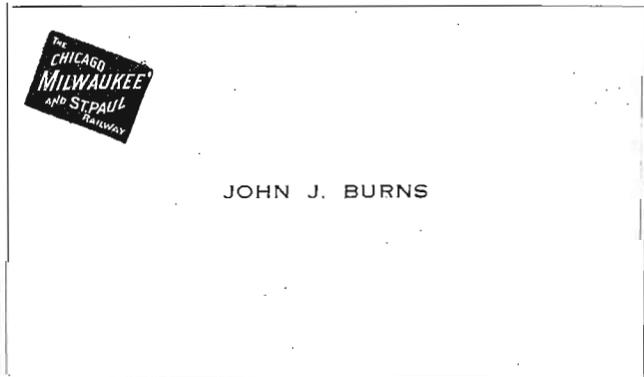
Ford Runs 57 Miles on Gallon of Gasoline

A new automatic vaporizer and decarbonizer, which in actual test has increased the power and mileage of Fords from 25 to 50 per cent and at the same time removes every particle of carbon from the cylinders is the proud achievement of John A. Stransky, 3836 South Main Street, Pukwana, South Dakota. A remarkable feature of this simple and inexpensive device is that its action is governed entirely by the motor. It is slipped between the carburetor and intake manifold and can be installed by anyone in five minutes without drilling or tapping. With it attached, Ford cars have made from 40 to 57 miles on one gallon of gasoline. Mr. Stransky wants to place a few of these devices on cars in this territory and has a very liberal offer to make to anyone who is able to handle the business which is sure to be created wherever this marvelous little device is demonstrated. If you want to try one entirely at his risk send him your name and address today.—Adv.

\$25 A DAY
Selling Shirts
Large shirt manufacturer wants agents to sell complete line of shirts, pajamas, and night-shirts direct to wearer. Advertised brand—exclusive patterns—easy to sell. No experience or capital required. Entirely new proposition. Write for free samples.
Madison Shirt Co., 503 Broadway, N.Y.C.

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JOHN J. BURNS

YOUR CARD

Listen, Milwaukee Railway Employees!

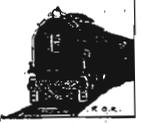
Would you like some personal cards bearing your name and emblem of your railroad; the emblem printed in red, your name in black, on Superior Bristol Cardboard, size 2x3½ in., classy stuff, to show your business associates or your best girl or adoring family?

Send your name written plainly (better print it) and \$1.50 and we will send you 100 cards, prepaid, printed in two colors. Some class! Come on!!

C. M. & St. P. Railway Employees' Magazine
PRINTING DEPARTMENT

141 West Ohio Street

Chicago



Some Phases of Government Ownership

As a great deal is being said about Government ownership of railroads by those who wish to see such a change brought about, it may not be amiss for me to call attention to one or two features that would develop in that event.

Critics of private railroad operation do not hesitate to hold out to the farming interests the promise of reduced freight rates with the hopes of enlisting the farmer in the campaign for Government ownership or nationalization.

These critics also attempt to secure the support of railroad employes by more or less vague promises of increased wages and improved conditions if the change in ownership is brought about.

If the railroads should be taken over by the Government and their revenues decreased by a radical reduction in rates, or by a substantial increase in expenses, or both, it would, as you can readily see, immediately place all the railroads on the deficit side of the books; for a majority of them have not yet recovered from the results of Federal operation which terminated on February 29, 1920.

Under such circumstances the Government would have to make up the staggering deficit which would result by a levy of some kind upon the citizens, including those who had expected to derive a benefit from reduced rates.

In addition to making up the deficit in operating expenses the states, counties and cities through which these railroads run would be deprived of the tremendous amount of taxes now paid by the railroads, which amounted to about \$305,000,000 in 1922. Of course the Government owned railroads would not pay any taxes and the taxes now paid by the railroads would, therefore, be shifted to the citizens in addition to whatever taxation would be necessary by the Federal Government to make up the deficit. The cost of railroad operation must be paid either directly or indirectly by the citizens of the country. There is no escape from that.

Outside of the extremely serious aspect of such a radical change in railroad administration, which would directly affect every citizen of the country including railroad employes who pay taxes, there is a still more important feature that should be taken into consideration by every employe who looks forward to advancement in the railroad business in return for meritorious service.

It is freely stated that the present corps of railroad officers are incompetent and that they would be removed should Government ownership be effected.

Of course with the discharge of all of the men trained in the operation of railroads by many years of experience in their progress from the lowest positions in various departments of the transportation business, places would be made for those who had been especially active politically in bringing about the overthrow of the present order of things.

Every employe will appreciate the fact that if promotion in railroad service depended upon political "pull" instead of merit and genuine qualification for promotion, the morale of the service and its efficiency would soon be destroyed and there would consequently be little inducement for railroad employes to continue their efforts to render loyal and efficient service.

I suggest these matters for your consideration because they are all inseparably connected with the program adopted and so blatantly advocated by various groups in this country whose efforts if successful can only result in the destruction of all forms of industry and the confiscation of all kinds of property and the advent of a form of Government contrary to the principles upon which the constitution of this nation is founded.

President.

"The Personal Touch"

V. H. LOVEJOY

It may be rather unusual for a country newspaper man to "break into print" in a magazine dealing with the business of a great railway system, particularly a publication more generally devoted to matters and things pertaining to the men who "make the wheels go round." But I have been an interested reader of the Milwaukee Employes magazine. When the local agent, Carl Osborne, drops in with his cheery greeting and hands me the latest copy, I tuck it away in my pocket and spend a part of the evening with it, and particularly with the squibs about Iowa Division men, among whom I have a number of acquaintances.

It occurs to me sometimes to wonder if the railway employe fully realizes how important he is to the proper conduct of the railway, particularly the agent at each station. I think the average agent underestimates the value of his services, and how vital he is to the welfare of the company at his town.

When Mr. Osborne comes to the newspaper office, or the mercantile establishment, and, with his best smile in front, asks the proprietor, "Is there anything the Milwaukee can do for you today?" he is looked upon as "the whole thing." He is the man who gives the "personal touch" for his railway. The editor or storekeeper does not even think of President Byram, or the general manager, or the division superintendent, or the miles and miles of trains and steel rails. Before him, in the person of the agent, is the whole railway institution. If there is anything in the line of transportation service he desires, he puts the proposition to the agent. If he is ordering goods from a distance, or has a shipment to make, the agent who is "onto his job" gets the business for his company. This is important, particularly where there are competing lines.

Years ago I knew an agent who made it his duty to call upon every business man in his town at least twice a month. Along with his many duties at the station he never forgot this "personal touch." His

friendly "good morning" and his question "what can our road do to serve you," made him not only a lot of friends, but the major part of the business in a town with two railways. It is needless to say the railroad took notice of his devotion, and he is today in a prominent place in railway circles in a large mid-western city, having "made good" by his willingness to serve the company.

In this part of Iowa there are many shippers of livestock among the farmers. The farmer is particularly susceptible to proper advances.

"We are glad to have you ship on our road, Mr. Smith," said the agent to the farmer who was sending a load of cattle to Chicago. Next time the agent saw Mr. Smith he says, "Did we give you good service on that shipment, Mr. Smith, and did you find a good market?"

No matter what the market was, and no matter if the train did stop rather long in places, still that kind of greeting made the farmer feel good. He got the "personal touch" and he liked it. When his neighbors asked him if the railway service was satisfactory he answered promptly in the affirmative, and more than any other reason why he did was because he met a courteous agent who took a real interest in the farmer's affairs. The farmer forgot—if he ever knew—the name of the general manager of the railway, he forgot the vexing little things of a long haul to market, he forgot the miles of rails, the change at Herndon, and most everything else, because that whole railway system was typified by the friendly agent at the local station.

The same is true upon passenger trains. When I travel with "Billy" Finnecum, that wholesome and courteous conductor, to me he is the whole Milwaukee system. He is patient and friendly and makes everybody feel "at home" on his train, and the Milwaukee is judged, not by its length, nor its rolling stock, but rather by "Billy" and other railway men like him.

So, after all, the most important part of a railroad is its agents, its trainmen, its employes. The system will be judged by them, and they, by their methods in dealing with shippers and the traveling public, can make a railroad a big success, or they can make it a road of evil reputation, and used by no one who can get to another line.

I am not blind to the fact that, among patrons of railways, there are many "trying" folks. They ask many silly questions, and do many queer things, and, not infrequently, ask the impossible. But railway folks want to "get hep" to that familiar old song, "Brighten the Corner Where You Are," keep a good temper and never forget to be gentlemen. Many "grown-ups" are only children, so scientists tell us, and size and avoirdupois do not always make an intelligent person. The railway man who can answer everyone kindly is a rare jewel, and makes business for the road that makes him a job.

And the good spirit should permeate all railway life, even to the man who works in the roundhouse, or upon the section, away from the shippers and traveling public. It is upon their faithfulness that depends safety of property, as well as safety of people who make possible the "pay check" thru patronizing the company for whom they work. Unfaithfulness to one's job, and to one's employer, is only forging the "weak link" in the great chain of transportation and in the success of the railroad.

Disloyalty of employes of any business concern, or failure to give their best service, means sooner or later a big failure, which always carries with it a lot of otherwise perfectly good jobs, positions which mean everything to the man whose only capital is his hands, or his best personal efforts. While it is true that, never in this life, do any of us have all we think we ought to have, still the REAL MAN is he who is faithful under adverse conditions, a characteristic which makes him doubly trustworthy, and far more liable to promotion when better times do come.

"The Sheik"

His name is R. S. Murphy, altho he's like a Greek;

They say he's Irish, and the Sheik of Union Street.

His hair is black and curly, and his cheeks are rosy red,

He's so tall and handsome, he sure knocks the girls dead.

His nose is rather flat, but his eyes are navy blue;

He says that he is Irish, but he looks more like a Jew.

Now that we have introduced our hero in this little play

Let's introduce the heroine and then be on our way.

The Sheba is Irene Butler, and my—she's very cute;

They say that she's from Montana, a little town called Butte.

With eyes of blue and complexion fair, She'd make a hit almost anywhere.

At times she looked down-hearted and one would think her sick,

But oh my, what a change on the arrival of "Cinder Dick."

The Sheik and Sheba would rehearse their love scene day by day

In the Special Agent's office just across the way.

At last the fourth of April came, it was their wedding day

When our hero produced a wedding ring and took the heroine away.

Easy

Bankers tell the story of one of their number who suffered the loss of one eye and had a glass substitute made. The glass eye was wonderfully fashioned, so much so that its wearer was satisfied no one could tell it from a real organ. A day or so after he began wearing it, a

customer of the bank sought a loan, but the banker was not quite satisfied with the collateral. After much persuasion from the would-be borrower, the banker said:

"I will make you a sporting proposition. If you can tell which of my eyes is glass I will make you the loan."

"That's easy," replied the other. "It's your left eye."

"How did you know?" asked the banker. "It is more sympathetic of the two," responded the borrower.—*Business.*

ERRORS CAUSE CLAIMS. WHAT CAUSES ERRORS?

A good place to keep valuable or perishable freight and a good man delegated to look after it is good claim prevention.

A Visit to the Olympic Peninsula

E. A. LALK

The Olympic Division of this railroad, traversing the Olympic Peninsula of the state of Washington, reaches some of the oldest outpost settlements of the Pacific Northwest; while at the same time, it is constructed through a country of which little is known, and which contains more area upon which white men have not set foot than any like area in the United States,—a truly undeveloped country abounding in untold natural resources, awaiting development through transportation and capital.

In the early days of "Milwaukee" construction in the Pacific northwest, the latent possibilities were appreciated by the officials of this company, but to no one was its value more apparent than to R. M. Calkins. Mr. Calkins, having a keen perception of traffic possibilities foresaw the advantages of a line of railroad on the Olympic Peninsula. In attempting to follow out his ideas in this respect, he met with much discouragement,—lack of capital for further rail construction, etc.—but undaunted by such obstacles, he was finally successful in formulating with Mr. Earl of Seattle, a plan to construct a line that should open up immense timber holdings of Mr. Earl's. The financing was arranged and a line at length, brought into being under the name of the "Seattle, Port Angeles & Western R. R.," which was afterward taken over by the C. M. & St. P. and changed to the "Olympic Division" of this great system. There is still room for a great deal of development as the surface of this wonderful and resourceful country has only as yet been scratched.

Thus, briefly, is the history of the Olympic division, and I will now try to give the reader some idea of this odd piece of railroad, how it is reached and operated, its value to the whole system and the beauty of the country it penetrates; and its cities and harbors.

By referring to your map, you will see that the Olympic division has no direct rail connection with the main line, and that the arms of Puget Sound lie between its terminus and the Seattle terminus. Therefore it is reached only by water. Recently R. F. Weeks and the writer had occasion to act as escort to several paper mill engineers in search of a site for a large paper and pulp mill; and a part of our duty was to make a trip to the Olympic Peninsula, a pleasure I had long wished for. And to have my friend Weeks as a guide in the woods, as well as in the towns, was an added pleasure as he is familiar with the country and the people, as he afterwards demonstrated. It was quite a holiday for me, and as we walked down to the Coleman Dock in Seattle through the busy water front district with its motley crowds which had a sprinkling array of all nations and of every degree of the social scale, a feeling of strangeness came over me, as if I were far away in a foreign land, when in reality I was less than fifty miles from home. When I remarked this to Mr. Weeks he promptly retorted

that probably I, being accustomed to the quietude of Tacoma was unpleasantly affected by the hustle and bustle of a large city like Seattle. Well, maybe so, as Tacoma may be said to be to Seattle, what Milwaukee is to Chicago.

Arriving at the dock, we boarded the steamer "Sioux," one of the boats of the Puget Sound Navigation Company, which was to bear us upon the first leg of our journey, and which runs in connection with our railroad,—joint tickets being sold for the trip. As we pulled out of the harbor we remained on deck to get a view of the famous Seattle skyline from across Elliott Bay, and to watch the effect of this great panorama upon our eastern visitors. The sight being always inspiring to the natives, we were curious to note its effect upon the



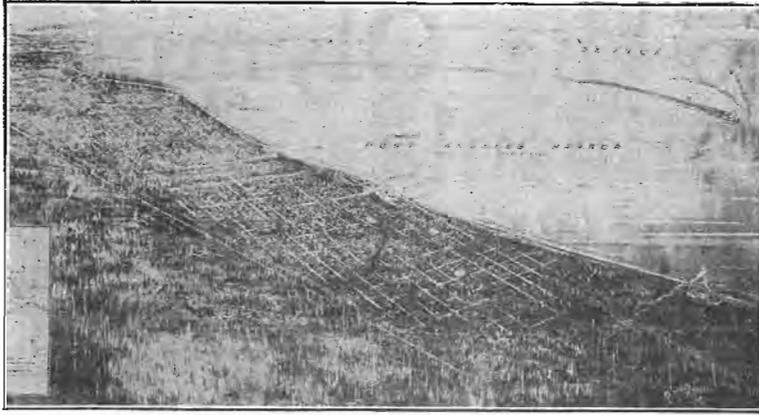
Through the Big Timber, Olympic Peninsula strangers. To say they were astonished is to put it mildly. A view of Seattle from the water is grand in the superlative degree. The city is built upon the side of several hills and the streets running parallel with the bluffs permits of a wide view, ranging from industrial districts at the water's edge to the residential area further back and presenting a most striking picture.

Steaming up the Sound we passed by the great municipal dock properties at Inter Bay, extending out into the water like fingers from the hand of some great giant. Many ships were loading here for all parts of the world and as many more, with their "course run," were discharging their cargoes. Tugs were busy shifting vessels from one berth to another, and across the space of water came the screech of winches,—music to the ears of any marine man, as it spells prosperity to the shipping.

Shortly after passing Inter Bay and Ballard, the city faded into the mist as we entered the waters of Admiralty Inlet, the trade route through the Straits of Juan de

Fuca to the Pacific Ocean. Whidby Island was just faintly visible on our right and the mainland of the Peninsula, with its towering white-crested mountain range, on the left. While moving down the passage we amused ourselves by feeding the gulls which followed the ship, and by endeavoring to name the nationalities of the different vessels as they passed, bound in or out,—carriers of international commerce.

Passing Foulweather Bluff, we crossed the entrance to that famous and remarkable arm of water known as Hood's Canal, which stretches almost in a straight line southward. The mountains that border its sides and the long, narrow sheet of water between have a striking resemblance to a man-built canal, the likeness no doubt having suggested its name to the early discoverers. The principal highway from the mainland to the Olympic Peninsula follows the shores of the Canal, sometimes winding close to the water's edge and again high on the hillsides. This is one of the scenic drives of the northwest and is frequented during the summer months by thousands of tourists who pitch their tents on the beaches or among the trees which line the shores, while others enjoy the rustic comforts of the many summer resorts scattered along the shores. Mosquitos and other vermin are practically unknown in this country, while cool, summer days, beautiful sunsets and long twilights make the land a campers' Paradise. Proceeding up the passage we rounded Fort Flagler and then on into Port Townsend Harbor. This is the strategic point of our government coast defense on Puget Sound. On the east is Fort Casey; directly across to the west is Fort Worden, and to the south, Fort Flagler,—a triangular arrangement of fortresses, which, together with the mine fields, renders an impregnable barrier to the approach of an enemy by water. Across the broad expanse of the bay Port Townsend was dimly outlined upon the bluffs, and as we approached closer in, the business district under the hills became visible, and finally the whole city came into view. The reflection of the many windows in the morning sun, the dark gray mass of the garrison buildings, all seemed to lend to the colorful atmosphere of the morning. Port Townsend is an old town with a historic interest beyond the common, and sometime I may be tempted to give you something of its early "boom days" and its promising get-away as the leading metropolis of the Pacific Northwest,—a promise that did not fulfill, but left in its wake many a half finished building, boarded up windows and all the familiar guide posts of a deserted dream. The city now is waking from its long sleep, supported by a fast growing agricultural district behind it. Salmon canning and other fish industries are also contributory factors to its rejuvenation. It is the headquarters of the U. S. Coast Artillery Garrison, and until recently, the U. S. customs office was located here. We made a landing at the "Milwaukee Terminal" dock where our



Bird's-Eye View of the City and Harbor of Port Angeles

train of yellow cars was waiting to take passengers to the inland country. Our depot at this point is built on piling over the water, as are our terminal yards. The large car-ferry apron lies just below the depot and is a busy place when large barges are loading and unloading at this point. All cars are transported by barge from Townsend to the main line at Seattle. The passengers, mail and baggage aboard the train, our journey was continued.

Shortly after leaving Port Townsend we touched the shores of Discovery Bay, a large shallow inlet, excellent for logging operations, protected on three sides by high hills. The railroad skirts this bay at water level for many miles and tons and tons of riprap protect the tracks from tidal wash. The only points of interest on this bay are Fairmont, the oldest post office in the state of Washington, and Port Discovery, the center of activity of a large logging company. Port Discovery was the center of the earliest logging and mill industry on Puget Sound and the ruins of the old moss-covered bunk houses are still to be seen. The Puget Sound Mill Company of California first constructed a saw mill on this site sixty years ago; and one of the most interesting relics as well as a striking landmark of this early operation, is the imposing weather-beaten shell of what was once a beautiful mansion or country home, with its numerous fireplaces, high chimneys, large verandahs and heavy pillars and doors, bespeaking past grandeur and prosperity. This property was used for many years as a playground for the mill owners during the summer months.

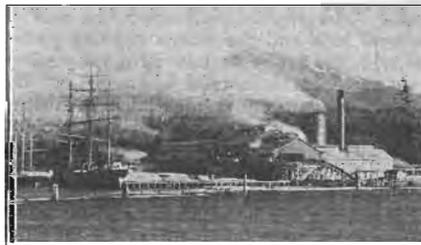
The town of Maynard is of interest only for its anti-Volstead history.

Our next stop was Blyn, at the foot of Washington Harbor, a shallow bay with a very small inlet accessible only to boats of small draft—the delight of bootleggers. Along the entire line of railroad, until we reached the prairie, on each side of the track, were thousands of rhododendron bushes—the state flower of Washington; and sprinkled here and there were the Madrona trees, trees which shed their bark in winter but not their leaves. Although the rhododendrons were not in bloom at the time of our visit, Mr. Weeks said this part of the country was a veritable flower garden in the months of June and July. Indeed the Olympic division has been subtitled "The Road of the Rhododendron."

The next station of importance was Sequim, which lies in the center of Sequim prairie, a diversified and rich farming district. The word is pronounced by the native, "S'quim."

A large lumbering operation greeted us at Carlsburg, which gave us a little more of an at home feeling as it bespoke the great industry of the Peninsula. On the rest of our journey into Port Angeles, we spent most of our time watching the ever changing view of the Olympic mountains which clustered close about us. The rugged grandeur of this range is almost beyond description. They show no evidence of volcanic action—there is no lava dust, the snow and ice fields are as clean in summer as in winter. There are many glaciers (eight on Mt. Olympus alone) from two to four miles in length and one-half to two miles in width. The Olympics contain a greater glacial area than does Montana's Glacier Park and Ranier National Park; and Mount Ranier with its great glaciers, water falls and flower gardens may be duplicated many times in these mountains. Our view of the great mysterious range was shut off as we dropped down the hillside to the water level going into Port Angeles. After arriving there and locating ourselves at the hotel we prepared to take a look around the city before proceeding inland.

Port Angeles has the most wonderful natural setting. To attempt to fully describe the beauties of its surroundings would take numerous superlatives and would not then adequately tell the story. The natural harbor is odd in contour. The Straits of Juan de Fuca, with Vancouver Island and the city of Victoria form a background on the north; to the east is Mt. Baker in all its beautiful setting, and to the south, Mt. Ranier, the highest peak in the Cascades. The sun shining through a rift in the clouds upon the snow clad moun-



One of Port Angeles' Big Mills

tains of Vancouver Island, and with here and there the flash of green and white as the waves broke into spray on the rugged coast, was a sight good for the eyes of city cliff-dwellers. To the west Mt. Olympus and Mt. Angeles seemed to rise abruptly from just back of the city, and the contrast of these snow-capped peaks against the perpetual green of the foot-hills was

an inspiring sight and one to be looked upon with awe and reverence. Truly the place was well named—Port Angeles—the port of the angels. From one of Mr. Weeks' friends, a Scotsman by the name of Mr. McInnis, I learned some of the early history of the city, yet true to the Scottish nature, the gentleman refused to be quoted as being one of the prominent pioneers.

It seems that the first name given to the little city was Cherbourg, bestowed upon it by three ship captains who ran a sloop up and down the sound in the years 1850 to 1855. A few years later the name was changed to New Dungeness, after Dungeness located farther down the bay, and which took its name from Dungeness in England, which it so closely resembled, having the same high, precipitous bluffs and moorlands. Still later it was re-christened Port Angeles.

Port Angeles shares with Washington, D. C., the distinction of being the only city laid out under Federal Government direction. The city was plotted as a military outpost by President Lincoln, the lots were 50x140 feet. Between 1862 and 1868 the town thrived as the seat of government customs house. Great things seemed to be in store for this community, and Victor Smith, a friend of President Lincoln, went to Washington to secure an appropriation for government improvements. This he



A Business Street, Port Angeles

secured but while returning home on the ship "Brother Jonathan," the ship with all on board and the currency was lost. This occurred the first setback. About this time a freshet occasioned by the breaking of a beaver dam in the hills washed the customs house out to sea. And then Port Townsend people taking advantage of the misfortunes of its neighbor, got Congress to declare Port Angeles unsafe for government property and secured the removal of the customs house to Port Townsend. From this time on until 1887 the town lay practically dead and deserted; and when in that year George Venerable Smith arrived with his followers, only two deserted buildings remained of the once prosperous little town. This man organized what was known as the "Puget Sound Colony," calling themselves "The Model Commonwealth," an outfit stripped of the veneer, amounting to a free love community. These people bought the town site and proceeded to settle. Like others of its kind, it was short lived, and after a few years, it came to an end.

In 1892, John C. Murphy, an attorney, forcibly settled squatters upon the government town site and afterwards prevailed upon the government to open the townsite and sell the property to the original squatters. From then on, the town continued to prosper, and with the coming of the "Milwaukee" in 1915, no limit to its prosperity may be set.

The second day of our visit saw us speeding westward along the well-kept highway into the wilderness, anywhere in which one leaving the road for a hundred feet without a compass, would have

difficulty in returning, so dense is the forest. The next few days we spent in the solitudes of the timber, looking for a place in Nature's great domain where man in the "last West" may convert the forest into paper so that the great American public can continue to read its voluminous Sunday newspaper.

Co-operation

Old Time Engineer

A coal meeting is going to be held at our terminal. It has been a long time since the writer has attended a coal meeting, so long in fact, that he hardly remembers how they handle the subject at a meeting. He distinctly remembers how back in Iowa twenty-five years ago one of the burning questions on coal saving was getting that famous Iowa riprap cracked up in small enough lumps to burn economically. Most of the coal was loaded in chutes by a contractor and they would leave it in as large lumps as they dared to.

About the most important tool on a locomotive at that time was the coal pick and believe me, friend fireman was told when and how to use it. I have often wondered, when I see the twenty and twenty-five pound lumps of coal going in the firebox these days, if we were wrong in the old days about the small lumps of coal being the most economical to fire. I am not so sure but what the practice of the company in not furnishing a coal pick for all hand fired engines is a little along the penny wise and pound foolish order. I know then that I would break up large lumps of coal quite often if I had a pick on the engine and I imagine a lot of other brothers, good and true, would do the same if a pick was handy.

It is a mighty fine thing to have even a smattering of knowledge about combustion; how and why the gases burn; to know something of draft appliances; the best way to handle the different kinds of coal; temperature of fire box and boiler; annulation of the water in boiler and last but not least to know when the company's notch is on the quadrant. But after you have a working knowledge of all these things, there is still one thing more necessary to make a good economical engineer and fireman and that is to have a good conscientious desire to serve and do the best you can under all conditions and circumstances. It doesn't make any difference whether we are using coal, oil or any other kind of supplies in following our regular work, no matter what it is, the whole thing comes right back to just how we, as individual workmen look at, and feel about our work, as to whether the company is getting value received or not for their pay check.

Why isn't it possible for every employe of the Chicago, Milwaukee & St. Paul Railway to get a vision of service instead of just holding down a job?

The management have indicated their desire to foster a spirit of co-operation in a good many ways lately. They have also asked our co-operation in making an effort to put this road on a paying basis. We hear a lot of foolish talk lately from men in all walks of life, from laborers to federal judges, about the management of the railroads and their employes drifting apart and of the low morals of the workers and a lot of other stuff that is mostly drivel.

Suppose there is a little basis for this kind of talk. It doesn't help the management or the workers to be talking about it, in fact, it is the very worst thing to do. One of the best ways to get rid of anything is to ignore it and this condition is one of those things. My opinion is if everyone will sit tight and do his best that we will be back to our normal relations shortly on the Chicago, Milwaukee & St. Paul Railway. If any employe of this company is lacking in that sense of loyalty and fair play that a man should have toward his employer, why is it? Is it because he or his union as a whole are in favor of a Plumb plan or an Anderson plan or any other plan of public control of railroads? Just why should that make any man less loyal to his company? You have a job and they are paying standard wages for your services. With most of us it is the only thing between us and "nothing to eat and nowhere to go."

There are many things each of us can do to help get in that frame of mind, and of course the most important is to try and improve our minds by right thinking and study. It is a strange fact that most of us seem to be perfectly contented to be a dumb-bell along intellectual lines, but for heaven's sake why should we be contented to be dumb-bells along physical lines.

Here is a fact you all have seen expressed in one way or another a good many times. None of us are so dull witted but that we would have our opinion of a wealthy man, who, after using up his income, kept using up his principal to live on, and yet that is what most of us are doing. Our physical body is our capital. The poorest paid among us earn 5% on \$15,000.00. In other words our yearly salary that we get from the company is worth just as much to us as if we had \$15,000.00 in the bank at 5%. This is worth serious thought by each one of us. It will help us to see our body and also our job in a truer light and ought to enable a man to appreciate both of them better.

Doctors say that most of us are born tired and that we gradually accumulate a lot of fatigue germs as we go through life. We can well believe that when we see the half-hearted service some of us give. We see things we ought to do, but we don't seem to have the ambition to do it. Clean thinking and clean feeding will right a condition of this kind in time. The writer's principal body is worth 5% on \$42,000.00 to him in hard cash every year and believe me he is using his imagination to visualize a body that will continue to increase in value and usefulness as the years go, rather than visualize it as going to rack and ruin as the years go. Why not try out that old saying, "That a man is only as old as he thinks he is."

Most of us belong to some church, fraternal society, or some union. We have to subscribe to a belief in a Supreme being in order to join any of them. They all teach and admonish us to practice the "Golden Rule" and we all are preaching the Golden Rule when we join any of these organizations. Why not start in to practice what we preach right in our every day work, whatever or wherever it is? Don't wait for the other fellow to commence. The spirit of good will is about the biggest asset any one can cultivate and it doesn't make any difference whether you represent a union, the company or an individual.

It is going to need a lot of serious think-

ing and constructive effort on the part of every employe to put this road on a paying basis. Don't read this article and think to yourself that it is a lot of buncombe. It means you, whoever you are, an old employe or a young one. I am not authorized to speak for this company in any way, however, I know this much and so does any thinking man and that is, that no business can keep going in the hole every year and continue to function indefinitely.

For my part, I would far rather work for the present management than work for a government manager at reduced wages. Furthermore I still have a spark of pride left and I hate to be playing a loser all the time. A good man once said: "And who-soever shall compel thee to go one mile, go with him two." Another good man has brought it up to date in these words: "An agreement or contract made with an employe requires an employer to pay a stated wage, and it may specify the working conditions that shall be maintained. Mere compliance with the legal obligation of the agreement is similar in effect to going the first mile. It brings only a minimum return from the employe, the putting in of the required hours, or the expenditure of a limited amount of mental or physical energy. Going the second mile consists in doing more for the employe than the contract legally requires; it is this extra doing that brings its reward in loyalty, in increased desire to serve, and in added efficiency. To the employe the lesson contained in this teaching of Jesus suggests that only that service which is given freely and in excess of that which is required, wins advancement and increased emolument."

We all have a spark of the divine implanted within us and why not cultivate it? I am sure we feel better satisfied when we listen to the voice of conscience in regard to our daily work, rather than listen to the foolish and often unwise suggestion of fellow workers.

The following poem from the "Alberta Labor News," puts the whole matter right where each man can see for himself what to do at all times in order to give perfect satisfaction with himself, and when he does his work to satisfy himself it will be perfectly satisfactorily to his employer.

"MYSELF"

I have to live with myself, and so,
I want to be fit for myself to know.
I want to be able as the days go by,
Always to look myself straight in the eye.
I don't want to stand with the setting sun,
And hate myself for the things I've done.

I don't want to keep on the closet shelf
A lot of secrets about myself,
And fool myself, as I come and go
Into thinking that nobody else will know,
The kind of a man I really am.
I don't want to dress up myself in sham.

I want to go with my head erect,
I want to deserve all man's respect.
But here in the struggle for fame and pelf,
I want to be able to like myself.
I don't want to look at myself and know
That I'm bluster and bluff and empty show.

I can never hide myself from me;
I see what others may never see.
I know what others may never know;
I never can fool myself, and so,
I will keep my account straight with me,
And always be true, happy and free.



Mr. J. W. Taylor

Vice President J. W. Taylor

J. W. Taylor, who was elected to the office of vice president on April 10, is a veteran in the service of this company, having entered its employ as messenger in the foundry at Minneapolis, in 1888. Mr. Taylor is the son of former master mechanic, the late John Taylor of Minneapolis. He advanced successively, doing test work, then clerk in the car department, district chief clerk and chief clerk in motive power department. From May 31, 1904 to Oct. 1, 1909 he was general storekeeper; 1909-1910, division superintendent; 1910-1913, assistant to comptroller; 1913-1918, assistant to president. During the period of federal control, he acted as assistant to federal manager, and after the return to corporate operation, he was again assistant to president, which office he held until his election to the vice presidency.

Mr. Taylor enjoys a wide acquaintance among officers and employes all over the system, all of whom extend their heartiest congratulations upon his deserved recognition and advancement.

Vice President W. W. K. Sparrow

Mr. Sparrow, our new vice-president in charge of financial, accounting and real estate departments, is of Scotch-Irish parentage and a native of the north of Ireland. He commenced his railroad career at the age of 16 years in the office of the chief engineer of the Belfast & Northern Counties Railway. At the age of eighteen he went to South Africa, where he was employed on railroad location, construction and maintenance work for ten years. The railroads of South Africa are government owned and operated, and Mr. Sparrow soon realized that government service has no place for individuality or initiative, and in time reduces all to uniform and machine-like entities. He left South Africa to come to the United States, and landed in Kansas City, Mo., in January, 1909. He applied for a position with the firm of bridge specialists, Waddell & Harrington, of Kansas City, telling the senior member of that firm that his reputation had reached South Af-

rica, and had induced the young applicant to travel ten thousand miles in order to get a job with the firm. Mr. Sparrow cites this



Mr. W. W. K. Sparrow

as special evidence that "the blarney's on his tongue." He got the job, remaining there four and a half years as tracer, detailer, checker and designing engineer. After leaving Kansas City, Mr. Sparrow was employed by the State of Missouri Public Service Commission, where he first met President Byram, who was then vice-president of the C. B. & Q. R. R., in a hardly fought case over grade separating in the city of St. Jo, Mo.

In 1916 Mr. Sparrow accepted the position of valuation engineer of the C. B. & Q., and in the fall of 1918 he entered the service of this Company as chief engineer for the corporation during the period of federal control; and later, with the late Hanson, he negotiated the Company's settlement with the U. S. government. Since return to private control Mr. Sparrow has occupied the positions of comptroller and assistant to president-in-charge of accounting, until his election to the office of vice-president, May 1. He is said to be the first engineer to be placed in charge of the finances and accounts of a big railroad like the Milwaukee.

Mr. Sparrow was married the day he sailed for the United States, and he attributes the willingness of Mrs. Sparrow to make the adventure with a man without money or a job, to her confidence in the Scotch strain in his blood.

Our New Assistant to Vice Presidents

J. H. Foster, who upon April 1, received promotion from general superintendent of the Northern District to the office of resident assistant to vice presidents, is a veteran in the service who enjoys the confidence and friendship of the personnel of the entire system. In August of this year Mr. Foster will complete a half century of service with this company having commenced while a young lad, as telegraph student at Medford, Minn., (his old home) on the I. & M. Division. When he had completed his studies, and while working with a harvesting crew, the agent at Owatonna, Minn., sent word to him that he could use him as operator at Owatonna; and his very active and continuous service with the company began at that time.

Mr. Foster occupied successively the positions of operator, agent, trainmaster, superintendent and general superintendent, having occupied the last mentioned office in the Twin Cities since—. During his residence in the Twin Cities he has made many friends for the company and his influence in business circles has meant much to the Traffic Department; while the confidence, respect and loyalty shown him by Milwaukee employes is proof of the high place he holds among them.

Since his latest appointment, Mr. Foster has been kept busy acknowledging congratulations from his numerous friends all over the northwest. All of his friends in Minneapolis are particularly pleased to know that Mr. Foster retains his headquarters there, as he has really become "a sort of institution in the railroad world of the northwest" and his removal would create a vacancy difficult to fill.

The Magazine would like to have published a picture of Mr. Foster, but his modesty is so great that when asked, he only smiled and said, "Oh you don't want my picture." Nevertheless we did and still do.

Mr. Weidenhamer Succeeds to Mr. Foster's Position

The General Superintendent's mantle in the Northern District fell upon the shoulders of W. M. Weidenhamer, who transferred from the same position in the Southern District. Mr. Weidenhamer came to this railroad from the C. B. & Q. in 1917. He entered railroad service on the Burlington at Galesburg, Illinois, as freight brakeman, and received promotion successively to positions of conductor, yardmaster, assistant trainmaster, trainmaster and superintendent. He was with that company about thirty years. He came to the Milwaukee as inspector of transportation, and was appointed general superintendent of the Southern District May 1, 1918.

Mr. Weidenhamer, during his term as general superintendent of the Southern District, earned the confidence and friendship of employes in all departments, and his departure for the north occasioned genuine regret throughout his old territory. He is genial, approachable and an earnest worker, with the ability to impart the spirit in which he works to all who are associated with him in the service of the company. He is also modest, and speaking of his advancement, says: "I do not feel that it is anything out of the ordinary to any man who is loyal and performs the service assigned to him, in a whole-hearted way."

Mr. Weidenhamer recently made a trip to Spanish Honduras and he has sent the Magazine an account of the journey of himself and his party in foreign lands, which will be published in the July number.

Some Observations of a Country Station Agent (South Dakota)

Up here in South Dakota where the good roads program is just getting under way and where the motor truck is beginning to make itself felt as a competitor for the railroad's business, where the local citizens are crying to the tall heavens for relief from high taxes, joining the N. P. league to relieve their feelings and where the governor is lambasting the railroads to the state legislature for their alleged shortcomings, it might be well to heave the anchor, stop a wee bit and take soundings.

Our recent motor vehicle tax law in effect January 1 placed a tax on automobiles of \$13 for a Ford or light car up to \$75 for the large trucks, news dispatches carry the information that South Dakota in the first three weeks of January collected \$760,000 in motor licenses, this amount of money indicates as a fore runner the amount to be expected later as the auto season gets fairly under way. We are raising a huge sum of money in order to match up with the government federal aid appropriation in order to construct a system of highways to compete with the railroads. We have a great plan for building good roads, we start on either side of the State preferably along some established line of railroad and we build a fine gravelled road, as soon as we get it finished, some enterprising local talent buys a truck or a bus and sets up in business, a business that eats into the vitals of the State, both from the local tax payers' pockets and from the standpoint of crippling the State's best bet, the railroads.

Starting at Bigstone City on the eastern side of the state and running through the state to Lemmon, we have the Yellowstone Trail, either graded and gravelled or scheduled for improvement, this highway so far constructed is a marvel for fine gradients and good construction, the tourist bound from Back Bay, Boston, for Yellowstone Park can enter the State at Big Stone with his big Six, he will find a highway that would be acceptable for a railroad grade, the only necessary material lacking for a good railroad is the steel, we will have the builders done their work. He will find that the farmers of South Dakota have built a fine link in a trans-continental highway for outside tourists, but when he came to building roads from his farm to the railroad in order to transport his products, well he just didn't build any. The prairie trails of years ago are still the farmers' highway when it comes to moving the grain from the farm to the railroad.



Mr. F. H. Johnson

F. H. Johnson, Assistant to President

Mr. Johnson entered service as stenographer in office of president C. B. & Q. R. Ry., at Burlington, Iowa, and was subsequently stenographer in general superintendent's office of same road at that point; stenographer in freight claim department of M. K. & T. Ry. at St. Louis; clerk in general superintendent's office, Missouri Pacific Ry. at Sedalia, Mo.; clerk in general passenger office, C. B. & Q. Ry. at St. Louis; secretary and later chief clerk for vice president, C. B. & Q. Ry. at Chicago.

He came to C. M. & St. P. Ry. Co., in 1917, as president's office assistant, and at the end of federal control was made an assistant to vice president, operating department. He received the appointment as assistant to president, April 10 of this year.

South Dakota is a great state, rich in resources, resources that can never be developed without the aid of railroads. This fact is readily apparent to those people who have gone west of the Missouri river to establish homes in that virgin country, whose only need in order to make it a success is railroads. Down in the Rosebud country, according to news reports the natives have been sending President Finley of the C. & N. W., a postcard daily, using Dr. Coue's method, in advising that in every way and every day they are needing a railroad "worse and worse." The people of this same locality about a year ago were trying to interest the Great Northern in building from Huron, southwest into the Rosebud, a project that is both feasible and necessary, should be done and may be done some day when the investing public has faith in the railroads as an investment, when dribbling politicians quit playing to the galleries for their own individual benefit and when the state's needs are placed before individual ambitions. South Dakota needs more railroads in order to reach her full development. Citing needed additional lines and building railroads on paper, let us start in the western part of the state, let us extend the Isabel branch west about 100 miles just north of the Slim Buttes; we will extend the Faith Line west about 100 miles out past my old homestead that I had to leave on account of being short one railroad; perhaps we can talk the Northwest-

ern into building that projected line from Newell east down through Philip and into Winner; there should be a railroad from Belle Fourche north up towards Bowman. A new railroad running west from Winner out towards Buffalo Gap would help some. Now we've got the west river country pretty well fixed, let's come over into the eastern part of the state. Aberdeen says she wants a line from Aberdeen to Pierre. She should have it. Our Platte line should be extended north until it reached Orient; it would go through the Gann Valley country, fine country that, but it needs a railroad. Land values would double around there with the advent of a railroad. The line from Wessington Springs should go on to Pierre, which will never take on a metropolitan air until it is the Hub city which it is geographically situated to be. If the G. N. will build that line from Huron southwest towards the Rosebud, perhaps they will be able to cross the Missouri on the new combination vehicle-railroad bridge that the state is starting to erect this season. The Soo Line talked as if they might extend from Grenville to Watertown a few years ago; be a fine thing for Watertown. If we get the money we might rebuild the Madison-Bristol Line and place Sioux Falls within three hours of our Coast Line. Sioux Falls business people would like that.

Boiling it all down, South Dakota is ham strung until she gets more railroads which means greater development. Good highways are essential when built to serve the farmer who pays the bill. They are a waste of good effort when they are placed parallel to an established steel highway, and quoting a state official: "Some day the people of this country will awake to the fact that they are building good roads just a little faster than they can pay for them."

South Dakota can use more railroad branch lines. She will never have them as long as narrow minded politicians designate the destinies of the state, or as long as a short sighted highway policy is allowed to dig into the revenues of the railroads. The railroads, telegraph and telephone lines of our county paid the state \$47,000 in taxes last year, the road levy was \$42,000. We pay the big part of the bill in constructing an illegitimate competitor.

THE MILWAUKEE MAGAZINE

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CARPENTER KENDALL, Editor
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Things to Think About

A number of years ago, a very successful temperance orator who possessed the power and magnetism to work his audiences into a high state of emotion and enthusiasm, would put a ringing climax to his appeals, by rising to his full height of over six feet, and pointing an index finger out over the crowd, would shout, "Young man, the rapids are below you," which never failed to bring pledge recruits. Now there is at the very present time, looming on the railroad horizon, a situation which with certainty portends "The Rapids" for railway employes, however much the specious arguments of radical leaders may seek to promise a new and better era for them.

During the past few months President Byram has been giving us on the opening page of our Magazine, some facts and truths all of which are susceptible of proof concerning the actual railroad situation, and he will continue to furnish to the employes of this railroad such information as will be of value to them in refuting and in working against radicalism as it is being directed against the railroads of this country. The leader of this number carries over President Byram's signature, some suggestions to our employes which furnish food for serious thought on their part, and it is recommended for serious study.

In this connection, also, there have been published in various periodicals and newspapers, some very pertinent articles showing up the falsity of the bolshevik propaganda that is being broadcasted for the purpose of discrediting "big business" in this country. Here is a most interesting and convincing paper which was written by the Rev. H. C. Hengell, a Catholic Priest of Madison, Wisconsin; and because all railroad employes should be given the opportunity of reading the arguments of a man who has upon more than one occasion written and spoken in the interest of the workingman, it is republished in full. Father Hengell says:

"In the past I have often urged, in written articles and lectures, the sympathetic consideration of justice to the worker. I have stressed his natural rights to a decent family living wage, to reasonable conditions of work, to accident, sickness, old age, and even involuntary unemployment compensation (insurance) from the industry in which he is engaged. I have felt that the worker, at a disadvantageous position in his relation to his employer, needed

friends to assert and to defend his cause.

"The conviction has been growing upon me recently that the whole institution of private capital is becoming unjustly discredited in the mind of the public in general and of employes in particular by the unfair propaganda of many prominent self-styled 'progressive' politicians whose aim is to ride into power by heading an agitation to nationalize the railroads and other big industries of the country. Not only private capital but labor as well, that is to say, the whole nation is in need of friends and defenders against these unscrupulous agitators, among whom are even a few United States senators.

"These agitators deceive the people both by flattery and by partly ignorant and partly dishonest misrepresentation of facts.

They flatter the dear people by pretending to work for the operation of the railroads, the mines, and other big industries by the people themselves. That seems to imply the extension of more and more power to the people. It is called 'progressive.'

"The progressive politicians tender rather dubious flattery to the people, however, in assuming that the latter do not perceive that the transfer of industry from private owners to the public really means the management of industry by the politicians. Private capitalists have their faults, but they are paragons of efficiency in serving the public compared to the majority of politicians. The latter are too lazy or incompetent to care properly for the streets and alleys of a small city like Madison. Thus pavements are expensively laid with asphalt only to be torn up continuously for the purpose of laying lateral pipes under them. Rarely are these ditches properly filled in a reasonable time. Snow piles up in the streets and nothing is done to prepare for the drainage of the melting snow from the streets until it is too late to prevent damage to abutting property by flooded cellars. Examples of inefficient management by the politicians of what is entrusted to them by the public are so numerous and notorious that the public considers such abuse inevitable.

"Public ownership and operation of the railroads and of other big industries would indeed be a calamity in America where professional politicians are grounded in a tradition of graft and incompetency. If the politicians of today, given authority and a mandate from the people, are so grossly incompetent in the business of government that they cannot keep the streets and alleys in proper order, how can they be expected to manage competently and economically the greatest highways of the country, the railroads? It is not really a question of public or private ownership of the railroads, but of public or private management of the railroads. Under public ownership and operation the politicians would do the managing, or rather, mis-managing, and the public would be compelled to pay for the economic waste incurred by men who traditionally do not know or care enough about business to run a peanut stand successfully.

"The senatorial and other demagogues in our American political life who are coveting their neighbor's goods, are not only attempting to flatter the people into the extravagance of public ownership, but they are deliberately misrepresenting the facts regarding the railroads and other big industries. Many of them are shameless liars in their propaganda for a socialism in which they hope to be the dictators and

bosses. A few examples of such lying will suffice to justify my rather blunt statement.

"We are constantly told that the Esch-Cummins Act 'guarantees' the railroads a return of 5¾ per cent per annum. Since August 31, 1920, there has been no guaranteed return of any per cent to any railroad in the country. If, in the face of constant governmental regulation and revision of rates and wages any railroad is so marvelously well managed as to be able to show a net return of 5¾ per cent with which to pay interest on its bonds, etc., it is, under the Esch-Cummins Act, entitled to the 5¾ per cent, but no more, no matter how efficiently it may be managed. Thus, while the Esch-Cummins Act limits the possible net earnings of the railroads to a maximum of 5¾ per cent, it no more guarantees anything to the railroads than the Volstead law guarantees one-half of one per cent alcohol to the users of near beer.

We are further told that railroad stocks are largely 'water' and that the poor, long suffering public is expected to guarantee 5¾ per cent return to this 'water.' This charge is also false.

"The physical valuation, without reference to stocks or bonds (capitalization), made under the La Follette valuation law of 1913 plus actual cash investments made since, less depreciation, is greater than their capitalization by millions of dollars. In other words, there is no room for the alleged 'water' in the railroads even under the 18th amendment.

"It may be true that shady deals in over-capitalization (watering) of railroad securities may be proved in some notorious instances, but these cases should be specifically named and condemned without involving all the railroads. It is unjust to make sweeping generalizations from particular instances. By such and other dishonest methods, the 'progressive' politicians are preparing to depreciate the value of railroad securities to the value of German marks, a process which amounts to ruthless confiscation of the property of railroad stock and bond holders. Russian sovietism goes no further than this.

"A further lie against the railroads that deserves to be nailed is the charge of excessive freight rates, of rates so high as to rob the farmer and other producers and the consumer alike.

"Records show that the average freight rates on western railroads are only about 40 per cent higher than they were seven years ago, while wages are 80 per cent; taxes 90 per cent; fuel 100 per cent higher than they were at that time. Stories of freight rates higher than the total price received for wheat, etc., are pure buncombe. In January, 1923, wheat was \$1.25 a bushel at Minneapolis, that is, 40 cents higher than in 1913. The freight rate from points as far as South Dakota was only four to five cents higher than in 1913.

"I hold no brief for the railroads or for any other industry, but I love fair play and detest unfair propaganda. I am a Catholic priest, but I write neither as a priest nor as a Catholic, but as an American citizen who views with alarm the creation of prejudice and class hatred by men and organizations, not recognized as socialists or communists, but imbued with the same destructive philosophy, and pursuing the same ruthless methods. Ignorant or malicious, they are endangering American ideals of freedom of opportunity in favor of the servile state in which citizens in business as well as politics, will be the prey of scheming politicians."

How Our Passenger Cars are Repaired

Article 3 of a series dealing with the work of the Car Department—C. G. JUNEAU

"Are you sure of your statement that the prisoner was driving his car at 65 miles an hour?" asked the judge of the testifying police officer. "Yes, quite sure judge." "Now, Mr. Jones," said the judge, turning to the accused, "I know you pretty well, and do you mean to say that you acknowledge driving a Ford car at 65 miles an hour?" "Yes, judge," replied Jones, and then added by way of explanation, "but you see, I've put Packard glands in my car."

It isn't the mere outward appearance of a car that counts—it's what is built into it. Every employe of this Company has at some time seen some of our main line trains at originating points, all ready to commence their journeys to various parts of the continent. And, no doubt, many have stood and admired the beautiful outward appearance of the train—the glistening exterior coats of the cars, the long straight lines of the rivets, the neat clean appearance of the trucks—but an inspection of the interior of the cars will command even greater admiration. The wonderful finish of the woodwork, the perfect harmony of the lights, the comfort of the seats, the system of ventilation, and many other readily noticed features are bound to make the observer wonder how and where such highly developed craftsmanship is done.

The principal shopping point for our cars is at Milwaukee—in fact our cars are now shopped there almost exclusively. The keeping of passenger equipment in first class shape is not left to chance; a regular shopping period is set for each class of car. Steel cars are due for an overhauling every 14 months, steel underframe every 17 months, and wood every 20 months. These intervals are on the whole extended due to shortage of cars and lack of shop room to an actual average of approximately 24 months for all equipments. When cars reach shops they are inspected and the work to be done on each car is determined. When a car is ordered into

shop it is first weighed and then switched onto a transfer table, and by this means it is placed in the particular "stall" where it is wanted.

When the car enters shop the trucks are removed and sent to the Truck Shop where they remain about 6 days for a complete overhauling. Also, on the first day the car is in shop it is stripped. The stripping consists of removing the window sash, doors, seats, carpets, lamps, trimmings, and all such parts that can be removed. The parts when stripped from a car are marked for identification and loaded onto wagons and distributed to various departments, throughout the shops.

The window sash and doors go to the sash and door department where they are scrubbed, repaired and repainted. The curtains, bedding, seats, carpets, shades, etc., are taken to the upholstering department where they are cleaned, repaired and dyed if necessary. Cuspidors, railings, bronzed, nicked or lacquered parts are handled by the trimming and plating department from whence they emerge as new. The water coolers, ventilators, etc., are repaired in the tinshop. The blacksmith and machine shops repair or make new the defective iron parts of the car sent to them, and the wood mill and cabinet shop similarly handle defective wooden parts.

After the car is stripped it is washed inside and outside with acid, soap and water. The repair work is then started. The carpenters repair the outside wood and iron work, and the cabinet makers do the inside woodwork. The tinsmiths handle the roof and other sheet metal work. The steamfitters repair the water, heating and gas lighting systems. The electricians do the electrical work, and the air brake men the air brake work, and the glaziers look after the glass and mirrors.

When the repair work is finished or sufficiently advanced, the painters start work, repainting and revarnishing the exterior and interior of the car. At times wooden cars require the exterior paint to be burnt

off before the car is repainted. In such cases a torch burning a mixture of air and gas is used to loosen the paint, thus allowing it to be easily scraped off. Similarly steel cars at times require exterior paint be removed by sandblasting. The car after being stripped is moved to the sandhouse where the paint is cut off the car by blowing sand at it with an air pressure of 80 pounds or better.

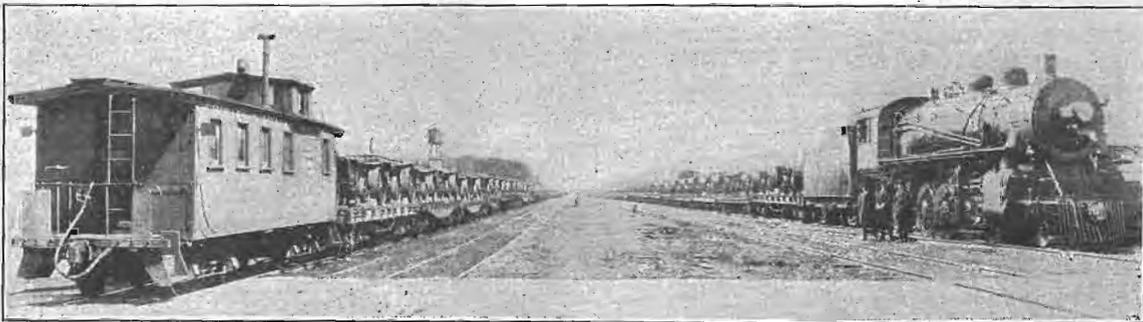
Three or four days before the car is scheduled to leave shop the trimming starts. The various parts which were stripped from the car are returned to it, and replaced in it. In the meantime the trucks have been put under the car. The car then goes into service again with all the appearances of a new car.

Car repair work is scheduled through shop. Each car is run on what might be called a time-table which sets the date the car is to leave shop and directs when each craft is to start and finish its work so as to meet the set-out date. This scheduling by helping to keep the work on each car progressing properly enables the shops to secure greater outputs from the limited facilities at its disposal.

Milwaukee shops has shop space or stalls to handle 57 cars at once. With an average allowance of 19 working days in shop per car the shops have a possible output of three cars per day. The cost of repairing cars varies from about \$1000 to over \$6000 per car, depending upon the class of car, and the repairs made. The passenger car department crafts employ about 1200 men who work not only directly on car repairs, but also on manufacturing material, etc.

Very considerable satisfaction is taken by the various crafts in their work in connection with the repair of passenger cars, and it is largely to this fact that we are able to feel justly proud of the gems of our service—The "Pioneer Limited" and the "Olympian."

"Let us not fail to keep our reputation up to the mark."



Twin Tractor Trains Leaving West Allis

Twin Tractor Trains
Above is shown a pair of twin trains which carried a shipment of tractors which moved from Milwaukee to Kansas City over the Milwaukee.

This shipment consisted of eighty carloads of farm tractors from the Allis-Chalmers Mfg. Co., which were n in

two trains of forty cars each. The first train left Milwaukee at 1:15 p. m. April 5, and the second at 4 p. m. the same day. All of the eight cars were delivered to connecting lines in Kansas City by 6 o'clock p. m. on April 7. Seventy-five implement dealers from Missouri, Kansas, Texas, Oklahoma and Colorado came to Milwaukee as guests of the Allis-Chalmers Com-

pany and these were the men who purchased the eighty carloads of tractors. These gentlemen traveled via the Milwaukee and used Milwaukee sleepers at the Allis-Chalmers plant, where, for three days, they went through a course of instruction in tractor handling. This is the largest single farm tractor movement ever made.



Extracts from address by Mr. Byram before the Commerce Club of the University of Wisconsin at Madison:

Inconsistencies of Anti-Railroad Criticisms

The roads are criticised because of alleged *inefficiency*, and various writers point out various features of operation wherein they profess to believe millions could be saved.

They are also criticised for their *efficiency*—for instance, a few days ago a paper reached my desk containing this statement: "Efficiency has been carried so far that sometimes it seems that it is a worthless scheme working a detriment wherever fully applied."

The carriers are berated by some because they do not more vigorously endeavor to *reduce* wages so that rates can be further reduced; and by others, of course, we are attacked because we do not attempt to burden the public with *still greater* payrolls.

When the railways' operations result in *deficits* they are charged with wasteful practices, and when they *earn some net income* they are held up to public contumely as "profiteers."

These illustrations out of many I could cite show how utterly impossible it is to satisfy everyone and avoid attack.

Physical Difficulties Facing Carriers and What is Being Done to Overcome Them

To keep the transportation machine abreast of the country's business development, terminals must be expanded and side tracks added from year to year, in addition to the acquisition of new equipment.

Cars might be added until they stood end to end from coast to coast, but the shippers would not be benefited without corresponding increases in yards and side tracks so that the trains could be promptly and properly made up and cars switched and re-sorted according to their destinations.

Shops and engine houses must also be extended and adequate machinery and tools installed to keep cars and engines repaired and in running order.

Then there are the coaling stations and water treating plants and other incidental facilities commonly overlooked by those who discuss the railroad situation merely in terms of cars and engines.

During the war less than half the usual amount of equipment was provided yearly for the railroads.

Since the return to private operation (not private control, for the Government bodies and state commissions still control about everything) the roads have strained every resource to make up the deficiency in equipment and other facilities.

A statement just issued by the American Railway Association shows that the roads have purchased since January 1, 1922, a total of 223,616 new freight cars, of which 117,280 had been put in service by March 15, 1923, and in the same period had contracted for 4,219 new locomotives, of which 2,106 had been put in service on March 15, 1923. This in addition to further orders that will be placed during the year and in addition to provisions made for extension of other facilities.

Interstate Commerce Commission Statistics on 1922 Performance of Class 1 Steam Roads

In 1916 with Operating Revenues only \$3,625,000,000 and Operating Expenses of \$2,376,000,000, the Net Railway Operating Income was \$1,069,000,000.

In 1920 the benefit of all rate increases brought the Operating Revenues up to \$6,225,000,000=72%, but wage orders and high material prices brought up the Operating Expenses to \$5,830,000,000, or 145%, so that the Net Operating Income was only \$58,000,000, or more than a billion dollars less than in 1916.

In 1921 and 1922 both revenues and expenses decreased, but in the latter part of 1922 there was a decided increase in business, so that the Net Operating Income left out of \$5,617,000,000 total Operating Revenue in 1922 was \$777,000,000.

In other words, with Total Operating Revenues 55% greater than in 1916, Operating Expenses were 88% greater, so the Net Operating Income was 27% less than 1916.

Taxes alone, in 1922, were \$305,000,000 compared with \$159,000,000 in 1916.

When you consider that this Net Railway Operating Income must be used to pay interest on bonds, and to finance new equipment and other improvements before any dividends can be paid, you will realize the situation that has for several years confronted most carriers, and you will understand that all the campaign oratory about excess profits and "Wall Street" is 99% "such stuff as dreams are made of."

Prospects

Having in mind the physical difficulties caused by the shopmen's strike effective July 1, 1922, in reducing the available number of serviceable cars and engines, it seems reasonable to expect a still better performance this year, especially in view of the large number of new cars and locomotives received and to be delivered and the important expenditures for enlarged and improved facilities.

You will be interested in knowing that not only did the Milwaukee do as well as the others in moving a record-breaking tonnage in recent months, involving a heavier average carload and trainload, but, contrary to what might have been expected, this was accomplished with a large decrease in train accidents compared with 1920; there were fewer fatalities affecting employes, trespassers, and others in connection with train movements, and *not a passenger was killed*.

And yet you are told by serious looking men that the railroads have broken down!

Valuation and Watered Stock

The value of the carriers' property is said to be inflated by the "unearned increment" of land ceded or sold at a low price by the Government to the railroads in the early days presumably for value received.

If the country is now ready for a socialistic regime then this theory of unearned increment should be applied to all property.

There is no reason, outside of politics, for contending that railroad land is worth only its original desert value while farm land and other real estate once a

part of the same prairies is worth any price for which it can now be sold.

It must be remembered that these farms and the real property in these towns have attained their present acre or front foot value merely because of the presence of the railroads in this territory.

Consider the thousands of acres of virgin land in this western country sold by the railroad to settlers at an average of about \$5 per acre with the provision that

\$2.50 would be refunded for each acre on which the soil was broken within a certain period.

The land sold to the pioneer is now worth many, many times its original value—but if the rails were removed it would revert to something like its first cost.

Are you willing to say there is an *unearned* increment in the value of the railroad land, and, if so, how about the value of all other property, including that owned by you?

**Our House Plan Service
A Western Home**

This house has proved to be very satisfactory. It is inexpensive and compact. The heavy overhang of the roof, so typical of western design, gives an air of warmth, security and comfort to the home.

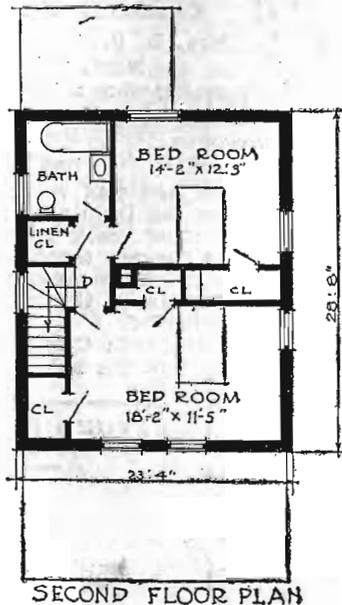
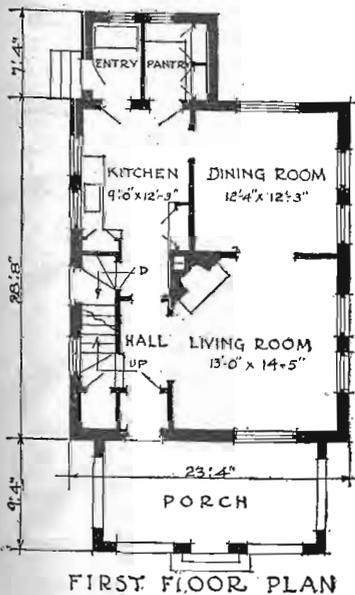
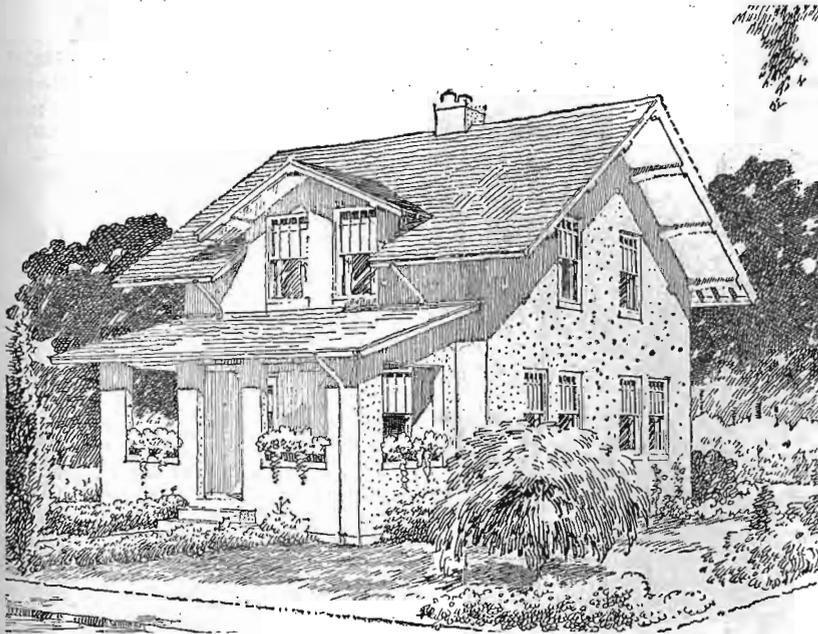
The roomy bed rooms are well planned, each has cross ventilation and the placing of the closets between the two rooms helps to prevent passage of sound between them. There is a well fitted and large linen closet and a bath room of comfortable size.

Down stairs there is an entrance hall which can be entered direct from both kitchen and living room. It contains a coat closet on the first floor landing. The living room is 13 feet by 14 feet 5 inches and has a corner fireplace for which the architects have designed a handsome brick mantel. It opens through archways into dining room and hall. Some people may prefer to make a larger living room by throwing hall and living room into one and either omitting the fireplace or building it on the central partition. Another variation would be by combining living room and dining room. Either of these changes can easily be made at a slight saving in construction work.

The kitchen is well supplied with closets and has a pantry and rear entry under a lean-to roof at the back. Those who do not require pantries could make this into an open, screened porch. The front porch can easily be screened or glazed.

The house is 24 feet wide and should not be built upon a lot less than 35 feet in width, and it will be pleasanter on account of the room arrangement if the lot face south or west.

Detailed information concerning cement construction is available through the courtesy of the Portland Cement Association, 111 West Washington Street, Chicago, who also publish a book of twenty-five house plans which they offer our readers for fifty cents per copy. They also offer a handsomely illustrated booklet called "A Talk on Beautiful Homes" which should interest anyone who is planning to build. This booklet is free to our readers and may be had upon application to the above given address.



"Oh Mr. Gallagher"

Dedicated to James Gallagher, conductor, trains 66 and 165, Mineral Point division and his erstwhile brakeman, Jesse James Blake, with apologies to the comedians, "Mr. Gallagher and Mr. Shean."
Oh, Mr. Gallagher—Oh, Mr. Gallagher,
Freight should always move on time,
But with you it's rather late,
Your excuses all in line
Place the blame on Jesse Blake.

Positively Mr. Gallagher.
Why Mr. Blake, why Mr. Blake,
If it wasn't for me,
The end of the run you'd never see
With loading of hogs and cattle and sheep
And checking out freight, piled all in a heap.
Absolutely Mr. Blake.
Oh, Mr. Gallagher—Why Mr. Blake,

It's a joke to see you two
Come to town in the same crew
Which is the worse it's hard to say
For you each tell the story in your own way.
S. G.

Some people say "them days is gone forever", but we don't believe it. Only yesterday we saw a man across the street helping with the family washing.



Mr. Chairman and Fellow Workmen:
 The object of this paper I am about to read, is, the causes and the prevention of accidents. First, there are three causes of accidents.

FIRST: Defective or improper condition of way, structures, equipment, machinery, tools or appliances.

SECOND: Improper methods of work or operation:

THIRD: Failure of one or more men to use necessary care and diligence. Or, in other words, every preventable accident is due to some failure or insufficiency of MATERIAL, METHOD OR MAN.

In my crude way I will endeavor to explain the cause and the effect of MATERIAL, METHOD and MAN.

We, as employes are not responsible for the first of the two causes enumerated. But we are responsible for the third. Material and Method are subjects for official consideration; but man the human machine, is almost wholly within our control.

You see, then, that this vital problem, the prevention of accidents, depends for its complete and final solution upon both officials and employes. It cannot be solved by one without the other. The first step in the solution is absolute sincerity in co-operation of employes and officials.

You have now heard the conditions which cause accidents. What are the remedies? That is the vital question for us as employes, to solve. I will endeavor to bring the remedies under three answers.

FIRST: Improve and make safe, defective or improper conditions of way, structures, equipment, machinery, tools or appliances.

SECOND: Correct improper methods of work or operation.

THIRD: Educate and train employes in all branches of the service, to use necessary care in the discharge of their duties.

I will enlarge on a few of the accidents.

FIRST: Injure an experienced man, a new man must take his place. A new man is always an experiment. The new man to whom you extend the hand of fellowship today, may run a car over you tomorrow.

SECOND: Your efforts to correct unsafe conditions and prevent carelessness will make it safer for you and your fellow workmen.

THIRD: Safety appliances are all right, but what we need is safe men to operate them.

FOURTH: A factory inspector chained to every machine in the shop would not keep some men from getting hurt.

FIFTH: Every accident is a notice that something may be wrong with METHODS, MATERIAL or MAN, and should be investigated at once, by the man in charge, to ascertain cause and apply remedy.

Whether the injury received is slight or serious is not material.

SIXTH: It's easier to do a thing right than to explain why you did it wrong.

SEVENTH: A minute of judgment is sometimes worth a day of energy.

EIGHTH: Again, gentlemen, you are

No. R. 179



...times and when ne
 ... If I could only get the
 ring back—it was a keepsake."

BAGGAGE TRUCK KILLS WOMAN

Overturned by Train and Visitor Is Crushed to Death at Station.

Mrs. L. B. 68 years old, of Minn, was instantly killed this morning when a baggage truck was overturned upon her in the Dearborn street station.

Mrs. had just alighted from a train and was walking toward the exit from the train shed when a train on an adjoining track pulled out. The tongue of a baggage truck left standing between the tracks became caught on the steps of a car of the moving train and was overturned.

The South Clark street police took charge of the body and notified relatives in

WEATHER INDICATIONS.

From Chicago Daily News

writing this awful record every day when you take chances.

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

TENTH: When a railroad man takes chances, the lives and limbs of human beings are the stakes. Every man who gambles loses sometimes, generally many times, but you cannot afford to lose once. Judas took a chance and lost out. Germany took a chance and lost out. And you fellow workmen will lose out if you take chances.

ELEVENTH: You have no right to take chances. The other fellow may have to pay the penalty.

TWELFTH: Do things the way you are told. Then, if trouble comes it is up to the Boss.

THIRTEENTH: You are paid to comply with rules. Have you any right not to comply? Think of that when you sign the pay roll.

FOURTEENTH: Do not think because an accident has not happened, it won't happen.

FIFTEENTH: Do things right and you will not have to put on gloves, when you open personal letters from the "boss."

SIXTEENTH: To be careless, thoughtless or reckless, means injury sooner or later, to yourself or others.

SEVENTEENTH: Safety should be the first consideration of every employe. Now, fellow workmen I have tried to explain in my crude way the cause and effect and a preventive. I have shown you the "Nettle of danger," that you may pluck the "Rose of Safety."

In conclusion, fellow workmen, I hope to live to see the day when every land from Orient to Occident, from pole to pole, from mountain and from shore, to the farthest island of the sounding sea, shall feel the glad sunshine of freedom in its breast; and when the people of all climes, arising at last from the heavy slumbers and barbarous dreams which have so long haunted the benighted minds of men, shall join in glad acclaim to usher in the Golden Era of Humanity, and the universal Monarchy of Man.

GEO. W. ALLEN,

Engineer Mineral Point Division, Janesville, Wisconsin.

Safety First paper prepared by Chief Dispatcher E. D. Cook, Joliet, Illinois, which was read at Safety First meeting held on C. M. & G., April 13, 1923.

"For the past few years it appears installation of new safety appliances has been discontinued on railway equipment, presumably to permit those using them to learn their proper operation. For instance, very few of the men who placed automatic couplers on cars expected it would be necessary to kick them to one side then jump between the cars about the time they are coupling, and "yank" them back so they would couple.

"Air brakes and retaining valves were placed on equipment for safety but when not properly operated or set wrong, they become a hazard, dislodging break shoes or rigging, flatten wheels, breaking rails and quite frequently causing wheels to break, derailling cars, jeopardizing life and limb of not only the crew on this train but others met or passed. The above is also true of headlights, whistles, airbrakes, bells, signals and markers when properly operated insure safety, but when improperly operated become a menace to everyone who has to use the right-of-way.

"The question is, are we getting 100 per cent efficiency from this appliance?"

"Under the modern publicity arrangement, whereby a member of each department is selected as a member of a Safety First Committee, there is hope of getting results by regularly meeting and discussing how this worthy brother lost his thumb and that worthy brother his foot, and occasionally trying to determine why someone got between or under and lost his life, which is always possible while working around any heavy moving object. It usually develops the man took a chance, more than likely absolutely unnecessary, making a widow and orphans suffer for his moment of thoughtlessness.

"Thoughtlessness is probably the cause of more accidents than all other reasons

combined, and it should be your habit to always think about the work you are doing.

"Some years ago someone wrote ten commandments on Safety, the last nine were good but the first one contains about all that is essential. This rule as I remember it reads: "Get the safety habit, don't take a chance, learn all the rules, understand your work thoroughly, study the danger incident thereto and avoid it, think before you act."

"In conclusion I would admonish each one of you to always think of the other fellow. If an unsafe practice or condition is noticed, either correct it immediately or so advertise it that no one will become injured before it is remedied. We are placed on this earth for only one reason which is—to help others."

OBITUARY

Elial Hoxsie

This month brings us the sad news of Conductor Eli Hoxsie's death. Conductor Hoxsie was well known throughout northern Iowa. It is said there is probably no man in northern Iowa who was personally known to a larger number of persons.

When he first started to work for the Milwaukee there was not a mile of railroad in northern Iowa or all of Minnesota. And the first train over the first railroad built across the prairie of northern Iowa was known as Hoxsie's train. When the road was completed to Postville and Calmar, Hoxsie was hired as brakeman, until that time he had been cutting brush for a surveyor's gang. A few years after Hoxsie started braking he was made passenger conductor. This position he held for fifty-seven years. His years of service with the Milwaukee number sixty-five of good loyal service.

The last few years of his life he acted as station master at Marquette, Ia., and his quick step and ready smile will be missed by many.

Frank L. Kinney

On April 7 occurred the death, at Tacoma, Wash., of Frank L. Kinney, an employe of this Company since 1875, with an interval of a few years when he engaged in hotel business. Mr. Kinney commenced his railroad work in the traffic department at Minneapolis, and occupied positions of station agent, traveling freight agent, commercial agent at Helena, Montana, and within the past few years he has been employed in various capacities at the Tacoma Docks. Mr. Kinney has been in poor health for a number of years, and was unable to work much of that time. He is survived by his widow and one brother.

Mr. McKinney was a member of the Masonic order, and his funeral was conducted according to that ritual. The body was cremated.

Through his long railroad and hotel activities Mr. Kinney was widely known throughout the northwest, and his passing is regretted by a wide circle of friends, who held him in high esteem.



Mike Whalen, Veteran

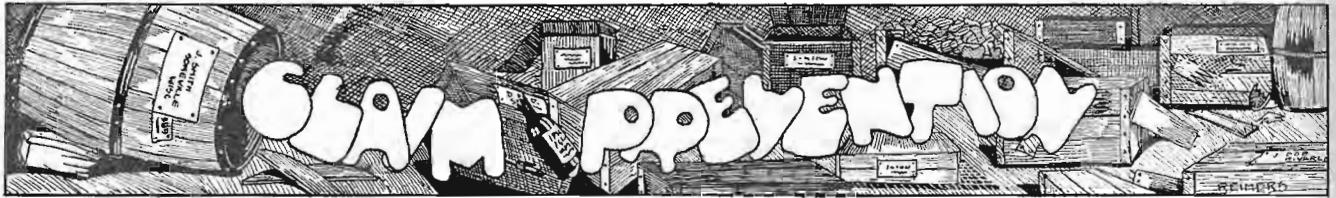
One of the '64 men who "registered" too late for the Veterans' Number last month, and yet whose long term of service entitled him to that recognition, is Mike Whalen, crossing flagman at 28th street, Minneapolis. Mr. Whalen has worked 59 years on this railroad, commencing on section at Hartland, Wisconsin, under Mike Regan, May 5, 1864, just one year after the birth of the Milwaukee & St. Paul Ry.

Of his long years of service he writes: "The second year I went to work for Pat Collins, worked two years for him. We relaid track from MacMahon's crossing, two miles east of Brookfield, to the Forest House on the P. duC. division, with fish plate rails to replace the chair iron. In the spring of 1866 I worked at the Blue River washout. S. S. Merrill and Hub Atkins were with the men until the track was repaired; and we had plenty to eat and drink. Peter Mitchell was depot agent at Brookfield in those days; he was later transferred to Elm Grove. H. R. Williams was a student in the office. In 1867, Alexander Mitchell was elected to congress, and I cast my first vote for him.

In 1867 I worked on the extension of the Horicon Line, from Omro to Winneconne, for Charlie Prior. I then went laying track on the Calmar branch work for Pat Branna in 1869 and 1870. I was section foreman at Harper's Ferry, 1872 to 1891. Was section foreman of the upper yard, Minneapolis, nine years, and flagman at crossings eighteen years.

Pulling nails from car floors is great claim prevention.

ERRORS CAUSE CLAIMS. WHAT CAUSES ERRORS?



A Livestock Freight Claim Story with a Moral

(Reprinted from *Railway Reviews*)

Barney Google shipped "Spark Plug," a race horse, from Pneumonia, Texas, to Aloysius P. McGinnis, destination Cats Shanks, a small village in Oklahoma, on March 31, 1922. Spark Plug, bilious and feeble on arrival, was refused and, soon thereafter, died.

Now Google, failing to receive returns on Spark Plug, wrote to the railroad agent, Cats Shanks, Okla., for information about the arrival of the horse; to the president of the bank for information concerning the financial standing of his customer; to the mayor of the city asking him to recommend a good lawyer to handle the case, and to Mr. McGinnis threatening suit if he did not make payment at once.

Mr. McGinnis answered: "I received the letter telling me I had better pay up. I am the railroad agent at Cats Shanks, and also received the letter you wrote to the agent. I am president and sole owner of the local bank and can assure you as to my financial standing. As the mayor of the city, I hesitate to refer you to a lawyer since I am the only member of the bar in this vicinity. If I was not also pastor of the Methodist Church, I would tell you to go to hell."

Mr. Grease, a slick lawyer, of Influenza, Texas, advised Google his chances for winning a suit in Cats Shank looked kinda slim, that it was proper to sue the bill of lading carrier, and offered to handle the case on a fifty per cent basis. Google agreed and suit was instituted.

Citation served May 15, company number 131,323, Barney Google vs. A. Baxter Bumb's Ry. Co., Court No. 2,313. Amount \$500.00 damages and attorneys' fees account non-delivery one race horse—and

Our chances for winning this suit were fine; but, here's what happened:

This case was investigated by the Lawsuit Bureau.

Agent origin said: "Did not have shipper declare the value, failed to comply with, section 9 of the live stock contract, did not pay special attention to condition of horse when loaded. (No exceptions noted.) Forwarded April 1, 1922, exact time not shown."

Agent junction replied: "Records do not show if any exceptions were noted. Received 3 p. m., April 3, departed same date, exact time not shown. Records do not indicate who handled shipment; was not agent here at that time.

Conductor stated: "No record of any rough handling while in my charge."

From agent destination (received two days before set for trial): "Time arrival not noted, exact condition of animal not shown; best of my recollection horse was down on arrival, apparently refused account too weak to stand. Did not believe it necessary to have veterinarian examine horse. Am unable to state cause of death. No report was furnished of animal being refused, as we expected to make delivery each day. Elmer Tuggle can testify to the above record. He is now out of service, address unknown. This covers your inquiry in full. With this information I am quite sure you can win the suit."

We lost it, because of:

DON'T'S

In the acceptance and forwarding of less carload freight the following reminders may be of service:

Do not permit a piece of plate or window glass to be loaded without use of blocks and bracing.

Do not permit a loaded barrel to go unblocked.

Do not permit jacketed cans of any description to be placed elsewhere than by the door of the car and have them secured to wall by light wire in an upright position if they contain liquids.

Do not permit wooden containers to rest on cartons. They are liable to be crushed.

Do not load general merchandise in a box car that has a greasy floor or bad odor.

Do not fail to pull the nails protruding from walls and door posts on merchandise cars as they will damage practically anything that comes in contact with them.

Do not fail to examine empty acid carboys as they usually have just enough acid remaining to do a great deal of damage if overturned. Empty carboys should be examined before forwarding and if any acid remains same should be emptied from the container.

Don't Fail to Pull Nails

A campaign for "Pull The Nails" is not new. It has been tried by many in years past and has always proved successful.

The cause and prevention committee does not advocate spasmodic cam-

1. Failure agent, origin, to have live stock contract properly executed.

2. Failure to maintain proper records.

3. Same old stereotyped, rubber-stamped statement of conductors, "No rough handling."

4. Improper handling at destination.

5. Failure to promptly furnish information requested.

This is no fable—it is a daily occurrence.

Moral—Accurate, well-maintained records, intelligently furnished, are an absolute requisite in the successful defense of railway lawsuits.

Caring for Live Stock In Transit

Warm weather is now approaching. Let us try to reduce the number of dead hogs this year by reminding the boys that hogs must be showered. We have regularly equipped showering stations with a hose for this purpose. A hog will not suffer if his belly is kept cool. This is why a hose serves the purpose better than showering direct from the tank spouts. By use of a hose the floor of the car can be flushed from the sides. If hogs must stand in yards any length of time they should not be placed between strings of other cars but should be held in the open as much as possible in order to get the benefit of free circulation of air. Conductor should keep a written record of time and place hogs are watered.

These are but a few suggestions which, if carried out, will prevent many hogs from reaching the market dead.

Sometimes people ship a single horse in a box car. Railroad men must watch such shipments. Several times in the history of loss and damage a shipper has tied the horse on the inside of car, but did not allow enough slack in the halter rope, and the horse falling down in transit was strangled to death before the accident was discovered, and all due to, a short halter rope.

In another case, a man did not use rope of sufficient strength. The horse broke the rope and when the car reached destination the animal was gone. Now, ordinarily, no one can steal a horse from a box car in transit, so the usual inquiries were sent back along the line giving a description of the horse and a section foreman reported that he had found the animal grazing along the right of way. So railroad men learn that it is safer to place a board over the doorway to prevent animals forcing door and falling out, as they may not always fall on a soft spot.

We are being presented with a great many claims at the present time on carloads of horses.

When a shipper wants to forward a carload of horses the first thing we should do is to pick out proper equipment to see that the car is large enough; that there are no broken slats on the sides or doorway of car; that all protruding nails on the inside of the cars are removed. A very common occurrence to get claims on horses having lost an eye, which is caused by protruding nails. The door fasteners should also be examined very closely.

The next important step is movement of the car on schedule time and the placement for unloading at destination just as quickly after arrival as possible.

If any horses are noticed to be injured or sick at time of unloading a Veterinary should

be called at once and Mr. C. H. Dietrich, freight claim agent, should be notified by wire.

If it is necessary to feed horses in transit at other than the regular feeding stations, yards should be carefully examined and if not in first class condition the horses should be unloaded and taken to a feeding stable rather than turned loose in the local stock yards.

Handling Loaded Trucks

The man who trucks the freight into the cars, or from the cars, learns the different causes of damage due to hasty or careless trucking. A loaded truck requires expert handling to avoid damage to freight. Sometimes a trucker, after depositing a box or crate from the truck, will use it to ram the box into position. This is called "sledging". It has been learned that this practice often causes damage, so it is discouraged and the trucker who does this is likely to hear from it when he attends a meeting.

The Cooper Shop

An important industry in every large freight station is known as the cooper shop. Here all weak or broken packages are repaired before continuing the journey. When a package reaches the cooper shop, its appearance generally indicates the nature of the cause contributing to its condition. The railroad prevention workers get a lot of ideas from the cooper shop, and they cannot be blamed if, as a result of these ideas, they call upon both railroad and shippers to do certain small things that experience has taught will prevent some of these damages.

Package Freight

A firm making razors had trouble because from time to time someone, somewhere would hook a hole in their packages and extract one or two razors. This was very difficult to detect. The greatest help in stopping the trouble was accomplished by a simple procedure—they discontinued placing their labels and advertising on the container, thus the package no longer served as an invitation to the petty thief—it once more moved safely under the usual protection afforded by railroad and city police.

Many firms are reinforcing their packages with strapping. It not only protects against petty pilferage, but against damage, because the box will hold together even should a board break. It also saves lumber. *Very few strapped packages find their way to the railroad station cooper shop.*

Destroy the Rats

Railroad men must fight rats in freight stations because they destroy certain kinds of freight. It is estimated that there is one rat for every human inhabitant. The rat is very destructive. He is also a great traveler. So, to get rid of him, all of us must get into the game and destroy him wherever found. People often wonder why there always appears to be plenty of rats no matter how many one catches. This is due to the failure to catch

paigns but believes the Grain

prevention of claims depends upon *continued*, earnest effort on the part of everyone to study the CAUSES that produce claims, with equal energy in applying means to PREVENT.

Protruding nails and bolts in cars cause damage. We urge your serious consideration of the problem.

Cleaning Stock Cars

With the approach of spring a real effort should be made to get our stock cars cleaned up and in the best possible condition to handle the spring movement of live stock, particularly shipments of hogs.

Each year the first spell of warm weather causes a veritable flood of claims for hogs arriving dead at the principal markets.

When the floors of our stock cars are heavy with accumulated dirt we have little defense against deadage claims.

For the safety of the live stock shipments entrusted to our care for transportation and for our own protection against loss in handling such shipments division officers and employes should make every effort at this time to furnish live stock shippers only with cars that are thoroughly clean and in good condition.

the last few rats, and to the further fact that your neighbor's rats take their place. Everybody should help destroy rats.

Speed Up the Work

All the varied activities of our claim prevention work must be called into play again and continued under a full head of steam for the rest of the year. We have slipped some. We have never fully recovered our stride since last summer and fall when we were obliged to slow up in our claim prevention program. It will be no easy task to wind up the current year with a claim ratio of 1% or less, but it can be done. The three big claim causes at which we must strike the hardest still are *rough handling, defective or unfit equipment, and delay*. Following these come the endless number of claim causes with which everyone is familiar. Our loading must be improved, more care given to improper marking of packages, double and insufficient marks, etc. Perishable freight must be moved without delay and protected in accordance with waybill instructions. Live stock shipments must not be overcrowded in cars, cars must be cleaned, well bedded, and the shipments handled on time to market. The new crop of grain will soon be moving and once more extreme care must be used in selection of equipment to prevent leakage and wastage of that commodity. We must retain the grip we have obtained upon our freight claim losses.

We aim at a mark where our total freight claim payments will not exceed 1% of our gross freight revenue and when we reach that ratio we think our work is good and yet down in the heart of everyone of us, when we think a moment, we know that if the very best efforts of every officer and every employe were actually given continually for the safe handling of freight over this railroad the totally unavoidable losses should really be much less than 1% of our freight revenue.

At least half of every dollar we pay out for lost or damaged freight is a confession of inefficiency on the part of some of us. It represents somebody's carelessness, somebody's ignorance or thoughtlessness. There is no claim without a cause and nine times out of ten that cause can be traced back directly to someone's failure, somebody's error.

Surely when we think of it none of us needs much to be urged to prevent claims. Our very self respect or the pride in accomplishment which everyone has ought prompt us to prevent damage to the goods entrusted to our care even if the interest we feel in the reputation and financial welfare of the Company we serve does not move us to do so.

Claims represent waste, waste is criminal, and criminals have no place on any of the railroads which are striving so hard at the present time to serve this country with the best transportation in the world.

Certainly Not On Our Line

A sarcastic would-be passenger approached the genial station master and asked, "What good are the figures on this time-table?"

The station master replied, "Well, sir, without those figures we wouldn't be able to tell how late this train is."—S. F. L.

Easy to Figure Out

Hubby, in no very good humor, was in the back yard mending the clothesline when the fat lady, who lived a block away rounded the corner of the house.

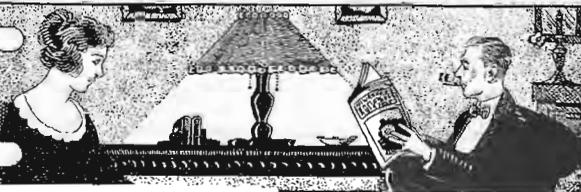
"Is your wife at home, Mr. Jimson?" she asked.

"Do you suppose I'd be doing this if she wasn't?"—*Pittsburgh Chronicle-Telegraph.*



Office Force, General Superintendent of Motive Power, Chicago

AT HOME



HAZEL M. MERRILL, Editor

Fashion Notes

What is so rare as a day in June—when our thoughts turn to brides and “sweet girl graduates.” The key-note to the bridal costume, also the graduation frock, this season, is simplicity, and the young girls may use their graduation dresses for informal dances and dinners during the summer, while the bridal gown may be worn for more formal affairs. In this day and age of practicality, brides do not put away their wedding gowns in rose leaves after the ceremony never to be donned again. Wedding gowns are of the traditional satin, canton crepe, flat crepe, etc., with veil of tulle or lace, and orange blossoms, of course, although many brides of this season have veils with coronet effect trimmed with delicate fillet of pearls. Pearls are also used as trimming for the gown, with possibly the skirt drapery fastened by a lovers’ knot embroidered in pearls. For the graduation dresses, the favored materials are voile and crepe de chien, and with these simple dresses should be worn a costume slip of satine or radium silk, also very simple in design. I attended wedding of a gifted, sweet-girl bride this spring—I say gifted, because she designed and made her entire outfit—think of it—and it did not look home-made either. The wedding gown was of very heavy canton crepe, made with bateau neck and just a suspicion of a cap-sleeve; the skirt drapery was fastened at the left with a bow, the top part of which pointed toward the center and the ends hung down; the drapery was tiers of accordion plaits; the entire effect was simplicity itself and very effective. The maid of honor wore a dress of rose crepe, plaited from neck to hem.

This bride had planned an auto trip, so she wore a black satin dress with black satin coat, taffeta hat, brightly trimmed, which she also made, by-the-way, and bright blue shoes. Speaking of shoes, have you noticed them! How could you help it? At first we predicted they would be worn only for evening parties, etc., but the streets are dotted here and there and everywhere with these bright shoes, red, green, blue, lavender, purple, and every shade imaginable, right smart they are, too.

Pioneer Limited Thousand Island Dressing

All the traveling world knows of the famous dinners on the diner Dan Healy of the Pioneer Limited train, the cuisine and service of which are as near perfect as it is possible to make them. The Magazine is indebted to Chef Myro L. Lewis of the Pioneer diner for the recipe for the wonderful Thousand Island Dressing which is served with the other good things that go to make up the Pioneer dinners.

One pint olive oil, one cup vinegar, yolks three eggs; salt, cayenne pepper and paprika according to taste. Mix the oil slowly with the egg yolks, taking about a half hour to blend, add the vinegar from time to time, also slowly. When you have a

nice smooth mixture; add one bunch of green onions or chives, one green pepper, one pimento and three hard boiled eggs all chopped very fine. This will make about one quart of dressing, and if put away in a covered jar, in a cool place, will keep a long time.



“I Am Three Years Old.” Marvin, Son of Roadmaster A. F. Carlson, Horicon, Wis.

Household Suggestions

Common fine sand enclosed in heavy covering stays where you put it and makes a cushion which keeps pins and needles bright and sharp.

When bathing or caring for a patient in bed, if hot water bottle leaks, or basin of water is upset, place a hot water bottle completely filled with boiling water between mattress and under sheet, and over the wet spot on the sheet lay two or three thicknesses of bath towel. The spot will dry in a short time without inconvenience to the patient.

When washing lace collars, wring a cloth out of thin starch water; place the lace between two thicknesses of cloth and iron until all are dry. The effect is soft but not washed looking and gives just enough stiffness to the lace to make it look like new.

When having an out-of-door birthday party, use opera sticks instead of candles. The effect is very pretty and much less annoying on account of the breeze. Each guest removes an opera stick and makes a wish for the guest of honor.

Save cut-off crusts from sandwiches until they are dry and crisp and can easily be broken up, then use them for covering top of macaroni and cheese, scalloped potatoes, and such dishes.

Use wax paper for shaping pop-corn balls, which prevents burning the fingers and the corn does not stick to the paper.

If you stand your dish mop in an empty milk bottle, it holds the stick stationary and gives the mop a good sunning before the kitchen window, keeping it sweet and clean.

Poverty Flat

(With apologies to Bret Harte)

E. W. D.

Just a fact I am after relat'in',
Not uncommon on life's hilly road,
But this, I am solemnly statin',
Is a sort of a true episode,
That found me whin life was nigh wasted,
With a weed tellin' tales on me hat,
How the bitter was all that we tasted
When we lived down on Poverty Flat.

There are illegant mansions and places
All along on this grand boulevard,
Where the people of wealth wear their

Bought in Paris ten dollars the yard,
While I, with me wife and six childer,
Not iximptin' the dog and the cat,
Had a shanty that did not bewilder
The elite down on Poverty Flat.

Once I had a good job on the section,
At a dollar and tin cents a day;
But I wint off one day to election,
And voted, I think, the wrong way;
For since thin me boss has been givin'
Me fits for this and for that,
Then gave me me time and I'm livin',
Down here on Poverty Flat.

All we eat is just plain petaties,
That I happened to get in the fall;
The bread is laid up where the mate is,
For we niver have any at all;
The pig was killed down by the crossin',
When just gettin' damently fat,
And there's nothin' for me to be bossin'
But hard times down on Poverty Flat.

It is strange whin I'm willin' and able
To work by the month or the day,
That me childer must starve at the table,
And me sick wife jest beggin fer tay,
Whin there is plenty and more than is
wanted
To feed all the world, yet poor Pat
Must by skeleton faces be haunted
Day and night down on Poverty Flat.

Of course I have nothin' to offer,—
I am simply unfortunate here;
I'd put gold in me rich neighbor's coffer,
But he treats me advances so queer,—
No hopes comes to us from the borders,
Where in inisery long we have sat,
Till death, me kind boss, gives his orders
To move out of Poverty Flat!

Can You Answer?

Where can a man buy a cap for his knee?
Or a key to the lock of his hair?
Can his eyes be called an academy?
Because there are pupils there?
In the crown of his head
What gems are found?
Who travels the bridge of his nose?
Can he use, when shingling, the roof of his
house,
The nails on the end of his toes?
Can the crook of his elbow be sent to jail?
If so, what did he do?
How does he sharpen his shoulder blades?
I'll be hanged if I know, do you?
Can he sit in the shade of the palm of his
hand?
Or beat on the drum of his ear?
Does the calf of his leag eat the corn on
his toes?
If so, why not grow corn on the ear?
—Selected.

Dry Farming

Brown—“How do you raise potatoes in
such a dry summer?”

Jones—“Planted onions among them.
You see, the onions made their eyes water
so they didn't mind the dry weather at
all.”

THE PATTERNS

4402. Misses' Dress.—Cut in 3 Sizes: 16, 18, and 20 years. An 18 year size requires 4 1/4 yards of 32 inch material. The width at the foot is 2 1/4 yards. Price 10 cents.

4365. Ladies' Dress.—Cut in 7 Sizes: 34, 36, 38, 40, 42, 44, and 46 inches bust measure. A 38 inch size requires 6 1/2 yards of 36 inch material for the dress with long sleeve and the blouse in full length. In shorter sleeve and blouse length the dress will require 5 1/4 yards of 40 inch material. The width of the skirt at the foot is 2 1/4 yards. Price 10 cents.

4405. 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 4 1/2 yards of 36 inch material. The width at the foot is 2 1/4 yards. Price 10 cents.

3959. Girls' Dress.—Cut in 4 Sizes: 6, 8, 10 and 12 years. A 10 year size requires 2 3/4 yards of 40 inch material. Price 10 cents.

4380. Boys' Suit.—Cut in 4 Sizes: 4, 6, 8 and 10 years. A 6 year size requires 2 3/8 yards of 40 inch material. Price 10 cents.

4392. Ladies' One Piece Dress.—Cut in 8 Sizes: 36, 38, 40, 42, 44, 46, 48, and 50 inches bust measure. Price 10 cents.

4375. Child's Play Dress.—Cut in 4 Sizes: 2, 4, 6, and 8 years. A 4 year size requires 2 1/4 yards of 36 inch material. Price 10 cents.

4375. Child's Play Dress.—Cut in 4 Sizes: 2, 4, 6, and 8 years. A 4 year size requires 2 1/4 yards of 36 inch material. Price 10 cents.

4200. Child's Dress.—Cut in 5 Sizes: 1, 2, 3, 4 and 5 years. A 4 year size requires 2 3/8 yards of 32 inch material. Price 10c.

4383. Girl's Dress.—Cut in 4 Sizes: 8, 10, 12 and 14 years. A 12 year size requires 3 1/4 yards of 40 inch material. Price 10c.

4391. Men's Shirt.—Cut in 9 Sizes: Neck measure, 14, 14 1/2, 15, 15 1/2, 16, 16 1/2, 17, 17 1/2, and 18 inches. A 15 inch size requires 4 1/8 yards of 27 inch material. Price 10c.

4406. Ladies' Under Garment.—Cut in 4 Sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A Medium size requires 2 yards of 36 inch material. Price 10c.

4270. Ladies' House Dress.—Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires 5 1/4 yards of 32 inch material. The width of the skirt at the foot is 2 1/4 yards. Price 10c.

Good Things to Eat

Pineapple Sandwiches. 2 small cans shredded pineapple pecan meats (about 15 or 20c worth), mayonnaise dressing. Chop nut meats quite finely, mix pineapple, nuts and mayonnaise and spread on thin slices of buttered bread. Send 12c in silver or stamps for our UP-TO-DATE SPRING AND SUMMER 1923 BOOK OF FASHIONS, showing color plates, and containing 500 designs of Ladies', Misses' and Children's Patterns, a CONCISE and COMPREHENSIVE ARTICLE ON DRESSMAKING. ALSO SOME POINTS FOR THE NEEDLE (illustrating 30 of the various, simple stitches) all valuable hints to the home dressmaker.

Address Miss Hazel M. Merrill, 1247 Railway Exchange, Chicago, Ill.

Cinnamon Toast. Cut bread as for ordinary toasting (perhaps a trifle thinner); butter, sprinkle with granulated sugar, quite heavily; then sprinkle lightly with cinnamon. Bake in a quick hot oven. You must watch closely as it is apt to become too crisp if left in the oven too long.

Salmon Salad. 1 can of peas; 1 small head of cabbage or part of a cabbage; 1 stalk celery; 1 can salmon or you can use tuna fish. Pecan meats (about 20c worth chopped fine). Mayonnaise dressing. 3 or 4 hard boiled eggs. To mix: Pour liquid off the peas, chop celery, nuts and cabbage, then mix salmon and other ingredients. Use plenty of mayonnaise, then slice the hard-boiled eggs and place on top of the salad. Delicious. This recipe can be used substituting cold veal in place of salmon.

Nita B. Ebersole.

Wet Measure

Two pints, one quart,
Two quarts, one fight,
One fight, two cops,
Two cops, one Judge,
One Judge, thirty days.

The Puget Sound Pioneer Club Meeting

The date for the 1923 meeting of the famous Puget Sound Pioneer Club has been set for July 10, 11 and 12, and the place of meeting is Tacoma, Wash. The program is in charge of Chairman L. S. Cunningham and it promises to be better than ever, which means "going some" to beat the good times had at past gatherings of the club.

Owing to the cancellation of last year's meeting, the championship ball game between engineers and conductors will be played this year, and it is promised that this feature alone will be worth the trip all the way from "farthest east" to Tacoma, to witness. Other details of the program have not been worked out as yet, but there is sure to be a good dinner and good speaking afterward, with music and en-

tertainment. Probably all those who want to dance, will be given opportunity and there will be amusement a-plenty for each day. The annual business meeting will occupy one half of one of the days, although the exact time has not been set.

Due notice and particulars in regard to arrangements will be sent to members of the club. The pioneers are hospitable hosts and they extend a cordial invitation to all employes living or visiting in the vicinity of Tacoma to join in the good time.

Mike O'Neil, assistant to the famous Dr. Coue, who bowls with the Pinlifters, has severed all relation with the day by day expert, because he claims it has not improved his bowling after trying it for six weeks. Mike is going to organize the "Comb Band" for all bowlers who are troubled with the "Rheumatiz". Mike has elected Jerry Keyes as leader.



The Children's Hour.

Between the dark and the daylight,
When the night is beginning to lower,
Comes a pause in the day's occupation
That is known as the Children's Hour.



May 15th—

Dear Boys and Girls:

I'm mad at the Printer! Wouldn't you be? Last month He forgot to print the picture of "Rebecca" the Doll with the bracelet around her neck, and She was so funny-looking, I wanted you to see it! And then he put the picture of the boys and girls running to the Circus in the wrong place, which was very confusing! And when you had finished reading one column you couldn't tell which column to read next! Oh! He's a Dreadful Printer—almost as Dreadful as the Pirate Don Durk of Dowdee! But I'm going to fool him this time. He won't find one single picture here that he has to worry about where it goes and how it goes and if it goes at all!

I wish I had a Desk! Everybody has a Desk. The President has one, I know, because he said "In the clippings that reach my Desk—". The Editor has a Desk. I peaked over the transom as I came by and saw her writing at it! The Printer has one, I am sure, for various reasons. Now, if I were only running this Railroad—Whew! Think of it! (I wouldn't care about Desks). The first thing I would do would be to appoint Peggy Ferguson (who lives in Yankton) as Editor, and the little boy in Miles City as President. Then the two boys in Harlowton would be Assistant Presidents, and the little girl in Strawberry Point, Iowa, would be Secretary. All of our fathers would be Vice Presidents and our mothers, Mrs. Vice Presidents. And our brothers would be Office Boys (next of importance to the President!). And after we all had our appointments—I'd be Chief Engineer, up in the Engine—we'd board the Olympian and off we'd start for Never-Never-Land—"Second to the Right and Straight on Until Morning"! What are you laughing at? Maybe we will some day! Will what? I don't know!

I've been thinking of you all a great deal this past month and wondering what you were doing. Really, I do Think sometimes, although Percy sits and looks at me with his big, green eyes as much as to say, "You could never Think." And Pulcinella jumps around my feet and looks up at me and laughs (in her way) as much as to say, "Oh! Come out and play—what's the use of Thinking". But just the same, I sit and Think. I wonder if you planted a garden like I did last week and got the seeds all mixed up and put the Hollyhocks where the Potatoes should be, and the Radishes and Onions in the front yard instead of the back yard, and the Sweet Peas and Green Peas each where the other should be! It will be a funny-looking garden, I'm afraid, but it will grow just the same, I'm thinking, because it doesn't really matter much where we plant things, just so we plant. And Green Peas—it makes me think of the story that was told to me like this—"Oh, Deary me, the Widow Pea, she had so many sons, she kept them in her cottage and she fed them sugar buns. The cottage it was glossy green and also very wee. It wasn't hardly bigger than the bumble of a bee. But it had a little window and it had a little roof and it had a little chimney where the wind went "Woof". It also had a secret that it kept within the wall. A funny sort of secret that you couldn't guess at all. Everytime the Widow Pea began to sigh and say, "The boys are growing bigger, I shall have to move away", the cozy little cottage merely shook itself a whit and chuckled very quietly and grew a little bit.

But anyway, upon a day our tale shall now begin, it happened that young Billy Pea was prickly as a pin. He jumped at Jim and Johnny and he tickled little Tod. He wiggled and he jiggled till he most upset the pod. He wouldn't part his pompadour nor wash his dirty face. He said the pod was crowded and there wasn't any space. At dinner time he pouted till he spoiled his brothers' fun, and when the Widow passed the plate, he took the biggest bun. "I see", remarked the Widow, as she puckered up her brow, "That Billy needs a lesson, which I shall give him now."

Whereat she led him gently out the little cottage door, down, down a leafy ladder he had never seen before. "And now," remarked the Widow, "Since you simply can't be still, I'll leave you in the garden, son, to wiggle where you will."

Then, deary me, young Billy Pea, he scampered all about. He rolled between the vegetables and rippled in and out. "I never shall go home" he thought. "Oh, wouldn't it be fine if I could get to be a golden pumpkin on a vine!" Gaily then he set him down to watch the set of sun, but he tapped his empty tummy for he missed his sugar bun. Then night it fell upon him and the breeze—oh, how it blew! It set his coat to flapping and his breeches fluttered, too! He tried to crawl inside himself. He shivered and he shook. His legs grew stiff as scissors and his fingers wouldn't crook. He listened in the darkness and he couldn't hear a thing. But faintly high above him, he could see the cottage swing. He watched the little chimney going "Puff, puff, puff!" "Oh, deary me," sighed Billy Pea, "I'm sure I've learned enough!"

The very minute afterward he took another peak. He listened for a little till he heard the ladder creak. And when he saw the Widow come a-scooting down the stalk, he felt so glad to see her that he couldn't even talk. And as she led him homeward through the clikky little gate, he heard his brother's whistle and he thought he couldn't wait. Then, deary me, young Billy Pea, he crept in like a mouse, and always afterward he loved that little house."

Goodbye till July! And don't forget July is the first month of Summer, and I'll be thinking of you out of school and long days ahead of you, and if you lie on the grass sometimes and look up in the trees overhead maybe you'll see me or hear me whistling, and I'll be waiting and wanting to come down and play with you!

Yours—

Peter Pan

P. S. Peggy Ferguson just sent me a picture of her "Pup," and since "Pup" looks as if she were asking to be printed on our Page, I shall relent and after all ask the Printer to put it in!



Pup Ferguson



SPORTS

T. I. WALSH, Editor



Second Annual Bowling Tournament— Big Success

Sunday evening at 10 o'clock, April 22, 1923, the Milwaukee road bowlers ended their second annual bowling tournament which lasted ten days starting April 14, 1923.

A tournament could not have been more successful, all bowlers reporting for duty on schedule time. Madison squads were well represented and with their elegant display of the "C.M. & St.P. Ry. emblem" on a field of white, and worn on the back of each bowler, certainly gave the tournament a wonderful start on the opening night. Throughout the week new faces would appear to try their luck and win the laurels, leaving again as friends to all and in a spirit of good fellowship, to meet again next year.

The most popular night and one that should not be forgotten very soon was April 19, 1923 at 7:30 p. m. when the fair ladies of the Milwaukee road took the drives. The audience consisted mostly of well groomed young men who were there to admire the "bowlerines" and applaud each and every strike made. Everybody had a rousing good time and the next morning, bright and early, the committee was swamped with inquiries about the winners.

A silver loving cup neatly engraved and a cash prize went to our prominent bowler, H. Hart of Green Bay. Accept our congratulations, for you certainly deserve all the credit and prizes you have won and we hope to see you in Minneapolis next

Considering the ability of the Stars, the Hams gave them a nice run losing two out of the three games—or 82 pins in three games.

C. G. J. was just warming up to form when series ended.

Gus Reichard bowled—ask him about it. James Fitzpatrick is of the old school and still in the ring. Can't keep the old timers down.

Geo. Schneider has a swell hook. H. S. Brautigam certainly can speed those balls.

Bob Shaud bowled a 288 game on his birthday. Where's your picture Bob?

Geo. Voth is the boy with confidence—he said—"All I need the next game is 199" and then came thru with a 214 score.

J. A. Deppe is improving his delivery wonderfully.

After some very inconsistent bowling this bunch decided to enter the following in the five-man event of the C. M. & St. P. tournament: Fred Williamson, Geo. Plant, Harry Sjogren, Ma Sanhuber, Sky Goschl.

Of course this gang ought to come through with 3200 or so. Maybe 1000 less or bust.

The doubles consequently will be Mista Duff (Haag) and Eagle Buck (Vecker). And also a few others who might make faces at the pins.

F. T. W. will have to do better than

year.

The prize list with picture of the loving cup will be published in July Magazine.

A vote of all captains on the next location for the third tournament year 1924 resulted in Minneapolis topping the list with 37 votes, the standing being as follows:

Minneapolis, Minn.	37
Madison, Wis.	19
Janesville, Wis.	9
Green Bay, Wis.	6
Milwaukee, Wis.	4
Chicago, Ill.	3

In conclusion the officers and committee in charge extend their sincerest thanks to all the Milwaukee road bowlers for the excellent showing made and the gallant support given them and with as much and just a little bit more enthusiasm, the next tournament in 1924 should break all records. Let us give the Minneapolis boys our undivided support and make their efforts well repaid.

Watch the Sports Section of the "Employs Magazine" for occasional news regarding the next tournament.

Boost to help Minneapolis.

Chicago teams were well represented at the Milwaukee road bowlers tournament held at Milwaukee. April 22 was practically Chicago day as the alleys were occupied by Chicago men from 12 noon until 10 p. m. And they really did not make a bad showing as three teams finished in the money, general freight department getting fourth place with a total of 2745.

Walsh and Specht thought that 1168 for

high in the doubles looked easy to beat so they stepped out and hung up a neat total of 1184 which stood the bombardment of the day and placed them in first position. Felix gathered an even 600 for his share while Walsh had a nice total of 584.

In the singles Chicago placed nine men in the prize money, Stowell being high with 602. Ask Stowell how much he got in the five men.

It is not necessary to make any comments on the tournament this year but we do wish to say that the boys in Milwaukee made it bigger and better than ever. We hope that next year every station along the line that has bowlers will enter as many teams as possible. You boys from the west should be in it this year as Minneapolis is centrally located and easy to get to. Let's everybody boost for next year's tournament and help the boys in Minneapolis to secure 150 teams.

Some of the boys needed a little fresh air when at Milwaukee so instead of taking a street car they hired two cabs, requesting the driver to take them to 35th and Lisbon. Well, to make a long story short you might ask Joe Gleason how he liked the country around Milwaukee.

We would like to know where Tommy Gavin was the night before the gang traveled to Milwaukee.

A special car was put on No. 17 for Chicago bowlers and other fans. There were between 125 and 150 representing various departments and every one seemed to be having a wonderful time.

Standing of First Five Men as follows:

	Games	Total	Average
Bob Shaud	9	1681	186.7
Jim Fitzpatrick	6	1063	176.1
Geo. Voth	44	7500	170.20
Geo. Schneider	6	969	161.3
Tony Neuman	42	6774	161.12

First High Game—Bob Shaud 288
 Second " " —Geo. Voth 231
 Third " " —C. G. Juneau 212

he did at the Arcade a little more consistent of course. None of this 85 and 101 stuff. Maybe George can show you how on paper.

And, "Sky", you with that roundhouse hook, "Watch Out"! The ball might turn around and come back.

Sjogun thinks the only place to get wood is in the lumber yard.

But watch out for Sledgehammer Firchammer. He may be the darkest horse of the mechanical engineering department. Make 'Em Drop, Bunch.

A Train to Preach By

Here is a conversation that took place a few nights ago in the Jacksonville yards: Car Cleaner: Mr. Leach, I stayed last night and got that car on the Gospel Train. Leach, foreman: What do you mean?

Car Cleaner: You knows, Boss, that car you give me on the Gospel Train.

Mr. Leach: What do you mean by the Gospel Train?

Car Cleaner: That train that goes out three times a week to Chicago (meaning the Floridian).

Mr. Leach: What makes you call it the Gospel Train?

Car Cleaner: Well, Boss, you know Mr. Bob (meaning Assistant Foreman R. G. Helton) preaches about dat dere train so much we just calls it the Gospel Train.—*Jacksonville, Fla., notes in the Pullman News for March.*

There's a Difference

When a plumber makes a mistake, he charges twice for it.

When a doctor makes a mistake, he buries it.

When a judge makes a mistake, it becomes a law of the land.

When an electrician makes a mistake, he blames it on the induction—nobody knows what that is.

When a preacher makes a mistake, nobody knows the difference.

When a compositor makes a mistake, the boss says, "The dampful otta know better."

But when an editor makes a mistake, GOOD NIGHT!—*Exchange.*



Special Commendation

The following named employees have received special commendation for meritorious acts performed while in the conduct of their regular duties:

Iowa Division Conductor J. M. Reel for special effort put forth to rerail eleven cars which were derailed between Perry and Bouton, February 14. The steam derrick not being available without a movement over considerable distance, Conductor Reel took charge of the situation and rerailed the cars and was ready to leave within two hours and twenty minutes after the mishap.

Dubuque Division Conductors C.M. Merwin and Fred Libby received the following letter of commendation from Superintendent Thurber: "I have a letter from E. H. Jacobs of the Welch Manufacturing Company of Chicago, expressing satisfaction for the courteous treatment he has received at various times while riding on trains in your charge. This refers particularly to the courtesy and assistance that has been extended to him on trains 4 and 38.

"This kind of service is appreciated."

On train No. 43 between Cedar Falls and Seattle, April 15, Brakeman R. B. Freeman of the Coast Division, found a pocketbook containing \$97.00. He immediately notified the conductor and the pocketbook was identified as belonging to a passenger who had left the train at Cedar Falls to take No. 16 enroute to Philadelphia. No. 43 met 16 at Noble where the latter train was stopped and the pocketbook turned over to Conductor J. J. Tisher, by Conductor Alger; and when the passenger boarded 16 at Cedar Falls, Conductor Tisher was able to restore the pocketbook and money to the owner.

This strict integrity on the part of Brakeman Freeman is certainly gratifying and he, as well as Conductors Alger and Tisher are to be commended for their fine work in locating the party and making prompt delivery. Their interest made a staunch and permanent "booster" for the Milwaukee.

Section Laborer Wm. Schroeder, La Crosse Division, on April 24 stopped train No. 93, which had a bad order car, thus no doubt averting an accident.

Operator John Gollwitzer, Milwaukee cut-off, on May 1, discovered a brake rigging down on mail car 1623, P. duC. train No. 8, as it was passing the cut-off. Train was stopped and rigging made safe to go to the Union depot, thereby preventing a possible accident.

Agent A. W. Scheele, Pewaukee, Wisconsin, by his very prompt action prevented what might have been two serious accidents to passenger trains during the month of May. In the first instance he stopped an extra east with lumber falling off and projecting in such a way that had he not gotten word to the chief dispatcher promptly to stop No. 5, this important passenger train might have been derailed; and in any event some of the windows would have been knocked out and passengers injured. On May 4 he noticed Extra 8641, east, coming to a very sud-

den stop in front of the station, and looking outside, noticed a cloud of dust along the track near the head end of the train; and found there was a herd of forty-three cattle on the track. He immediately notified the dispatcher to advise No. 5 to look out for the cattle; and it was necessary for them to stop. It developed that when stock men were driving two carloads of stock, some forty-three head broke away and ran down the track, and No. 5 would no doubt have hit them had they not received the word.

Operator H. C. Gebhardt, Duplainville, Wis. for prompt action in stopping 8634 at station account brake rigging down.

Illinois Division Brakeman A. F. Rupp for volunteering to fire double head engine No. 24, Elgin to Chicago, March 18, during a very severe storm; and no one else was available.

Agent W. F. Matz, Glenham, S. D., on April 10 discovered a brake beam down on car in train 63, and brought the train to a stop before an accident occurred.

On April 21, Illinois Division Conductor F. W. Ahrens, on Extra 8319, east, reported an obstruction lying on westbound track about one and one-half miles east of Forreton. The section foreman was called and found a large piece of a coal hopper weighing about 200 pounds on track.

LaCrosse Division Conductor Daniel O'Leary, train No. 4, April 30, felt what he thought was a broken rail just west of Reeseville, and on arrival at Watertown Jct. promptly wired the dispatcher to have inspection made. Section men were called out and following trains notified. The broken rail was found at the point stated. Mr. O'Leary's prompt action no doubt averted a derailment of the next following train.

On May 4, while working in the yards at Murdo, Supplyman Burnett Burke discovered and reported a broken rail east of the cinder pit, which had it not been reported before the coaches sidetracked there were pulled out for No. 104, would have caused a derailment.

Ticket Agent Rossback, LaCrosse, on May 8, made special effort to assist a passenger arriving at the station within a few moments of the leaving time of Dubuque Division train No. 4, to get his ticket and his baggage loaded. The passenger, B. T. Bleasdale of Des Moines, in a letter to Superintendent Thurber expressed his appreciation of Mr. Rossback's and Conductor C. M. Merwin's cooperation and courtesy, and concluded his letter thus: "I feel, however, that you, as superintendent, will be interested in knowing how your representatives who come in actual personal contact with the public are making special effort to please the all too critical patrons of the railroads. I began traveling in Iowa nearly thirty years ago, and it seems like C. M. & St. P. employees are a little more given to offering the public kindly service than the employes of most roads. Tho' all are good, some excel."

Milwaukee Service Not Found Wanting When the Baby was Forgotten

On train No. 46, March 26, Thomas Kil-

leen, LaCrosse Division Conductor, a woman passenger got off at Watertown station and forgot to take her baby, leaving it on the seat in the coach. Another woman passenger discovered this and informed the brakeman who stopped the train and handed the baby over to the mother.

On S. C. & D. Division 1st 62, April 14, the throttle on engine 8162 became disconnected. Engineer Ben Rose was in charge of the train and due to his presence of mind entirely, he handled this train of stock through to Manilla with the throttle in this condition and the proper use and application of the air and reverse lever. The service he performed was something that had never been known before.

At a point one and one-half miles east of Parkston, on April 14, S. C. & D. Division Conductor Earl Murphy discovered car 76216 on fire. While the car was practically destroyed, the quick action and effective manner in which Conductor Murphy and crew handled this situation prevented the possibility of damage to other cars in the train as well as to the track.

Army Officer Commends the Courtesy and Interest of Ticket Agent at Sioux City

The following letter is an appreciation from an army officer of courteous treatment at the hands of a Milwaukee Employee, and speaks for itself:

"Spirit Lake, Idaho, March-8, 1923.

Supt. C. M. & St. P. R. R.
Sioux City, Iowa,

Dear Sir:

I would like to take the opportunity at this time to comment upon the courtesy and interest taken by the Ticket Agent at Sioux City who was on duty in the office between 5:00 and 6:00 P. M. March 2nd, 1923. I must say that in my travels (and an Army Officer travels a great deal) that I have never had the good fortune of buying a ticket from a ticket agent who was more courteous and seemed to have the interest of the travelling public at heart so as to make travelling more pleasant than this gentleman.

I was so impressed with it that I thought maybe it was on account of me being in the uniform of an Army Officer, so I took it upon myself to stay a short distance from the ticket window to notice if that was the way he treated everybody, and to my delight he was the same with everybody who went to the window, whether to purchase a ticket or to secure some information. I can assure you that this was the beginning of wonderful treatment that I received all the way from every employe on the Milwaukee on my journey to Spirit Lake, Idaho where I was called on account of sickness of my mother. From now on I am a "booster" for the Milwaukee, and am only sorry that I am stationed in the east where it is impossible for me to ride on the Milwaukee R. R. as much as I would like to.

If not too much trouble I wish that you would call the attention of this ticket agent to this letter to show him that I deeply appreciated his courtesy and interest in making traveling a pleasure to me.



For 24 Years I've Timed My Trains with a Hamilton

BACK of the spotless record held by Engineer A. C. Baldwin, of the Erie Railroad, stands the integrity of the man and the accuracy of his watch—a Hamilton.

Since 1899 a Hamilton has been with Engineer Baldwin at the throttle, accurately timing hundreds—yes, thousands—of trains.

It is by reason of such service that railroad men choose the Hamilton. Its reputation is built upon the solid foundation of accuracy plus faithful performance. Insist on owning a Hamilton and be rid of doubts about your time.



Ask to see the Hamilton No. 992

This 21-jewel movement will pass inspection on any railroad and is the favorite of most railroad men. For other than time inspection service, ask for the Hamilton No. 974, which gives you Hamilton quality at a lower price.

We will gladly send you a copy of our new "Timekeeper" if you write for it.

HAMILTON WATCH COMPANY
LANCASTER, PENNA., U. S. A.



Hamilton Watch

"The Railroad Timekeeper of America"

Yours very truly,
 (signed) F. J. Swanson.
 1st Lieut. U. S. Army. Hdqts. 2nd Corps.
 Area, Governors Island, N. Y."

Operator Edward Anderson, Freeport, Ill., recently had an opportunity to demonstrate the real character of "Milwaukee Courtesy". A patron, a representative of Albert Hockheimer & Co., New York, importers of flowers, feathers, etc., lost a sample trunk going from Clinton, Iowa to Freeport, Ill., at which latter place he was expected to show his stock early Monday morning, March 26. The trunk was

taken by mistake to Dubuque and returned to Savanna, where it arrived too late to be sent on to Freeport in time for the owner to use the contents at the appointed time. Operator Anderson of Freeport exercised every effort to locate the missing property and finally made a special trip to Savanna on Sunday, the 25th and brought the missing trunk back to Freeport on a light engine which was returning from Savanna to Freeport. Mr. Anderson did this on his own time and solely to rectify the mistake so that the owner might keep his engagement and continue his itinerary without interruption.

Commander-In-Chief of the Grand Army Of The Republic Pleasured With Olympian Service.

That Milwaukee Employes went out of their way to make the journey of the honored veterans of the Grand Army Of The Republic comfortable and enjoyable were not doing anything more than they should do but the knowledge that their courtesy was gratefully appreciated makes such efforts all the pleasanter in the doing. The following letter tells its story:

Seattle, Wash.,
 March 9, 1923.

Mr. George B. Haynes,
 General Passenger Agent, C. M. & St. Paul, Ry.,
 Chicago, Ill.

Dear Mr. Haynes:

We, the undersigned, as an incident in our social lives, disclosed by the signature, hereto attached, having occasion to visit the Pacific Coast, assembled at St. Paul, Minnesota on the morning of Friday, March 2, 1923, preparatory to making a trip by rail from that city to Seattle, Wash.

We boarded the Olympian train at St. Paul, at ten fifty-five A. M. on above date from different States, and were quartered on same car No. 52, for the trip, stopping en route at Spokane, Wash., 9:00 A. M., Sunday, March 4th, in which beautiful mountain city we stopped until 9:15 A. M., Wednesday, March 7th, when we boarded the Olympian train on that date and were quartered in the same car number for Seattle, arriving at that city at 8:15 P. M., on the same day per schedule time.

Our trip contemplates skirting the Pacific Coast south from Seattle, stopping at Portland, Oregon, Sacramento, San Francisco and Oakland, California, thence south to Los Angeles and Southern California.

We are constrained to write you as regards our trip from St. Paul to Seattle on your beautiful, accommodating railway. We deem it proper to say that along the line of our trip on the Milwaukee we have become acquainted in a business way with your Mr. E. F. Bowman, city passenger agent, at St. Paul, your Mr. R. E. Schaffert, city ticket agent at Spokane, and your Mr. E. M. Gulbranson at Seattle, who, as representatives of your railroad, have done everything within their power to make our trip an enjoyable one. In this connection we take great pleasure in calling special attention to your Mr. H. R. Allen, sleeping car conductor, Messrs. Sam Burbridge, Dick Humphrey, W. your Mr. H. R. Allen, sleeping car conductor, Messrs. Sam Burbridge, Dick Humphrey, W. McKenna, Conley, Febecorn and Blue, including all of the employes, dining car conductors, porters and others on the trip, and without any mental reservation we are pleased to say that the uniform kindness and courtesy of each and all of these employes, especially mentioned and otherwise, is commendable and has proven very satisfactory to each of our party.

The equipment of the train, the cleanliness of same and its coaches, the lack of smoke and dust enroute through the forty-nine tunnels of the trip was exceedingly pleasant and enjoyable. The fact is that the accommodation rendered to us as passengers is equal to that of anything we have experienced and we each of us have had occasion to make trans-continental trips of like character a number of times heretofore.

We wish to note in this connection, and compliment the exertion upon the part of your Mr. B. J. Schilling, Passenger Agent of Chicago in his successful effort at assembling our party at the city of St. Paul for said trip, and furthermore we commend to the favor of the traveling public Mr. C. A. Bestor, City Passenger Agent, C. M. & St. Paul Railway Union Station, Des Moines, Iowa, for the expert manner in which he prepared and submitted to us the itinerary of our entire trip, the portion of which is covered in the foregoing letter being incuded therein.

We cannot say too much in favor of the courtesy business ability and attention that has been paid to us, singly and collectively, thus far on this our first trip on the "World's Longest Electrified Railroad."

Cordially and sincerely yours,
 JAMES W. WILLETT,
 Commander-in-Chief, G. A. R.
 Mrs. James W. Willett.
 FRANK SHELLHOUS,
 Commander-in-Chief,
 Sons of Veterans.
 MINNIE E. GROTH,

Buy Your Watch



J. H. MACE
 Official C. M. & St. P. Watch Inspector

From Your Company's Watch Inspector

Whenever you buy a Hamilton Watch from me you are absolutely guaranteed a watch that meets every requirement of every railroad—a watch made and adjusted for the exacting accuracy demanded. I am not only an Official Watch Inspector for the C. M. & St. P. Railroad, but for fourteen other important railroads. My reputation and practical experience of over 24 years, and my positive money-back guarantee are back of every Watch I sell. I have inspected and sold more

watches to railroad men than any other Railroad Watch Man in America. This year I propose to double any previous year's record—that's why I am making this unusual and liberal no-money-down offer—I propose to make the prices and terms so attractive that where there are hundreds of railroad men on every railroad now wearing "Mace's Railroad Watches" there will be thousands before next Christmas. You will want to be one of them.



Send No Money I Trust You

Watch Sent On Approval

I will send you, without one cent in advance, this magnificent Hamilton Watch—"The Railroad Timekeeper of America"—21 Jewel Movement; Adjusted to the second; adjusted to temperature; adjusted to five positions; Montgomery Dial; New Model; in a Case of your own selection, and I will guarantee the Watch and the Case in every way. Clip the Coupon, mail it to me today and I will send you my Free Watch Book—also full particulars about my small, easy monthly payment plan—a plan that will make this genuine Hamilton Railroad Watch yours for what others are asking for watches that do not compare with the Hamilton. Send the Coupon today. Address

Remember I send you this Watch, in a Case of your own selection, without one cent in advance—you see just what you are getting, you examine the Watch—if you are satisfied it is as great a Watch Bargain as I say—then, and then only, you pay me for it in small monthly payments, while you are wearing the Watch. Also remember that this Watch meets all requirements and passes all inspections of all railroads in the United States, Canada and Mexico. Clip the Coupon, fill it out, and send it to me today. Send no money—not one penny.

J. H. MACE
 PRESIDENT
Mace's
 Official Railway Watch Inspector for all Railroads
 104 Mace Bldg.
 KANSAS CITY MISSOURI

J. H. MACE, OFFICIAL C. M. & St. P. Watch Inspector
 104 Mace Building, Kansas City, Mo.
 Without obligating me in any way you may send me your Free Watch Book and full particulars about your Easy Payment Plan on a Genuine Hamilton Watch.
 Name
 Address

Agreement to Coordinate

THE General Electric Company and the American Locomotive Company have made an agreement to coordinate more closely their efforts in the design and manufacture of electric locomotives for use on steam or electric railways. A notice, under date of Feb. 15th, sent to railroad executives, and signed jointly by Andrew Fletcher, president of the Locomotive Company and Gerard Swope, president of the General Electric Company says:

"General Electric Company and American Locomotive Company take pleasure in announcing that they have entered into an arrangement providing for close co-operation between the engineering organizations and manufacturing facilities of the two companies in the design and manufacture of electric locomotives for use on steam or electric railways.

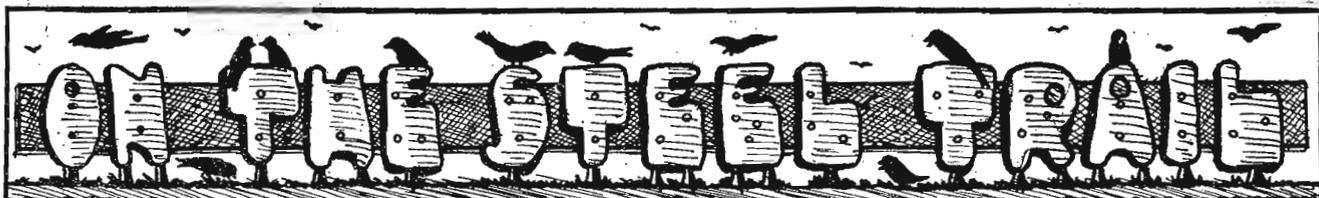
"Inquiries addressed to either company will receive prompt attention".

In making the arrangement at this time both companies have been influenced by the increased interest and business in railway electrification both in the United States and abroad which is manifesting itself and which indicates a considerable volume of work of this character in the near future. A recent survey

of the locomotive department of the Erie Works of the General Electric Company indicates that at present there are a larger number of orders from different customers than has been the case at any time since the beginning of the world war. Foreign business appears even more active than domestic. Spain, France, Chile, Japan, Mexico and South Africa are engaged in extensive projects while other countries including Italy and Great Britain are seriously considering large scale electrifications.

For a number of years the American Locomotive Company and the General Electric Company have collaborated in the development of electric locomotives. The locomotive company has applied its knowledge and experience in the locomotive building art particularly to the design of the mechanical elements in the fabrication of which its manufacturing facilities were utilized while the knowledge and experience of the G. E. Company was applied to the design of the electrical elements.

It is the satisfactory results of this collaboration which has led to the more formal relationship just announced, both companies believing that progress in the art can be most effectively assured by such means. The arrangement relates only to co-operation in design, development and manufacture and does not comprehend any financial relationships between the two companies.



M. C. B. Gossip "Lee"

Effective May 1 the M. C. B. office adopted a semi-daylight saving plan, and we now start to work at 7:30. A good many of us now know what it means to get up with the birds, but then going home at 4:30 has its advantages.

Norma Lutzenberger and Emma Wagner as well as Eva Anton and Gladys Bradley grew so accustomed to getting up early, that they got up early on Sunday morning and went to Chicago. They all reported having a very good time and from the number of members of this office who went to Chicago, we certainly believe it must have some special attractions, for Martin Biller, Archie Sell, Steve Filut, as well as Mr. and Mrs. Barndt were visitors there.

Right here I want to extend the welcome of the M. C. B. office to our new assistant payroll estimator, Mrs. Fern Hawkins, who came to us from way out west.

Poor Harold Mittag became very much confused one afternoon when one of the colored women cleaners came into the office. She was dressed in the full cleaners regalia, from cap to overalls. Harold evidently did not observe her very closely, nor her earrings, for he was heard to remark, "Doesn't that man talk just like like a lady?"

Frank Skola was promoted to the Billing department and we wish him every success in his new venture, although he is greatly missed in the filing department.

Martin's Biller's mustache is progressing so well that he has had to have it trimmed by a barber. Congratulations, Martin.

Mr. Barndt goes to the same drug store every noon and quite frequently brings back pretzels. We don't understand how this is brought about, but know the pretzels taste might good, and will miss them when "Mickey" starts his daily trip to the woods of Soldiers Home.

We understand Harold Stroman has an application in for instructor of the daily exercises. Although he occasionally mixes his right and left hand, he is making steady progress toward attaining his goal. Here's wishing him luck. How about it, Jack?

Northern Montana Division A. B. Taylor

Theodore Bowen, who has been stenographer and general clerk at Lewistown freight house for the past seven months has been promoted to position with Ass't. General Manager E. H. Barrett, at Butte. Ted, while located at the freight office, was a "human dynamo", always kept himself busy and was a willing assistant wherever an extra lift was desired about the station.

Mrs. Louis Serruys has been appointed stenographer and general clerk, Lewistown freight depot.

Miss Katherine Maxeiner, daughter of our agent, and John Kidneigh, son of our roadmaster, have been on the high school debating team which defeated all teams

contesting in the Fergus County district. They go to Missoula the second week in May to enter the state debate.

E. B. Cornwell, chief dispatcher, spent a week in Seattle with other chief dispatchers of the Puget Sound lines at a conference with the assistant superintendent of transportation.

Harry B. Lindley had the misfortune of an automobile accident, his auto skidding off a high embankment some twenty feet. While the car was considerably damaged Mr. Lindley fortunately escaped with a few bruises.

Superintendent Gillick, Chief Carpenter Sorenson and others have been making the annual inspection trip over the Northern Montana division. They are traveling in style, having Ford motor hooked up with their inspection car.

A Safety First meeting was held in Great Falls which was very well attended. After the close of the Safety First meeting discussion was held on claim prevention. All employes present were interested in this subject as well as that of Safety First.

Milwaukee Employe Wins Courtesy Prize
C. M. Brown, cashier at the Milwaukee freight depot at Lewistown, Montana, was awarded the prize as being the most courteous person in the entire business section of the city. He was chosen by a secret committee who did not overlook anyone from bank president to messenger boy, all being watched closely.

Courtesy week at Lewistown, Montana, was sponsored by the Kiwanis Club in conjunction with National Courtesy Week with was generally observed.

Mr. Brown was a guest of the Kiwanis meeting and was awarded a gold Ever-sharp pencil.

Roadmaster J. C. Kidneigh was called to the main line twice during months of March and April, to organize steel gangs, and relaying ninety-lb. steel.

Chief Clerk F. E. Wharton and Young Koch (office boy) went to Harlowton to attend a Masonic meeting. Young Koch returned smoking a big black cigar.

E. P. Cook, our genial roadmaster on Central district, is now grand pa-pa.

Born to Mr. and Mrs. Harry Graham, an eight-pound baby boy, April 26, named Wallace Edward. Mr. Graham is call boy at Lewistown.

During year 1922 the Chicago, Milwaukee & St. Paul railway handled 12,624 cars of oil in Montana, a majority of which was produced in the Cat Creek field.

Heard Above the Air Hammer's Rat-a-Tat-Tat at Bedford Shops

"Red"

You've heard the old expression "sunshine after rain." Well that's the way it looks to see Bill French's smiling face back here again, after several weeks' absence on the north end.

A. A. Weinman, acting general foreman during Mr. French's absence, has been transferred to Faithorn.

Thornt Mikels, boilermaker, has joined the "back to the farm movement."

Several of the boys around here have the fishing fever and have it bad. Notably, Harper, Reister, Trogdon, Boston, Rodler and Wedekind. So far the number of pounds taken from local streams, as reported by the foregoing devotees to the rod, total about 837 pounds, although we emphatically do not report this information as authentic, due to our having a wide acquaintance with fishermen's imaginative powers.

Johnny Holmes hobbled in the other morning after a two days' absence. Next time you get around a horse's hind legs Johnny you'd better make sure they're tied to a post.

Greatest Contest of the Year.

Following is a list of well known persons around Bedford shops. How many of them do you recognize?

Squint	Rosey
Windy	Shine
Slick	The Countess
Mr. Conductor	Cob-Head
Lady-Fingers	Golda
Lucy	Hawkshaw
Kentuck	FireCracker
Step-and a Half	

Any man, woman or child may enter this contest, excepting residents of the United States or Bedford. All answers must be type-written on No. 16 sheet iron (one side only) and must be in our hands on or before the publication of the news of the final dissolution of the United States Railway Labor Board. To the contestant whose answer the judges select as being nearest correct we offer a first prize of 1 pair of (used) overall suspenders and to the second and third best, respectively, a left hand canvas glove and a small lump of coal. One judge to be appointed by President Harding, one by the Head Kleagle of the Ku Klux Klan and they to select a third from amongst the inmates of the Federal prison at Atlanta, Ga.

Don't delay. Get busy on your answer. Right now. Someone must win. Why not you?

Averaging about 18 engines per day out of Bedford. Oh boy! BOOST FOR BUSINESS. That's what the big sign-board recently erected by the local car department at the western end of the car yards says and evidently someone is doing it.

President Byram and party stopped over and paid us a visit during the latter part of April, while en route to Terre Haute from French Lick.

Watch for our July issue. You'll be ready to swear Jim Riley's spirit has been guiding your hand when you read our Circus Pome.

We

Thank

You.

H. & D.
"J. D."

Hank Helgerson, West End conductor has a new Ford coupe.

L. E. Nelson, dispatcher, Montevideo, has a new Buick light six.

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G. C. Williams, operator, Appleton, has a new Hupmobile.

Willis W. Wright, conductor West End, died at Bristol April 14. Heart failure, caused from hardships and exposures in the world war, resulted in almost instant death while on duty on his return trip from Aberdeen to Milbank. The news of his death has cast a shadow of gloom over the H. & D., where he was so well known and respected. The sincerest sympathy is extended to the bereaved family.

Cliff Bingham, conductor West End, on a trip into Montevideo, reported a rough spot at North Watson. Section men were sent to investigate and found a very bad broken rail. Another train passing over this broken rail might have proved fatal. J. L. Brossard, roundhouse foreman, has a new Hudson super six. Jean claims this old wagon eats the gas whether moving or tied up in the garage.

Dad Fowler, West End conductor, has returned from Los Angeles where he has been spending the winter and will go to work on his old run on the Fargo line, May 1. Dad looks fit as a fiddle after his extended vacation.

Ben C. Bishop and wife were passengers on 18 the other day to Minneapolis where they purchased a new swell Essex coach. They drove the car home.

J. Sinclair, West End conductor, has returned to work on 95-96 after being ill most of the winter. The boys were all glad to see Jarv return.

The operators and agents had a big meeting at Glencoe last Friday and quite a number were there. Mr. Vanderhoff, from the Aberdeen Division, was also there.

R. E. S., West End T. M., starts in housekeeping May 1 on North Sixth street in Montevideo. A new garage has been built to house his Wyllis Knight.

Pat Hanson, West End engineer, is the owner of a new Jewett Six.

Otto J. Kolb, of Prior Lake, made a hurry-up trip to Montevideo on business.

Boughton is running passenger on the Fargo Line. Kind of resting up a bit after running the big trains on the Main Line.

Mr. Blomgren, of Roscoe, has been appointed agent at Appleton.

Mr. Smith is moving to Hopkins where he will run that station.

Len's looking for a furnished house which he expects to occupy some time the latter part of the summer.

Council Bluffs News

Ada Olsen

James S. Lindsey, of Perry, has been transferred to Council Bluffs as new night foreman. He is to succeed A. L. Ellis who has left the service. We all know that Mr. Lindsey is going to make a success and he has the good wishes of all.

Boys, you have heard about the June bride. Well, we have a June bridegroom right in our midst. Carl Schonberg, clerk in the car department, has chosen the month of flowers to do the wicked work. Congratulations Carl.

The Shrine circus held in the city the week beginning April 28 to May 5 was a huge success. We did not any of us take the Fords but some of the boys out in the house won all parts of a Ford. Several real nice prizes were won by our own men and two of the cars were left in Council Bluffs. Anyway, we all had a fine time and hope the Shriners will be able to get the temple here.

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Street
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Occupation.....
Employed by..... R. R.....

Mr. Hamilton, roundhouse foreman, went to Perry April 27 to attend a Safety First meeting.

Mr. Morgan, local storekeeper, has been transferred to Atkins and Cecil Sellons from Savanna has come to take his place. We certainly hate to see Mr. Morgan go but feel sure that Mr. Sellons will fit in in fine shape.

People who live along our road will have an opportunity to spend all day shopping in Council Bluffs and will be able to return to their homes the same evening. April 30 a new train was put on to run between Manilla and this city. The train arrives in Council Bluffs shortly before 8 o'clock in the morning and will make the return trip about 5:45 P. M. This new train is a local and will accommodate all passengers wishing to spend the day in the city.

Roberta, little daughter of Lead Machinist Gallagher, has been quite ill. Was in the hospital for about ten days but is recovering nicely.

A most terrible thing has happened in the roundhouse foreman's office. We have a new right-handed typewriter desk and the clerk is left handed. It is funny the requisition did not explain that the clerk was not normal.

Miss Atwater, steno. at the freight house, has her golden locks bobbed. She recently appeared on the stage and I guess it called for a change of coiffure. It looks good Cleo.

Art Redinger, lead boilermaker, seems to be death on nurses. He already has wrecked one hospital. Go easy, Art, you are only young once.

Chas. Dillie was injured in roundhouse about ten days ago but is back to work now. He insisted on getting in way of a piston that rolled over in his direction.

Sioux City and Dakota Division

H. B. Olsen

All hail to the Veterans' number of the Magazine—it's mighty interesting and shows due respect to the Veterans who are still in active service.

What is the Chicago Terminal's gain is this division's loss. On April 16, Trainmaster W. F. Ingraham was promoted to assistant superintendent of terminals, Chicago. The "Milwaukee" system of operation has come to be well and favorably known in railway circles as combining methods of distinct efficiency. The consistent success can be traced to our "family" tradition of service—the fact that when we need operating executives, we find that we have them right on the S. C. & D., and, while every one greatly feels the loss of Mr. Ingraham, he has well earned the promotion, and we congratulate our former Trainmaster, and good wishes go with him.

L. F. Donald, who at one time was chief clerk to former Supt. C. H. Buford on this division, has returned to this division as trainmaster, and we welcome your return, Mr. Donald, to the large "family" on the S. C. & D.

Miss Marie Hanson, steno. Sioux Falls freight, has been granted a three months' leave of absence, having taken her abode in the city of Dell Rapids during the period. Hush! but don't that look suspicious—leaving the bright lights and being contented where you can not hear the noise of street cars and nothing but the chirp of the crickets?

Complimentary to W. D. Griffiths, agent Sioux Falls, he has been selected to repre-

sent the southern district at the next annual convention of the American Railway Association, freight station section at St. Paul, June 19, 20 and 21. This district is entitled to one representative, and the division feels it has been distinguished in the selection of Mr. Griffiths, who will ably represent the same.

Mrs. Alice Haffey, wife of Switchman Haffey, passed away at Sioux Falls on May 15. She leaves to mourn her loss, her husband "Jack" and daughter Vivian. The esteem in which Mrs. Haffey was held in Sioux Falls was shown by the beautiful floral tributes. Mr. Haffey wishes to thank each and every employe who were so kind to him and his daughter Vivian in their time of sorrow.

Traveling Auditor "Bob" Lampher, assisted by Mr. Fouse, paid their annual visit to the Sioux Falls freight office, and, after business hours, also did their annual shopping in buying green shirts, etc.

Our bowling team, composed of the following Sioux City employes, Jack Long, time keeper; Thayer Mullen, time keeper; C. P. Downing, timekeeper, A. L. Piper, assistant accountant; Fred Bujer, cream clerk; all returned from the second annual tournament, but no one has been allowed to see the prize as yet. However, we find the following conditions: Mullen had a broken thumb, Downing had an eye that was bandaged for a week or more, and the rest of them were more or less battered up. Our division was well represented, but the results were a bit disappointing, for we had all expected to hang the "prize" cup here in the office, in view of the multitudes, as a mute indication of the bowling ability of those mentioned.

Division Accountant Ostoff is having a Yale lock put on his desk today, in order that he will have a secure place to lock up his Eskimo pies this coming summer. He is as strong for that article as Volstead is for water.

Roadmaster J. M. Murphy has been ill the past week with rheumatic trouble, but we hope to see him back on the job soon again. His clerk, R. I. Macgregor, visited him while he was confined to the hospital in Sioux City.

Dispatcher E. H. Platte has been promoted to chief dispatcher at Mitchell on April 16th. Sorry to lose you, E. H. P., but congratulate you on your success and promotion. Operator N. J. Gorman, car distributor, has been promoted to second trick dispatcher, and Operator Maysenholder fills the vacancy left by Gorman. Efficiency in each case.

Coming as a pleasant surprise to many employes on the division is the news of the marriage of our popular agent, O. B. Akers, Akron, Ia., to Mrs. Alta Childs, also of that vicinity. The wedding took place April 22, at Hartington, Neb. After a short honeymoon, the happy couple returned to Akron, and upon arrival there, were greeted by the usual rice showers—there were other showers, too—in rain in sheets. "The Lord tempers the wind to the shorn lamb," which obliterated the hopes of a charivari. We extend our heartiest congratulations.

Boilermaker J. E. Crane, Sioux Falls, while cranking his Ford last week, had the misfortune to dislocate his wrist, which puts him on forced vacation.

The following story perhaps should be included with the "Radio" notes, but we will let it run in line with the general news. The story, as told: "One day as

O. K. Johnson, carman at Sioux Falls, went "window shopping," noticed a lot of boxes, wires, coils, bulbs, etc., on display, and, being curious as to what all those meant, stepped inside and inquired what line the merchant carried. The salesman politely told him "radio supplies." "O. K." asked what the radio was. The salesman had him inspect an up-to-date set, which he explained, "by turning this we can get New York, another we get San Francisco, and another Dallas, Texas, and still another Canadian points." O. K. then replied "that is nothing." He took from the depths of his pocket a small can of snuff, and said: "By removing the cover, I get Copenhagen."

Here's to the noted "Platte Line,"
Alias the name of "Pumpkin-vine,"

Where 'tis said the freight
Beats the passenger rate,
And neither one ever on time.

Low joints we admit there are many—
In fact, the old fireboy must "shimmy,"
As he heaves in the coal,
Amid lurch and roll,
(And lurches and rolls there's a plenty)

But our old line brings in the brass
That keeps other lines up in class,
Tho' I'm here to tell
The world that it's awful
To be two streaks of rust thru the grass.

The Safety First meeting, held in Sioux Falls in April, was well attended and the usual flood of suggestions were made. Traveling Engineer H. S. Rowland acted as chairman, assisted by E. B. Coacher of Chicago, until the arrival of E. F. Rummel, superintendent. More enthusiasm is shown at each meeting, and we always anxiously await the time for the next one.

We regret the fact the grim reaper has taken three employes from this division in the past thirty days. Brakeman James Tarrey, who resided in Mitchell, and left to mourn his loss a wife and little daughter age 12. John Smith, crossing flagman, Sioux Falls, who had been ill for some time previous to his death with pneumonia, and who leaves to mourn his death two brothers. Sam Steuland, a section laborer, who also died of pneumonia and leaves a large family to mourn his death. We extend our sympathy to the relatives of the deceased.

Splinters From the Wooden Shoe

Brownie

The ore business is now on us full swing. Have four crews at Crystal Falls and one at Iron River in switching service.

Assistant Trainmaster J. F. Sullivan was in Iron River looking over the ore business.

Engineer James Lehan has gone north account of ill health. We hope he returns soon in the best of health again.

W. E. Herman has been appointed agent at Iron River, Mich., vice J. R. Peebles, transferred to Iron Mountain, Mich., as agent, and M. J. Schenk has been appointed assistant agent at Iron Mountain, Mich.

We now have two passenger crews assigned to the Iron River Line. We expect to see the brass buttons soon. Engineers Ernest Laundry and George Cook are on the runs at present.

Big improvement at Channing. McCure's restaurant is being enlarged. Expect if business keeps up the waitress will have to use roller skates.

Harding Johnson has been appointed storekeeper at Channing, Mich. We all wish him success in his new position.

Fireman Robert King is the proud father of a baby boy. Congratulations, Bob.

Fred Robinson has been appointed new caller at Green Bay, relieving A. Proctor, who has gone back firing.

We see that Roundhouse Foreman E. B. Curry has purchased a new Chevrolet coupe, and we also notice Engineer M. O'Neil riding around in a new Studebaker.

Engineer C. E. Peterson has returned to work after being off about two months with an injured finger.

Engine Dispatcher G. Gavin packed his grip for an out-of-town visit, but we understand he missed the train.

Fireman Jess Hammett may get married in June, as he has a steady job now. Hurry, Jess, and don't keep us in suspense so long.

Fireman G. Warwick, William Sharkey and A. Dobson have been examined for engineers.

Master Mechanic H. J. Culbertson has a new Studebaker sedan, with disc wheels. He is having the wheels changed, as he claims they look too much like tank wheels.

Did not get any news from General Foreman W. A. Bender, as he is too busy making out his saving report.

Notice Mike Dwyer has now taken the soft cushion job—working West End way freight.

Ray Zimmerman, of superintendent's office, has gone to Chicago, where he will undergo an operation. We all wish him good luck, and hope to see him with us again soon.

Harold Mathews is back with us again after a month's leave of absence.

Motoring on the Milwaukee, Up and Down Hill on the Rocky Mountain Div.

Nora B. Decco

Engineer D. P. Elliott, before I forget it, asked me to advise the crew on train number 16 on the Mussellshell Division that he was very thankful for the return of his leather vest, as he almost freezes to death this terrible cold weather and will need it around the fourth some time. Seems he went to sleep and forgot to take his baggage along with him when they called Three Forks and the said vest went all the way to Marimath and returned, so he says Thank You.

Roadmaster F. M. Wedd, from the coast, has been assigned to the west end subdivision in place of George Nick who has been transferred coastward.

Mrs. Wright, wife of Conductor Joe Wright, and her mother, have gone to points on the coast to visit for some months. Mrs. Wright is very much improved in health.

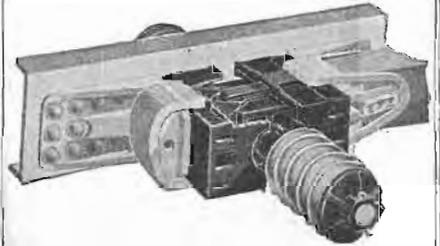
Operator Ralph Kimberling has been off duty from the Three Forks telegraph office for a week due to having eaten too much ice cream at a party, so I heard. He was relieved by Mrs. Etta George while ill but has now returned to work and is never going to any more parties.

Engineer Lied, wife and son are going to visit friends and relatives in the east for some weeks starting as soon as school is out.

Brakeman Heier and Mrs. Heier are gone to Ohio for a six months' visit with Mrs. Heier's parents on the farm.

Mary Scheck has returned from a trip

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around the world and Chicago and is working first at Donald. She says they can talk about the east all they want to, she didn't see anything back there she hasn't seen some time or other on the R. M. That's boosting all right.

Section Foreman Art Jersey is very sick at the Three Forks hospital of rheumatism. It is expected he will be taken to Chico Hot Springs for the baths.

Word was received here of the death of a former R. M. Division employe—Conductor Roy Bittner, during the month of April, at his home in Nora Springs, Iowa, where he was employed since leaving here, by the Kansas City Terminal Co. A number of the old timers will remember Mr. Bittner as he was a conductor on this division in the first days of the railroad.

Understand Conductor Carlson ate too much ice cream or something, too, and he wears his wife's carpet slippers and most of the rest of her clothes. Of course this is just hearsay and may not be true.

“News from the Connecting Link”

Elizabeth Koelsch

Trainmaster Schmitz is making a record in train service for the stock shipments. Now give us the cars Mr. Cook, the traffic department are lining up the rates and expect us to give the service.

The new well at Dekalb Junction is turning out all the water that is needed. If you need anything more, you are in bad shape, better call a physician.

R. N. Ross, our water service man, was seen in our midst recently. Where do you hang out, Mr. Ross, we seldom see you?

Several of our trainmen have reported that it is necessary to wear goggles going through Andres account of the elevators being newly painted. Say fellows, is it the elevators that are causing all the disturbance?

Jack Leary, veteran engineer, is in the city hospital at Dekalb. His back was injured in a fall at his home several weeks ago. He is improving. We will be glad to see him on duty again. Frank Johnson has relieved him on the switch engine.

Claude Adams, one of our very important conductors, has a new theory. He does not believe in laying off at any time. Reason? He's daddy to a new baby girl. Congratulations Mr. Adams.

Conductor Hurley has a perfectly lovely new car. From now on I don't think there will be enough nights in the week to satisfy Mr. Hurley, do you?

Dick Dee is the freight house foreman at one of our principal shipping stations, and has quite a reputation for clean office and orderly freight house. The only thing the fire inspector could take exception to was Dick Dee's English sparrows. Now Dick always has a cure for most any evil and some things that are not evil as well. If he can get permission to put up a wireless he is going to instruct the sparrows in opera and stage politeness, give them the right kind of a bath and advertise canaries for sale.

Bill Carstensen is the new yardmaster at Dekalb and of course did not know that there was a scrap iron dealer in the city by the name of Kats. One of his first orders was to spot a gondola car on 7th street team tracks for Kats. Bill says, “_____ if they are going to load them in a gondola, I'm not going to switch them out unless they put mittens on them and tie their tails together.”

Conductor Humiston is the proud daddy of a new baby girl. Well, well, Hummy we all offer you heartiest of congratulations.

H. C. Heck, agent at Andres, had the misfortune to strip all of the gears out of his semi-aeroplane recently and had the pleasure of walking to work from Peotone. Chief Dispatcher Cook and Dispatcher Miller were very generous and started to take another car to Andres but were met at Mile Post 88 and relieved of their responsibility.

Farmerettes! Well, I'll say so, Jeanie and Leona are regular ones. You just take a look at their flower beds. I think if you put on your glasses and bring a microscope you'll be able to see their flowers.

Frank Henecks is doing some dandy landscape gardening. He certainly is doing his best to dress up the C. M. & G. You are right, Frank, we enjoy grass and flowers more than cinders and dust.

Minneapolis Shop Happenings

James Nellins

Again in the procession! We thought it proper to give way to the “old timers” in the May issue, so sent in no items—and there was but little to send in. Every one in this neck of the prairie appears to be happy, all busy, business good, weather cool and chilly, and everybody happy, Saturday afternoon off, so why should we not be contented?

It is with regret that we mention the death of Drill-pressman Hans Amundson, the sad event occurring on March 27. This faithful and conscientious old employe was a member of the veterans' association, and has put in a long and faithful service here. Always pleasant and agreeable, his familiar figure will be missed about the premises.

Another veteran machinist to pass away was Halvor Moe, who was taken sick while at his work in the shop on April 17 and died on April 19. Mr. Moe was also a member of the veteran employes association, and a more quiet, pleasant and agreeable companion would be hard to find, and he being so steadily on duty and always on the job, he too will be missed about the place. The sympathy of the entire shop family is extended to his family.

Now that you have paid your income tax (especially us clerks), get to work and earn it.

The Tuesday noon-day health talks and the Thursday noon-day religious service came to a close for the season with the month of April, to open again with the month of October. From the very liberal attendance at both those meetings it must be encouraging to the originators, as it was interesting and enjoyed by the shop men.

News just recently received here of the death of veteran Machinist John Holston, of Austin shops, Minn. Mr. Holston formerly worked in the Minneapolis shops and was well liked by all his shop mates, and all express sorrow at his passing.

We have received a card from veteran E. W. Dutcher, former local freight agent at Minneapolis, but now confined in St. Elizabeth hospital, at Lafayette, Indiana. Although he seems patient and keeping comfortable, he has requested that we write him, and such a letter is now being prepared that will keep him busy for a day or two.

Brother Machinist Peanuckle, axle turner in wheel shop, says to Brother Bell, lathe man: “Harry, I walk in my sleep.”

Brother Bell replies, "Join the police force." And now Peanuckle is making application for a place on the police (invisible) force.

There is an old safe in the storeroom that was in use in the office of the shop superintendent prior to their being located in the new office, and this safe is to be turned over to John Buell to take care of his charcoal.

Signal Department Bubbles Lines East "Ocky"

The last heard from J. A. Munkhoff came from Rochester, Minn., where he expects to undergo an operation. Joe has been ill a good, long while, and we are all hoping this will lead to complete recovery.

W. F. Auch, signal maintainer at Tomah, called on the boys recently. Radio and automobiles were the chief topics discussed. We hope Bill will again be able to lead us into a nice blueberry patch this year.

John Ellefson, of Janesville, was also a caller. Red came to draw the lucky combination on that baseball pool.

The last vouchers covering the purchase of signal maintainers' motor cars have been issued, and cars formerly belonging to the men are now the property of the Company.

For his services as captain of the signal department bowling team during the past season, W. F. Seemuth was presented with an antique gift by the members of his team.

When it comes to trout fishing, Gene is in a class by himself. After borrowing a fishing outfit, including a pair of number 11 hip boots, Suds and Gene went to Pembine, there to enjoy a day on the stream. After catching one trout, Gene concluded there was more work than sport to the game, so found a nice place in the sun and went to sleep for six hours. When asked when he was going trout fishing again, his reply was he would go home from work, eat and drink nothing, and soak his feet in a pail of cold water, thereby realizing all the predominating sensations of a trout fisherman. He says he'll do his fishing in a boat hereafter.

F. D. Morehart has obtained a copyright on a game which he calls "You Pick-Em." This game is something on the order of a baseball pool, but instead of the players confining their interest to the sport page of a newspaper, it is directed to the market page. F. D. M. does not expect to retire as yet.

Martha says there was nothing funny in our columns last month. Yes, we know, Martha, but we were unable to get a photograph of Frank Hallada.

Musselshell Minutes H. K.

Approximately four thousand people, on April 18, 1923, attended the celebration of the laying of the first rail for the Montana Railway Company, which together with the Wyoming North and South Railway Company, will connect Miles City, Montana, with the Salt Creek oil fields of Wyoming, thence to a point on the Union Pacific Railway system traversing the latter state.

The occasion was made memorable by the presence of notable personages in public and railway life. Representative James V. McClintic, congressman from the seventh Oklahoma district, of Snyder, Oklahoma, delivered the principal address, speaking for ex-Governor Charles N. Haskell, builder, of his own state.

The scene of the celebration took place at the point of the tie-in with the tracks of the Milwaukee, about two miles east of the city. Miles City officials labored energetically to provide the tools and material with which to carry out the idea of the laying of the first rail. Included among the array of "Milwaukee" men present, there were:

B. B. Greer, vice-president, Chicago; H. B. Earling, vice-president, Seattle; E. H. Barrett, assistant to the general manager, Butte; J. R. Veitch, assistant traffic manager; F. M. Calkins, assistant general freight agent and R. Beeuwkes, of Seattle; W. P. Warner, A. G. F., and P. A., Spokane; H. R. Wahoske, D. F. and P. A., Great Falls. Besides these officials there was present also Samuel O. Dunn, editor of the *Railway Age*. The business cars, the Wisconsin, St. Paul, 333, 5811 and 5803, were parked at the station.

Local officials from the office of the Musselshell Division included; A. E. Bowen, superintendent; W. N. Ross, E. J. Ripberger, H. E. Riccius, D. B. Rivers and Mark Johnson, besides many others who were prominently identified with the details of the carrying out of the ceremony incidental to the laying of the first rail.

The local officials provided a "special" train for the transporting of hundreds of people to the scene of the ceremonies. The entire train, including a keg of gold spikes were furnished by the "Milwaukee." W. N. Ross, in special charge of the details, omitted nothing which would add to the success of the occasion.

The program as arranged included the laying of the first rail upon ties which were placed by members of the Miles City railroad committee, representing the chamber of commerce. Charles N. Brown, chairman of the committee, following a brief talk, in which he stated that he was not there to make a speech, but to lay a rail and drive the first spike, proceeded to take off his coat and descending from the platform performed that ceremony.

It was apparent that the general impression featuring the occasion was the feeling that a new era was dawning for the two states of Montana and Wyoming. The presence of so many distinguished visitors testified to that fact.

You know that new road called the N. and S.

That's headed for somewhere that no one can guess,

Well, I just asked a feller who'd forked in his quota,

If he'd any idea where the darn thing would go to.

He said that he hadn't, couldn't even surmise,

As he couldn't find right of way, fences or ties,

But wherever it is there's one consolation, They moved it last night a mile nearer our station.

—Dee.

Iowa Middle and West Division Ruby Eckman

The new time card, which became effective on the Iowa Division April 30, has been of great benefit to the service of the division. The reestablishment of No. 3 from Chicago, with a sleeping car for Cedar Rapids, is gradually gaining business for the company, as it fills a long felt need. The local service on the west end of

When Nature Rebels

Aching forehead; that dull, heavy feeling—these are the signs of a system clogged with the poisons of constipation. Nature is in a rebellious mood.

For relief, instead of drugs and cathartics, try

Fleischmann's Yeast

The one food that gives you permanent relief from constipation and all its evils. Gently it mixes with the poisonous waste that clogs the intestines—easily and naturally it moves this bulk out of the system.

Two or three cakes a day.

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INCREASE SAFETY AND PRODUCTION

Better Illumination With Fewer Units With "Pyle-National" Floodlights,

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General Offices and Works
CHICAGO, ILL.

the Iowa division has also resulted in improved service for the through passengers.

Milo Dillon, who has been on a way freight run for several years, has returned to Perry, and is on one of the through passenger runs between Perry and Savannah, while M. J. Hildrith is spending some time at Excelsior Springs.

S. H. Lones, an extra engineer on the Iowa Division, had one of the most beautiful beds of pansies in Perry this spring. Sanford has been raising them for the market and had a bed of about six thousand plants, which found a ready sale.

Marjorie Merkle, the little daughter of Operator H. E. Merkle, is considered a wonderful pianist, and took part in the annual artist-student recital, which was sponsored by the Federation of Women's clubs in Des Moines, in May.

Conductor E. A. Rumley, who was injured when he fell in his caboose at Council Bluffs last December, was able to resume work about the first of May.

A wedding of interest on the Iowa Division occurred May 7, in Des Moines, when brakeman Carl Vodenick and Carrie Gideon of Perry were married. The honeymoon was spent in Lander, Wyoming, and they will make their home in Perry.

The spring ceremonial of Za Ga Zig Shrine, in Des Moines, saw a lot of Perry railroad folks among the crowd to help initiate Roundhouse Foreman Guy Abell, Engineer Charles Hunt, and Engineer Orville Balsbaugh. Several officials from other divisions were also among the visitors.

Engineer S. A. Trine, who is on one of the through passenger runs between Perry and Savannah, is now a grandpa, a fine daughter named Joanne having arrived at the home of his daughter, Mrs. Edith Shackleton.

Mrs. John Leaf, widow of Engineer Leaf, who passed away at Perry a few months ago, has gone to Marmouth, North Dakota, where she will visit for some time at the home of her son, Engineer William Leaf. From there she will go to California, to make her home with her son Elwood.

Bernard Reel, the eldest son of Conductor Dan Reel, with a young companion, has started in a Ford car for Los Angeles. The boys are both planning to work their way to the coast, doing whatever jobs they can get, as they both are electricians and mechanics, and expect to see a lot of the country before they return.

E. C. Rood, first trick operator and leverman, stole a march on his friends at Slater Sunday, April 30, and was united in marriage to Miss Bertha Winsett of Slater. The ceremony was performed at the bride's home. E. C. has promised the treats to the Perry office force, but to date they have not been received.

Roy Brooks, who has been braking for A. J. Gregg on the west way freight, has transferred to Perry to work, as he is old enough to get considerable work as a conductor, and will work off the extra conductors' list while at Perry.

William Whalen, of Council Bluffs, has been appointed yard foreman at Perry, taking the place of O. H. Hasse, who passed away last month.

Conductor M. F. Burnham has a new granddaughter at his daughter's home, and Conductor A. J. Fuller also has a new granddaughter at the home of his daughter Blanche, in Des Moines.

Conductor P. W. Tighe, of the Des Moines Division, who makes his home at Perry, met with a bad accident at Jefferson April 19, when he slipped and fell, and

both feet were injured. He was taken to a Des Moines hospital.

The west division trainmen who had so much fun at the expense of Conductor Charles Craig when he fell from a band wagon, had another good laugh on one of their fellow workmen when Conductor Clayton West, driving a family Ford, had some sort of a collision with a real car. Clayton didn't make out any 142 for the accident, but his young son Billie said the next day, when they had to walk down town while the car was in the shops for the repairs, that he wished his mother had been driving, as she was a "gooder" driver than his father. Clayton says he thought of all sorts of things in a mighty short space of time, but how to avoid the accident wasn't one of them.

Mrs. Elizabeth Mullen, mother of Master Mechanic P. L. Mullen of Savannah, Machinist Frank Mullen and Engineer Edward Mullen of Perry, was brought from Savannah for burial April 18. Her death occurred at the family home in Savannah the Sunday previous. A number of railroad folks from Savannah and other points were in Perry to attend the funeral.

The home of Machinist Fred Dollarhide was saddened the latter part of April, when their only daughter, Elizabeth, aged 10 years, died after a short illness. The little child was a great favorite in the neighborhood, and, with many railroad folks, had had the scarlet fever, and never recovered her strength, so when other troubles developed, she was too weak to withstand the attack, and passed away at the King's Daughters hospital. Burial was made at Perry.

Notes from the Local Office, Tacoma R. R. T.

The little son of Mr. and Mrs. Fay Clover, whose picture appeared in this magazine a few months ago, was operated on at St. Joseph's hospital, this city, on April 9, for an abscess in the ear which had made him a very sick boy indeed. He made a rapid recovery, being able to return home on the 13th, and is now able to drag the cat around by the tail just as before, the cat not minding it in the least.

Miss Margaret Bolander, our prospective bride with the silvery laughter, returned to work on April 10 after a week's vacation which she is popularly reported to have spent very largely in scrubbing and otherwise getting ready a certain cosy new bungalow.

Mrs. McKay, our always smiling switching clerk, was also off on a week's vacation, but as this was largely spent in obtaining medical attention, the vacation was no doubt not an unmixed pleasure. During her absence Emmett Maloney, the athletic bill clerk at Dock Two, served on the switch desk like the good all-around railroadman he is.

Billy Alleman, one of our yard clerks, who has only recently returned to work after a serious operation, found it necessary for the sake of his health to get out into the open air and therefore traded jobs with Joe Baughn for six months, Billy going on the Industry Checker's job, which seems to agree with Billy, as he has already acquired a healthy tan and a regular farmhand appetite. How Joe likes the night work is another question.

Kenneth Alleman is now on one of the graveyard shifts at the yard office and says that is the life as he can still attend to his numerous social duties in the evening before going to work.

Lester Prescott, clerk to General Yardmaster Fred Reback at the yard office, took a month's vacation and went to the New England states, the home of his ancestors, one of his forefathers, Colonel Prescott, having commanded at Bunker Hill. He found pretty chilly weather back there and was glad to return to the balmy climate of Puget Sound, going back to work on April 30th.

Roy Kidd, our handsome chief bill clerk, was off for some time, attending to his berry farm in our neighboring city of Puyallup. He hasn't quite got all the thorns out of his fingers yet at this writing. During his absence Ralph Bement, our efficient assistant agent, acted as chief bill clerk very satisfactorily, we understand.

At the suburban station at Hillsdale, this city, Car Foreman Tom Scanlan, who has his office in one end of the freight house, was recently disturbed for several days by the whining of a dog which had apparently crawled under the freight house. Finally he began to suspect that the dog might perhaps be injured and called in his friend, City Detective Ellingson, who lives in that vicinity; together they pulled up several planks of the warehouse floor. They found that there was a dry well about sixty feet in depth under the depot and that the dog had fallen into this and was of course unable to get out. The hole was too narrow for the men to get into and when Officer Ellingson's boy came home from school he was equipped with a lantern and a sack and lowered into the hole. After considerable trouble he got the dog into the sack and was triumphantly pulled to the surface. The dog's frantic demonstrations of joy and gratitude were quite touching to behold; he licked every accessible part of Master Ellingson whom he evidently regarded as his savior, and has now inseparably attached himself to his young hero. As the dog is a fine Boston bull terrier, the affection is mutual and the fond pair is now a familiar sight on the streets around Hillsdale station. What real boy would not want to come by a dog under such romantic circumstances?

Miss Frieda Marty has heard the call of the wild and leaves on May 8 for a month's vacation in Wisconsin and Illinois, visiting her old home at Monroe and relatives and friends at New Glarus, Monticello and Chicago. We don't just know how we are going to get along here without her so long but we hope she will have a good time back there where the Swiss cheese grows.

Tubby Gleb was off on a vacation for several days during which he took occasion to go to our neighboring village of Seattle to see the coast league opening game. He came back to work much refreshed and is now able to get up a temperature of seventy degrees in the office radiators on any warm day.

Agent F. J. Alleman recently came in with his hands full of tar. On inquiry it developed that he acquired the tar in a worthy cause having assisted in putting up a sleeping porch for the family of a brother mason in straitened circumstances who is a patient at Lakeview Sanitarium. Active and practical benevolence of this kind deserves public commendation and emulation by others; tar on the hands in such a case is a badge of honor indeed.

Wisconsin Valley Division Notes
Lillian

Our office has been minus the assistance of H. O. Wheelock, who has been absent on account of illness. He paid us a short visit this morning and reported that he would soon be able to be with us again.

H. L. Vachreau, train dispatcher, has been absent for about a month on account of illness. He is at present under the doctor's care and we hope it will not be long before he will be able to attend to his regular duties again. Faithful effort is sure of an ample reward, Henry.

Karl Lillge, graduate of the Stratford high school and Wausau Business Institute, has been added to our office force, and is, at present, assisting in the accounting department. Remember Karl, the initiation fees are due on the 15th.

We miss Steve's notes coming from Tomahawk, now that he is located at Wausau. Would be glad to get any news at any time and the change in location should make no difference. Sort of relied upon them, so please continue.

The Wisconsin Valley bowling team was well represented at the C. M. & St. P. bowling tournament held at Milwaukee. The high average of the team in both doubles and five man events were made by E. B. Gherke. A. M. Lemay closed in on the score somewhere, but a great deal of his energy and vitality was used up in another game, so hope he has better luck next time.

A good many new cars are being displayed among the employes, A. W. Warner, Essex coach, Frank Matthies, Buick Four, A. Lemay, four door Ford sedan, Charles Conklin, Jr., Ford sedan, and H. O. Wheelock just a touring car (Ford).

William Leitzke, clerk at Mosinee, spent a few days with Wausau friends recently. Chief Dispatcher M. M. Harrington, was called to Chicago to assist in adjusting the seniority lists.

Charles Swan, age 15 years, son of Mrs. Helen Swan and nephew of Conductor H. J. Schaupp, was accidentally killed while playing ball on May 5. He was given all available assistance, but passed away before reaching the hospital. Funeral took place on Wednesday morning at 9 o'clock. We extend sympathy to his mother, brother and relatives who mourn his loss.

Miss Mary Stintzi, of Necedah, visited at the Crandall home at Wausau.

Gerald had been talking some of purchasing a car, we have learned however, that he has changed his mind and instead has purchased a diamond. The girls in the office felt quite badly about it for they had hoped there might be some chance for them, but he rushed right up to Tomahawk and it is to take place in the near future. We have to get it straight from Gerald tho.

Gust Olson, our faithful and trustworthy janitor, is busy mowing the lawn and keeping the Milwaukee grounds beautiful and he never fails to keep the cooler filled with ice. We cannot say as much for keeping the water bottle filled. The boys still get all mixed up as to who's turn it happens to be.

The general office in the superintendent's department has been remodeled, a partition having been removed giving us more light and better ventilation. One disadvantage, however, is that Ed. Callahan has to resort to an ear trumpet when addressed by parties in the north end of the building. We understand it is not old age

that brought about this condition.

We do not know whether it will do any good to hope for an invitation to be entertained at a certain house on East Scott street or not, it is quite discouraging, especially as we have gone without meals several times expecting the invitation and be prepared to do justice to the banquet. It looks like it will be a nice cool place during the summer, and we are not expecting that it will be the *intense heat* that will delay the affair, as has the *extreme cold* weather that we have had during the past *mild* winter. We can all come any time, Edna.

The boys of the W. V. bowling team were very pleasantly entertained by Mr. and Mrs. Skacel during their stay in Milwaukee. The comments on the wonderful dinner that was served them and the sight seeing tours through the city assured us that both Mr. and Mrs. Skacel were royal entertainers.

Signal Dept. Wig-Wags—Lines West
F. G. M.

Greetings! Due to the total failure of our worthy supervisors at Spokane and Deer Lodge to kick thru with any morsels of news this month, we're not going to have very much to broadcast.

After a sojourn of several months in and around his old stamping grounds at Milwaukee, Wis., C. A. Persons, line crew foreman, reported back to work May 1. He must have had a good time, as he looked as hale and hearty as ever on his return.

The laboratory force was glad of the opportunity to meet Charlie Parker, maintainer at Haugan. Charlie was in Tacoma in April in furtherance of his electric train control device, and looked in on the signal office while there.

The new position of traveling signal maintainer on the Idaho Division was bulletined in April, and awarded to S. A. Skinner. This will probably smooth out the knotty question of who is to renew the batteries at Othello. The bulletin on Skinner's old job of maintainer at Worley, Idaho, is still open at this writing.

Plans are now under way for dismantling the interlocking plant at McGuire's, Idaho. The plant has been out of service since August, 1920, and the material is now to be taken down and stored till further use is found for it.

Assistant Laboratory Foreman Schutzman is responsible for this poem. He didn't particularly say so, but we assume that he guarantees this method of courting.

As is the mint sauce to the lamb,
As is the fried egg to the ham,
As is the sugar to the jam,

Are you to me.

Like pork without the apple-sauce,
Like hot cross buns without the cross,
Without your love, a total loss

My life would be.

Like apple-pie without the cheese,
Like juicy lamb without the peas,
Like lemon ice that would not freeze,

Would be my life.

You are syrup to my cake,
You are mushrooms to my steak,
And so I beg,—for both our sake,

Oh! be my wife.

Telegraph Engineer A. A. Birler, and Inspector H. A. Potter, made a joint trip of inspection over the Lines West the latter part of April. A couple of interesting hours were spent in the Tacoma signal office before their return to Milwaukee.

E. H. Taylor, detailed on special work raising trucking, went back as assistant

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THE SENTINEL BINDERY

JOHN C. SALZER

MILWAUKEE, WISCONSIN

maintainer at Lind, the middle of April.

The big chief has been in unusually fine humor the last couple of weeks. There's a reason. In fact, two. Mrs. Smith and daughter are back from a three months' stay in California. That's one. He's got a new buggy—a Jimmy's Day, or Willie's Night, or sumthin, to ride around in. That's the other. And if that combination isn't enough to account for a beaming personality, we'll put in with ya.

W. S. McGaugh received the permanent appointment of maintainer at Piedmont, effective March 31.

"Nothing so needs reforming as other people's habits."—From Mark Twain's Foolish Wisdom.

R. and S. Line S. R. Collier

Brakeman E. P. Smith has taken a leave of absence for ninety days and gone to his home in Streator, relieved on the Oglesby-Granville patrol by Brakeman C. E. Kassabaum. It is now Conductor Wheatley, Brakeman Kassabaum, and J. A. Grivatti on this run.

Owing to reduction in pool crews at Ladd, Conductor C. W. Hansen, Brakeman Joe Grivetti and Paul Reigel are now working on the Granville night job, doing the switching around Granville and making the Ladd turns.

Brakeman Harry Vollant is now enjoying life with "Henry," having taken unto himself the said "Henry" for "better or for worse."

Brakeman Caesar Biolchini has gone to Beloit to work, account shortage of men there during the rush.

On Wednesday, May 9, occurred the death of Fireman William Benster, at the Spring Valley hospital, where he had been taken just a few days previous after an illness of some time. Funeral was held on Saturday, May 12, from his home in Ladd. Many of "Bill's" friends from out of town were present, and we all deeply regret the passing of a friend and a jolly good fellow.

While at work in the pit at the roundhouse, Joe Campeccio, Jr., proceeded to find out which was the hardest, a piece of two by four or his head. It looks like the two by four was the hardest, as Joe has his head all tied up now.

Brakeman Hal Spier, of the C. M. & G., was calling on friends and relatives in Ladd during the latter part of May.

Car Repairer Mike Grivetti, after an absence of several months due to injuries received in a motor car accident, has returned to work on the rip track.

Operator Coss, first trick operator yard office, Ladd, having won out in the race for mayor of Ladd, was pleasantly surprised the day after election when he reported for work, to find the office and his chair at the operators' table nicely decorated up with bunting and flags, and a large sign on the door reading "Mayor's Office." Understand Coss made quite a speech in thanking the boys for the decorations.

During the first part of May we had a bridge burn out about two miles east of Scarboro, which delayed traffic a short time, but Mr. Slager and his crew were right on the job and had things moving in a few hours.

I guess nothing ever happens in the car department here, or else they are too busy to notice, for we haven't had any items from this department for some time.

Switchman John Chioni is quite a radio fan, and sure likes to listen in on the various concerts, etc., but it's funny the blamed thing has to be all connected up 'n everything before you can hear anything.

Engineer Carl Wolfe has returned from the Southeastern and is again working out of Ladd.

Twin City Terminals "Molly O"

Jimmy Tobin is the proud possessor of a new Paige touring car. He has left with George Hancer a list of telephone calls for all hospitals and ambulance headquarters in the Twin Cities.

WANTED—One Ford roadster, with all equipment; price, \$1.00; for use in securing strawberries at Lake Minnetonka. Apply George Hancer, room 17 Minneapolis passenger station.

Phil Bornkamp, who has been laid up since Christmas with a fractured leg, is once more at his desk, and Ed Knoke, who has been acting as relief car distributor during Phil's absence, returns to the South Minneapolis yard office.

Miss Gusta Furst is back on the yard time-keeping desk, after an enforced absence of four months, account illness, and we notice the Buick is making its appearance pretty regularly, as of yore.

Miss Elizabeth Zumkoski has joined our force at one of the "comping" desks.

Arnold Kirch has been appointed typist in place of Gene Birnbaum, who takes the stenographic position recently vacated by Mrs. Elmer Peterson, nee Ethel Osterstock.

The latest thing in society sporting events is the "Prize Pet" entertainment, to be held at Minneapolis.

Georgie Perry will exhibit her pet canary, "James," who sings the Gypsy's Warning in three languages.

Alvira Ecklund and Ethel Osterstock will each enter their brand new husbands. This exhibition was scheduled for a midsummer event, but as these two brides do their own cooking, we thought it best to hold the exhibit while hubbies were in good condition.

S. J. Farley will exhibit his wife, if he can get one, and, as he and F. E. Q. are regular subscribers of a matrimonial paper, they will no doubt meet the winning ladies soon. To an innocent bystander it doesn't look so much like a matter of "meeting" as it does of "being overtaken."

Irene Hughes will enter a prize Airdale hound, 5 inches from ear to tail, teeth all intact, and warranted to do tricks.

P. A. Nickey will exhibit a perfectly good car, with bushy tail, that doesn't object to being kicked out.

These are only a few of the choice entries. Get in early and win a prize.

Frances Leonard, of the local freight, took an extended trip through the south the latter part of April, visiting Cincinnati, Chattanooga, Miami, and Havana, Cuba. She reports a very interesting trip, but says the heat in Cuba makes one very thirsty.

Archie Benolkin has invested in a Ford coupe. Don't expect to see him for "dust" the remainder of the summer.

Rail Rumbblings from St. Paul Allen

The other day we were almost led to believe that a C. M. St. P. banquet was being held at the New Canton cafe, as we saw a number of C. M. St. P. employes entering that place. Possibly Agnes Mulhern or Birdie Borndale could enlighten us further.

I heard someone accusing Agnes of listening in on the switchboard the other day. Well, it could happen that she got mixed up a little, thinking that she was at home listening in on her radio set. Question: Why is a switchboard like a radio set?

By the way, you should see the freight office all dolled up with several coats of paint.

The landmarks in the vicinity of the foot of Sibley street are fast disappearing to make room for the completion of the new union depot. The old Schlitz building is no more.

Irvine Rothmund, of the roundhouse, had great visions of a big party, for, while walking along the tracks the other day, he found two suit cases packed with real, honest to goodness Scotch, but the dream was soon over, for a revenue man showed up shortly after, and goodbye Scotch. It was claimed that an incoming passenger from Canada threw the suit cases overboard when he feared that he was suspected.

Hans Dahm, expense clerk, has resigned to accept a position with a mining company at Hibbing, Minn. Up to date his successor has not been appointed.

The following has been sent in from the city ticket office:

F. J. Ober has been in the market for a car for some time, the reason apparently because he is so finicky. Buy a Ford, Fred, and spend the difference.

Oh where, oh where have our little flies gone?

Oh, where, oh where can they be?

Don't ask Western Union Dick. He doesn't know.

West I. & D. Inklings Dott

We are having plenty of rain and sunshine out here, to insure a good start for our garden sand crop. But, of course, that's only natural in South Dakota, especially the west river country, "The Alfalfa Seed District."

Mrs. A. A. Ricks was a passenger to Sioux Falls on the 11th, going down there to visit some relatives.

Well, we have the office painted. As far as scintillating cleanliness goes, it can't be beat; and as for color—well, it would take a real artist to choose any more beautiful, harmonious combination of colors than now adorn our "studio." In fact, several of us are thinking of taking up interior decorating for a life vocation.

Fireman Bob Lind is now on leave of absence and located at Roundup, Montana, and, as soon as school is out, his family will go and spend the summer months with him, we understand.

Engineer Charles Forrest came out to Chamberlain from Mitchell and took the work train there, probably for a few weeks.

Since there is no sleeper on No. 4, going down to Mason City, both the foreman and myself are finding plenty of opportunity to travel, as it is much more pleasant to "call us in" than to ride the cushions out here. Oh, krul world! Mr. Ricks made a trip as far as Mitchell on the 18th, and the clerk went to Mason City on the 19th. Left Murdo in sunshine, arrived in Mitchell in a dust storm, visited with Florence and Pearl and some "boys," had quite a fire scare, arrived Mason City in a rain storm, had an enjoyable time (didn't even get bawled out) and reached Murdo in a Mizzard—April 23—and the first one all winter.

Just a word in praise of the May number

of the magazine, the "Veterans' Number." Though far from a veteran myself, I enjoyed reading all the old time articles, and Mr. Ricks was familiar with all the names and places mentioned. He started service with the Company at Prairie Du Chene in 1882, and the photographs of the old town were very much appreciated by him. He states that he walked past the old fort, that is pictured in the group, every morning as he went to work.

Traveling Engineer Johnson made us a visit the fore part of the month. Supt. D. W. Kelly went over the division to Rapid City, but did not find time to stop and see us, which we regret, as we may not get a chance to see him again.

Our "Smokies" have been playing some real base ball this season, already having played and won three or four games. With Fireman Bill Dreager as pitcher and Archie Victor, local roundhouse laborer, as catcher, we have a "can't be beat" battery, and, though I can't name who's who in the field, I am certain it is an air-tight one, and we expect to see some more good games as soon as the teams around us get wakened up enough to play ball.

There's one thing that's puzzling every one here, and that is, why Blacksmith George Sherlowsky is working so hard and cheerfully of late. Another thing that we can't see through is that he has several times been seen inspecting houses of various sizes and descriptions about town. We abstain from any decision, but might make the statement that he might be thinking of going into the real estate business in the near future. Remember, George, that it isn't the original cost—it's the upkeep.

I heard the other day that Burnette Burke was thinking of going on the stage. Did you hear anything about it?

Chicago Terminals Guy E. Sampson

The Veterans' Number of the Magazine sure was a wonder, and everybody was anxiously awaiting its arrival. Of the 122 copies of the magazine we now have on file, the last one is by far the most interesting. From the little old engine on the front cover, to the last page, holds your profound interest, if you are a "real honest to goodness Milwaukee employe." To be sure, the editor had to cut down on some of our items to make room for the "Vets," but we should worry, we get a chance every month to tell you what is going on in the different divisions of this great railroad, while they only had that one issue.

Bill Clerk Fred Deviny, of Cameron's office, also carried a smile to work one morning a few days ago, and, when asked why so happy, said, "Oh, a girl—that's all." Then the boys all had a good laugh when Seaverson said, "Why, did you want a boy and girl both?"

Switchman Wyman says that the population at Elgin is growing, as a new daughter just arrived at his home. Congratulations.

The new water tank, placed just north of 4 main opposite the south hump, is now in use and a great time saver, as it saves so many engines going to the roundhouse for water. The water furnished there is giving better satisfaction than that taken at the other places.

Most of the changes in official positions around the terminals were reported in the Magazine last month, but since then Engineer Floyd Rowan has accepted a position on the fuel conservation bureau, and Charles Prior has taken a place in the

superintendent of transportation office.

The Chicago terminal fuel conservation committee held their monthly meeting April 23, at Western avenue coach yard, and it was well attended. So much interest was taken at the meeting that some of the officials nearly overlooked another important committee meeting held in the afternoon. We are sure that the meetings will bear much fruit, and you can gamble that the Terminals will make a showing on the right side of the ledger, as they always do when they go into projects of this kind.

Last month "somebody's stenog" sent us an item, commenting on Train Master E. E. Johnson's new suit. Well, like lots of other items, it was omitted to make room, but the suit is still new, so we will mention it this month, so that the "stenog" will remember us again when so important a piece of news comes to her notice.

Harry Abraham, formerly general foreman at Bensenville roundhouse, is now chief inspector for the C. M. & St. P. Ry. at the Baldwin Locomotive Works, Philadelphia, Penn.

Herbert Hanke, who has been off with a broken knee cap since last June, has returned to work again. Glad to see him.

We were very sorry to hear of the deaths of Engineer Lewis Gay and Engineer Clifford Roselle.

Congratulations to Henry Aulert on the arrival of a new son.

Bob Richerson was debating last month whether to be a great politician or a great singer. I think he had better be a politician.

Introducing "Peanuts" McCloud, 3rd ft turn table operator at Bensenville roundhouse, and Austins, Jr., champion bowler, who brought his own ball to Bensenville alleys to show the "Hayshakers" how to score a perfect 300 average, taking for his opponent Elmer Grobe. We were not able to learn the score, but "Peanuts" had to walk home the following A. M. Insufficient funds for street car fare. And now he's stoop shouldered from the strain of carrying that ball such a distance. Oh, Elmer, just see what you have went and done. You should have at least left the boy street car fare.

Harry Meek must have won all of his election bets; have you noticed the new suits?

Dan A Ray, car chaser, was off two or three days recently moving. Well, Dan, they say it's cheaper to move than pay rent.

The Misses La Velle, Reason, Sander, Larson and Ubl, the five stenographers in the superintendent's office, are the busy bunch, and I can say to you that they are turning out the work, too. Any time you happen to drop in that busy office, these five girls are pounding the letters off the machines.

Cheer up, Jane. Even tho bowling and horse back riding haven't shown the desired results, roller skating may help, provided you learn that it is the skates that belong on the floor.

Some people would pay any price for a box of candy. Miss Carlson, bill clerk, was observed winning two thousand "bucks" at one of the booths at the Shriners' Circus, Medinah Temple, and lost it all at the next booth trying to win a box of candy.

Discovered—the reason Mary McIntee, comptometer operator, walks over town every evening to get the car. He's tall and dark. Has he any brothers, Mary?

Patience sure is a virtue. Our messenger, Roy Provancha, waited at the skating

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rink from 8:30 until 11:00 p. m. last Friday. Suppose she gave you the old stall, Roy—cars blocked.

Charles Moskovitz, roster clerk, recently moved to Mont Clare, out among the aristocrats. Notice he's wearing silk shirts and everything here lately, so there must be some attraction at Mont Clare.

Mike Ivers may be small, but he is some umpire.

The spring engagement crop has been successful, judging from appearances around Union street at noon, for several girls seem to be very busy filling their "Goodness Knows When" chest.

We bet our girls are the best dressed of any local office, all latest, up-to-the-minute styles, Paris creations and "King Tut" scrolls are on display.

In making daily comparisons with our tonnage for the last year, it is gratifying to note that we always run at least 50 per cent over last year, and frequently 100 per cent, without any unusual increase in loss or damage.

Our car service department was recently checked very thoroughly, and result of check indicates that our girls know demurrage, and can also give patrons convincing arguments that seldom fail to get the money.

Our agent has instilled so much enthusiasm into everybody at Union street about our uncollected, that we are going to be a very disappointed organization of we don't considerably decrease our percentage within the next few weeks.

S. M. East
I. M. M.

Ron and Blake drove to Preston, Lanesboro and Harmony, and visited friends over the week end. Ron was on his good behavior and took the harm out of harmony.

Ticket Agent Schultz is somewhat of a poet, and in inquiring as to an S. M. train was heard to sing over the telephone, "Oh, my darling Nellie Gray, How is twenty-two today?"

Dwight wishes all want-ads for a fast horse canceled. He now has the most speedy way of getting to work at 5 bells. He has purchased a new Chevrolet coupe, and, aside from bringing him to work in the wee small hours of the morning, the machine is kept very busy during the afternoons and evenings.

A spring festival was held at the Methodist church basement a few weeks ago. Among those who took part were: Ronald, Herbert, Dwight and Blake. Each evening a parade was held. On the last evening an incident happened which made Ronald think for a minute that he was in an aeroplane, but discovered when he was picked up that there was not much air to it, the brick pavement being the landing place.

Perishable Freight Inspector Williams is taking a short vacation from his duties at Austin. D. E. Westover is relieving him.

Mrs. E. A. Meyer underwent an operation at St. Mary's hospital in Rochester the middle of May, and is getting along very nicely. We all hope for her speedy recovery.

Chief Dispatcher Sorensen is the owner of a new 5-passenger Packard car, and Engineer Fred Peck has a new Nash.

Everything is lovely again in room 5, since the storm. The dark cloud passed by, the rainbow appeared, and now the sun shines brightly.

Wanted—A road map showing route to Rose Creek—Sweet Williams.

Ticket Clerk H. C. Scott is moving his family to Railway street.

Marcella McShane attended the class play, "The Charm School," in Caledonia, which was put on by her sister.

Dispatchers Johnson and Aughey are hearing things these days. They each have a new radio outfit in their homes.

We are sorry to report that Agent T. J. Fogarty, of Sherburn, is again on the sick list and unable to be at his work.

Accountant Galligan spent a few days in Chicago on business.

Ole Gulickson has been appointed new railroad special officer at Austin.

Matt Mettinger, formerly employed as boilermaker in the Austin roundhouse, has been appointed boiler inspector on the system, and called on old friends in Austin a few weeks ago.

Machinist Engelbert Laufle, a veteran of the Milwaukee, is taking a vacation and has gone to Missouri to visit relatives.

Machinist Mooney and wife visited his folks in Brainerd and friends in Minneapolis.

Superintendent's Office—Coast Div.
Mutt and Jeff

George H. Hill, chief dispatcher of Moberge, attended school in Seattle last week, and incidentally called on his many coast division friends.

Harry Hatch sprung the surprise of the season the morning he blossomed out in a new gray suit. He says he's going to Chicago.

May Day, Miss Millie Anderson's birthday, was the occasion of one of the most delightful parties of the year. Miss Bligh proved to be the only movie fan present and carried away the prize for naming the most movie people.

Another Henry has been added to our family. Mr McMahan has a new Ford touring, so a ride up town isn't nearly so hard to bum now.

D. J. Hagerty, chief dispatcher at Deer Lodge, called on us about the first of May, and we were sure glad to see him. D. J. says he likes "Our city," so we hope he comes again.

George M. Hayden is back at his desk again, after an absence of a month vacationing in southern cities.

Miss Margaret Frank, of Eatonville, formerly of the superintendent's office, was married April 29 to Jimmie Chapman, of Toppenish, Wash. We all join in wishing the newlyweds oodles of happiness.

River Division News
M. M.

It was with great pleasure that we read the Veterans' Number of the Magazine. The editor deserves congratulations in being able to secure so many interesting narrations and pictures of Veterans who helped make this road what it is. The frontispiece was especially interesting, and undoubtedly many recalled when they received their pay checks from this car.

Engineer George Vore has returned from California. Wonder how he likes our loitering spring after that sunny California weather.

A very successful freight claim prevention meeting was conducted by Supt. D. E. Rossiter, at Wabasha, April 30. The agents from various stations on the division were present.

The budding spring has awakened the farming instinct in nearly everyone around here, but it seems the one who is the most

afflicted with the malady of gardening is Gus Larson. I believe he has gone into this business quite extensively, for I understand that he has the N. E. quarter of the S. E. section of land all under cultivation. Such a variety of vegetables to have in a patch near his garage I never did hear of. He expects to have wonderful success, and here's hoping he does.

Speaking of gardening: rumor has it that Traveling Engineer W. C. Blase is taking orders for flowers. Mr. Blase was ordering seeds from a catalog the other day and had secured the kind he desired, but his wife informed him that the particular kind would not bloom until next year. "That's all right," Dick says, "This is a last year's catalog."

Engineer Koch has been laying off the past week. Wonder what Fred's up to now? Suppose the fishing was great. Tell us about it, Fred.

Birthdays were celebrated during the past month. J. Fleming celebrated his by having a real party. Agent F. C. Beck has one, and suppose he will have a party too.

H. J. Peterson, yardmaster at Wabasha, was off duty the past week on account of illness, so says Henry, but I betcha he was pretend'n and just wanted to work in the garden. Bob Stahly was acting yardmaster during Mr. Peterson's absence.

We are sorry to hear that it is necessary for D. M. Wheeler, chief timekeeper, to take up outside work for three or four months on account of ill health. The doctor says his nerves are up in the air. Too bad, D. M., better reclaim them, as you may need them some time. Here's hoping you will gather them quickly and return to the division soon.

Roadmaster McClellan evidently does not need gas, as the crew on the C. V. passenger noticed a gasoline can which Mac had lost when he was whizzing by on his motor car. Suppose Mac was hitting the high places and forgot about the gas.

Harry Painter came very near missing re-examination on standard rules, owing to his excellent luck fishing and then the fascinating occupation that it is. Fishing is great pleasure, but duty before pleasure, Harry.

Warren Waterbury and Leonard Tuma have begun excavating for the erection of new homes. Very good ideas and suggestions can be found in the "Home Building Department" of the *Employee Magazine*.

It is rather confusing to keep record of all the new cars which some of our employes have been purchasing. Eugene Carroll is driving a Star coupe, Engineer Hilger has a Dodge coupe, Christ Reister is driving a Ford, and the next on the list will be Engineer Eggenberger.

After returning from the city, Engineer Wheeler immediately engaged plumbers and carpenters, and is now busy remodeling his house. What's this all about, Maurice?

The River Division will be in excellent condition for the heavy fall business, as new steel rails have been laid, and now Edm. C. Carlson has a crew busy with clam shell and work train, graveling the track.

La Crosse Division C. W. Velsor

Sunday, May 13, marked the fourth anniversary of the return of the famous 13th Engineers, with a banquet at 6:13 P. M., for 13 members of the outfit, at the home of our trainmaster, Major Horton. Answer-

ing "present" to roll call were: Johnson, Hellman, Charles McMahn, Duck McMahn, Taylor, Ward, Peters, Sawtells, Buck, Phillips, Anderson, and Standley.

Now that Miss Tuttle is one of the bright spots in H. R. Jones' office, at North La Crosse, we notice all the single men come to work all ironed out and shaved every day.

Among those who became benedicts during the past month we find the names of George Miller, of the La Crosse roundhouse, who quietly slipped away and took the solemn oath on April 21. Captain Harry Williams, our West End brakeman, who also took the same obligation and spent his honeymoon in Washington and New York. Well, we will put this one last because our friend, John Katherman, who has taken on a wife over a month ago has not let anyone know about it, because he says that when a fellow gets married he can't afford to be buying a lot of cigars. Good luck to the newlyweds.

It is our sad and painful duty to mention the death of our esteemed and loyal friends, Yard Conductor H. W. Brinkman, of the La Crosse Terminal, who passed away on May 7 after a brief illness; also Engineer James Kerwin, who has been in the engine service on the division for almost a half century; and Warehouse Foreman Aug. Stephan, of the La Crosse freight house. Mr. Stephan came to the Milwaukee Road in 1888, and was very popular and well liked.

District Special Agent V. L. Scholl has left the La Crosse office to accept a position at Milwaukee, so as to be near his home, which is at Waukesha. F. S. Pooler, formerly with Mr. Scholl, has been appointed in his place.

Agent C. L. V. Craft, on May 9, passed another milestone in his life, and as an interesting coincidence, has also been in the service of the road 40 years on the same day. Congratulations.

Well, we were all pleased to see our old friend, Engineer Cooky Danahue, back on the job, after being gone for several months. Cooky says that the lure of the rails called him back.

Conductor Deacon Schutter, on the Viroqua Line, recently had a derailment of a car of sand which necessitated the calling of the Portage wrecker. It has been suggested that in the future Conductor Dan Smith be given a chance to show his strong arm before the wrecker is called.

The Gold Dust twins of the Tomah shops spent a few days in Milwaukee recently. Nickel cigars, burlesque show, and red pop, followed by the customary headaches. They are the berries.

Understand Engineer Sam Cadman, on No. 30, was recently called upon to explain why he blocked No. 66, Watertown Junction, to Pewaukee. Engineer on 66 had reported he was blocked by way freight or dead freight ahead. Sam now understands 66 is a fast freight. He recently requested an engine with ball bearings.

Special commendation was given Brakeman Robert Bowen, of Tomah, who happened to be watching a passing freight train from his home on May 13 and discovered a broken arch bar on a refrigerator car on No. 66. Brakeman Bowen rushed down to the track in time to give Conductor Stowers a stop signal, which avoided a serious accident.

Agent Sheeley of Pewaukee also received special commendation for his quick action in having Conductor Pate stop his train, which had a car of lumber hanging over

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the west bound track which would have sure struck No. 5, which was due to pass in a few moments.

W. E. Jones has been promoted to night chief dispatcher at Portage. This put the railroad in good hands at night.

E. F. Kohlhaas has been appointed second, and P. E. Cull third trick operator at Columbus.

E. "Dewey," our popular clerk in the dispatcher's office, spent a couple days in Chicago, and we are wondering when it's coming off. Understand Babe Hayes is building a home for two. That ought to be worth a quart when he moves in, don't you think so, Farnham?

J. C. Hauer, foreman of Section No. 33, Mauston, celebrated his 50th anniversary in the service of the company. The records will show that he has never missed a day or been off sick a day in those many years.

Milwaukee Terminals

Renay

Haven't received a single, solitary note this month. I wonder what has happened to all my detectives? Falling down on the job? Let's do better next month.

Mr. Whiting was pleasantly surprised at his home on Friday night, April 27, when the office force walked in on him. Roadmaster Garrity won first prize as the champion Bunko Artist, while Jim Ritter was on top for smear. Mr. Whiting proved to be the best marathon dancer, and is now ready to take on all applicants. All "dancing" will take place at Chicago after the 15th. (Are they stepping fast enough for you down there, Mr. W.?) All report having a wonderful time.

A surprise farewell banquet was given Superintendent Whiting at the Republican House, May 12, at 6 P. M., by supervisory officials and heads of departments of Milwaukee Terminal. Mr. Whiting had been told that an agents' dinner was to be given him before he left to become superintendent terminals at Chicago. He was met at the hotel by Mr. Bannon and Mr. Carrick, and, after much conniving to keep him interested while the men gathered in the dining room on the second floor, he was finally ushered up to be met by a party of 52 employes of The Milwaukee. For a moment "Our Charlie" wasn't even able to whisper.

Mr. Thiele acted as toastmaster, making a few remarks on Mr. Whiting's career on Lines West, and his success in handling the terminal at Milwaukee.

H. J. Killelea made a few remarks on the good-fellowship which was evidenced by the attendance at the banquet of all departments, and by the spirit of good-will which existed between the various departments. Later he recited three poems entitled, "The Trail of the Yukon," "Dangerous Dan McCrew," and "The Negro Funeral Sermon," which were greatly enjoyed by all.

Trainmaster Elder said there is always a time in a man's life when he desires to be a speaker, but it was not the opportune time for him; but he wanted to say that if Mr. Whiting could switch in Chicago for .75, we would in Milwaukee for .73.

Mr. Bjorkholm of the mechanical department remarked that, altho Mr. Whiting had gone "Over There" to help settle a little difficulty, he was now going to what would be a real war.

District Engineer Smith spoke about Mr. Whiting's railroading on Lines West, and also told how he became known as "Whispering Charlie."

Yardmaster Schuh said he was very disappointed that he was called upon to speak, as he had every intention of rendering a vocal selection.

Superintendent N. P. Thurber spoke about the Raleratus club, mentioning a certain dinner which Lena had served, bringing on the bean soup first, Mr. Whiting inquiring as to who furnished the "wind;" steak come next, which he was sure was really some officer's leather boots; and last, apple pie, Mr. Whiting making the remark that it was crabapple pie, but Lena very gently spoke up and said, "Beg your pardon, but the 'crab' isn't in the pie."

General Agent Hicks gave a little talk on Mr. Whiting's railroading career. (Folks, that's what I was told to write. I haven't been able to get a real line on Mr. Hicks' story, but from the expressions on certain faces, including Bannon, Bush, Steuer, Elder, and Breckenridge, it must have been GOOD. How about it, Mr. Hicks?)

Acting Superintendent Bannon said he was not bidding Mr. Whiting good-bye, but was just going to say "hello," because the trainmaster on the C. & M. Division works directly with the superintendent terminals at Chicago, and after the 15th he would be one of the Colonel's lieutenants.

Mr. Halderman, of the Western Weighing and Inspection Bureau, spoke on what he knew of Mr. Whiting's career while in Milwaukee.

W. D. Carrick also spoke of his association with Mr. Whiting while here.

Agent Dumler said when he came here he was told to look out for "Whiting," as he was a "bad-man," and for that reason was a bit timid until he got better acquainted, but he has been here two years, and has found him to be fair and upright, and when he said anything he meant it.

Yardmaster Mason also spoke of his dealings with Mr. Whiting, and said that when "Whiting" wanted anything, he wanted it.

Agent Ross told of a court martial in France in which a certain officer was court-martialed, and, after the court-martial was over, it was decided to let this officer go, as he was a "h—— of a good fellow." Of course, it was not necessary to mention any names, but you can use your own judgment as to who this certain officer was.

Mr. Hinsey gave a touching talk on the value of friendship and co-operation among fellow workers, stating that although a man may have success, riches, and other things, the one thing that is really worth while in life is the good will of your friends and co-workers, and in this respect Mr. Whiting seemed to be most fortunate.

Bad Land Echoes

"Bill Mike"

Many things have happened since the last time that we wrote:

Olga Grothe's been to school to a place that's quite remote—

Been away out there to Calif., heard she wasn't coming back,

But the other day she blew in from the west end of the track.

Seems to us it's queer and funny young folks go so far from home,

When to look for education for to cram into their dome.

Can't they get it any nearer than a thousand miles or more,

Or don't they want the home folks to find out some things for sure?

Quite a number of young fellows often take a pleasure trip

Out to where the outfit's working, thinking they will get a tip
 As to how the thing is coming, if there's any oil in sight,
 And, besides, these trips are wonders to build up an appetite.
 Three young men went out there not so very long ago,
 They took two cars and went from the roundhouse you may know.
 There was Staben in his Buick, and Phil White who had a Ford,
 And another man called "Peg," when they shouted "all aboard."
 Guess they got out to the oil well, though the gumbo it was thick;
 But 'twas on the homeward journey that the wheels began to stick.
 First one would pull the other, and the other'd pull,
 And they'd use a heap of language, and then there'd be a lull;
 They got help from the outfit, but they couldn't do a thing—
 The more they tugged and shouted, the harder it would cling.
 At last they got a farmer with his team to pull them out,
 If it hadn't been for that, they'd a been there yet, no doubt.
 They had started out for pleasure when they first began the day,
 But it cost them seventy dollars, and they didn't draw no pay.
 It's hard to pay for pleasure when pleasure's dearly bought,
 But it's harder to pay for working, when your work amounts to naught.

Terre Haute Division News Items

Roberta Bair

Frances Bartlett, of the division storekeeper's office, is now on her vacation. You shall not find her in sunny Florida, nor the wonderful Niagara, for she is busily engaged at home, sewing, crocheting and hemming, for Frances is to be married in June. Miss Catherine Pfeiffer and Mrs. Agnes Dede, both of the master mechanic's office, will give a miscellaneous shower in honor of Frances, the 28th of this month. Mr. Pearce will also entertain the 4th of June. Frances leaves the Milwaukee for keeps on the 12th of June. Good luck, Frances.

We would like to call the special attention of every one to the mustache cultivated by Night Foreman Mark Folsom. If any one has not seen it, it would be worth while to make a trip to the Terre Haute roundhouse any night, as Mark has it on display all hours, and is very proud of the "eyebush."

Well, Dock, we hope you treat the Buick better than the Chevrolet, and, just remember that so far no car has been made that will climb poles or dodge fences.

Suppose some have been wondering who or what is being referred to when they heard the expression, "Isn't it becoming?" Well, we'll put you wise. Don't know if every one has seen it or not, but since Edna Pfeiffer has had her hair bobbed, most everyone wants their's bobbed, too. If all bobbed hair was as becoming as Edna's, we would say, "Go to it!"

Raleigh Cole, clerk to Roadmaster J. Colkinson, is buying two lunches each noon. Margaret is her name. That is all we know.

Miss Fasig, comptometer operator in the division accountant's office, is to leave our midst soon. A young man once more went against the railroad office.

Glenn Climpse, clerk to Roadmaster M. J. Murphy, has resigned to accept a position with the Santa Fe Railway, with location at Needles, California.

The railroad girls from Terre Haute will spend Sunday, May 20, at Bedford, the guests of Miss Frances Bartlett.

Mr. and Mrs. Joe Dede are now all settled in their beautiful new home.

Mrs. H. A. Cameron and little son spent the week end in Terre Haute, the guests of Mr. Cameron, our chief carpenter.

The bridge and building department are to put on additional forces in the near future for extensive repairs.

Tacoma Tide Flats

Ace

During the closed season of baseball, the offices have appeared to be somewhat funereal, but now that the season has reopened, you can see most of the boys pursuing the sporting edition of the daily papers.

Clarence Mase, boilermaker helper apprentice, has taken the fatal step and joined the tides of matrimony. We all wish you much happiness and success, Clarence.

Superintendent Motive Power Peck and General Foreman Kelker, of the O. & W. at Albina, paid Tacoma shops a two-day visit.

George Benhan, machinist, just returned from a two weeks' visit in Chicago, altogether.

Elfrida, daughter of Paul Jasmer, clerk to general foreman, joined hands for life with Stewart Letterman, from Brooklyn, N. Y., at their home, 2346 South E, May 9. Mr. Letterman is a mechanic, and they will make their home here. Congratulations.

Fred Lowert is somewhat occupied these days, preparing a paper for the best article dealing with erecting shop practices, and we all feel confident that he will be awarded the first prize of \$50 offered by the railroad mechanical engineers.

Mrs. Lloyd Taylor, formerly Minnie Geard, of the time department, is rejoicing over the arrival of a bouncing baby boy. Congratulations.

Mrs. A. E. England, formerly Teresa Nicholson of the store department, is also the proud possessor of a baby boy. Congratulations.

J. W. Santee, chief operator at Hyak substation, says, "Boys, call me papa, for it's a boy." Congratulations.

While mentioning the new papas, why not mention the grandpapas? Noticed Christ Schmidt, blacksmith, lately?

Mrs. Elizabeth McKnight, chief clerk in blacksmith shop, had a very painful operation performed on her jaw bone. It is now reported she will be back on the job in a few days.

One of the most remarkable things that has happened for some time has befallen our Major friend, Frank Buchanan, who has gone 30 days without an accident to the Reo.

Some men think that the meanest man on earth is one who would be guilty of "squealing" on a "blind pig."

John Dragseth, lay-out in mill, is contemplating a visit to Fargo shortly, and it is rumored that the purpose of this trip is to bind himself in the ties of matrimony. Be careful, John.

Oh, girls! have you heard the latest? Our Sheik stenographer, G. E. Hoople, is reported to have purchased a Broadway cootie and puddle jumper. Oh, boy! nuf said.

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Write for bulletins

FLANNERY BOLT COMPANY
Vanadium Building PITTSBURGH, PENNA.

P. R. Horr and George Bottle made a big catch on the DeChutes river Sunday, but we didn't see them.

Our store department clerk, Harold Veith, may be seen any night walking home from work, a long hike for many of us, but just a few steps for him. "Halley" says he is training to join the army that will march against the dries.

Howard Renolds, clerk in the time department, has been off with pneumonia, but is improving. Here's hoping we see you on the job soon, Howard.

A winner doesn't knock, and a knocker doesn't win.

Frank McConnell, hostler, is the proud possessor of a brand new Ford sedan. Congratulations, Frank.

George Pyette is in the east on a business and pleasure trip. Be careful, George, and don't take any wooden nickles or crowd anybody off the road.

We regret very much the loss of one of the best looking men in the time department, E. L. Carkins, who has been transferred to the car department as M. C. B. clerk; anyhow, we wish you luck, Cark.

Mill Foreman Bill Bitters is still reported on the sick list.

NOTICE—Regular annual meeting of the Pioneer club will be held at Tacoma, Wash., July 10, 11 and 12. All Milwaukee employes are invited to attend.

Tell a fellow that he is full of pep, and he will naturally conclude that he is a warm baby.

Read the following sayings over carefully and you can pretty nearly guess who are responsible for them.

"What's doing?"

"Wait till my ship comes in."

"I'm gonna don the asbestos suit to-night."

"You tell 'em."

"How do you get that way?"

"Well! Well! Well!"

"I fix."

"10 more days."

"Horse effect."

"Heads or tails."

After all, perhaps, it's better to remain silent and be thought a fool, than to speak and remove all doubt.

Dubuque Shop "Jingles"

Osie

Fred Sanders, machinist at Dubuque shops for the past fifteen years, died at his home in Dubuque on Friday, May 11, after being confined to his bed for only a week. Fred was a boy well liked by every one, and the sympathy of the entire shop goes to his family in their bereavement.

Miss O'Brien, of the store department, has been laid up with the grippe for the past few days, but we are glad to see she is back on the job again. When we first heard of Lillian's illness, we were afraid it might be "tonguetiredness," but we are informed to the contrary.

In our last month's column in the list of N. E. citizens, the name of John K. was unintentionally omitted. This young man belong in this class, for he shuts our office door with a vengeance.

Marguerite gave a picnic—almost. Everyone had a rare time. Weather conditions, unfavorable.

Frank Frick has returned from a half day's visit in the big city. Frank takes such long vacations that we can hardly wait until he returns.

Who is it that shuts his typewriter compartment so quietly? Ask George. (If he

tells, also ask him, who is the champion gum chewer in the office?)

The "Get-Together" club had another one of their classy dances at the Moderne ball room last Friday night. There is a report that a young man from the store department was conspicuous by his presence—probably had on a new tie or something. Outside of that, everything went smoothly. Specialty dance numbers by the Misses Smith and Bowden. About forty couple attended, and the gang are all set for another in the near future.

When a person gets a pass with "and wife" on, that generally means something, but C. B. says, "it's all a mistake, and 'twill be returned for correction." We'll see what we will see next month.

Traveling Accountants Buelting and Rusel have been in charge of the accounting department at Dubuque temporarily since Shop Accountant Bamberger's departure. They report that, next to their own city, Dubuque "ain't so bad."

Art threatened to hand me some notes, but failed to make good his threat. Do better next time, won't you, Arshur?

East Wind

Mile a Minute

We were pleased to learn of the establishment of a general agent's office at Indianapolis, Indiana, and that Mr. Pasho, formerly with Mr. Calkins, has been sent there in charge. His old friends around the Exchange will miss him greatly and extend to him their best wishes for success in his new undertaking.

We understand a baggage car is now being operated as part of the consist of the Deerfield local to enable Mr. Buckley to take his work home at night.

The occasional flashes darting across the sky recently and shining in the Railway Exchange windows have at last been accounted for. Mary Madigan, in Mr. Getty's office, over in the station is wearing one of those sparkling objects on her left hand and this is what has been causing all the commotion.

And speaking of new rings, have you seen the one Miss MacMenamin in Mr. Greer's office is wearing. Best wishes are extended to both of the girls.

The lure of the cooking school (and possibly the great future beyond) has evidently affected the Misses Schram and Hewitt. They report having successfully completed the initial lesson in the curriculum, that of boiling water without singeing it, and are now deeply and studiously engrossed in the advanced, complicated study of the proper scientific method of boiling eggs, both loose and tight.

Mr. Goetz, the president's secretary, has undergone an operation for goiter since we last went to press and has at this writing made wonderful progress towards recovery. He expects to be back in the office soon and hopes his friends will drop around and see him.

Alice Hahn, who was formerly with Mr. Greer, is now nicely located in F. H. Johnson's office on the 13th floor where she is busy with clergy transportation and publicity work.

The sun-kissed shores of the Pacific have beckoned to Kathleen O'Neill and she is now doing that part of the country on her annual vacation. Here's hoping they sell post cards in that section of the country.

Roy Dougherty wandered back to his old haunts one day last month and paid us all a visit. He says he likes Marion very well but is still a little partial to old Chi.

Miss Vaughn, of the engineering depart-

ment, is away from the office at present, having had an operation on her eye. We hope to have her back soon.

Alphabet Larson, employment bureau, has been investigating the bright lights of New York City, having gone there for a two weeks' vacation.

Pete McKenna has accepted the position of secretary to Mr. Sparrow, Mr. Roache having taken up some special work in the accounting department. It will be difficult to associate Pete with any other department but the general manager's for awhile at least, but we hope he will like his new undertaking. Certainly should receive lots of news from Pete now as there is a big field to work with in the accounting department.

Mrs. John W. Nelson, nee Isabel Bushnell, was back for two weeks, helping out in Mr. Pooler's offices.

Every time one of the buzzers in the accounting department rings you can see the real dyed-in-the-wool radio fans reach up to give their sets a little finer tuning. You know the bug has them pretty bad when the buzzer sounds like static to their ears.

Miss Bartling, in the engineering department, was forced to take her vacation early to help with sickness in her home. While the time was not spent as most of us like to spend our vacations, she evidently accomplished a great deal of good as at this time everyone is reported doing well.

Alice Olahber, Mr. Gillick's office, reports having had a marvelous time (in true feminine description) journeying through the east, visiting New York and Washington.

Now that the bowling season has "rolled" by we hope you won't get "balled" out for slipping away to a round or two of Saturday afternoon golf.

For the effects of bobbed hair, both straight or "parlored" as influencing your particular style of beauty, you are respectfully and conscientiously referred to Miss Carlson, in 1248, and Miss Goldberg, in 1236. Experience, they say, is the best teacher.

Mr. Kamlah is now commuting between Forest Glen and Chicago.

And that's all 'till next Sunday!

Deer Lodge Notes
W. B. S.

France Woods smacked out a home run recently when Deer Lodge was playing the Prison team and so of course Jack Thomas had to get smart and play copy-cat and do the same. He makes France so mad sometimes that it is a wonder he doesn't go home and beat his wife. Maybe he would, only he knows he'd have a fat chance putting any rough stuff over with Helen.

Theodore Christensen is now convalescent but he will never look the same again.

Ethyle Bensch and Mitzie King are keeping house. They imagine they are living in a palace just because they have a king and a queen under one roof. They did not get married. They are just batching. No, that isn't the right word—I should have said Old Maidling.

Too bad that new Mr. Johnson is married, girls. He's such a good dancer and so good looking.

Russell had a wonderful time in Chicago. He stayed at a hotel where any tip less than a dollar was an insult to the hired help, but it's pretty hard to get ahead of Ruck. Nonchalantly he would leave a large iron dollar beside his plate at each meal, and then later in the eve-

ning he would date the hasher out and take his three dollars away from her. As a financier he sure knows his berries. He could successfully operate a gent's furnishing store in the city of Jerusalem.

I think this is an old story but it was told on Gertrude recently so it's disguised. Gertie wrote to the society editor of a paper, (so I was told) and asked: "If after a young man had taken a girl to a show and then to supper afterward, he should offer to kiss her good night before leaving." The editor replied, "Certainly not. He had done enough for her for one evening."

There is a rumor afloat that a pair of Jacks have been appointed to the dry squad. They are already on the Car Toad's ball team, so what more do they want. There was more than a rumor afloat the night they celebrated Connie's wedding. Why should they celebrate Connie's marriage anyway? It wasn't any of their business.

Rhea had a little dog,
They started to the Grill,
Jeff stumbled over Rhea's feet,
And Rhea had a spill.

Will the fellow who has been calling Freda on the phone four times a day for the past month and asking for a date, please come forward and make himself known. Freda is just dying of curiosity but is afraid to accept a date for fear he might be a cradle robber. Freda is so young and small, just a child, you know.

If Mike Welsch and Dave Haggerty had rolled all season like they did that last game, the Milwaukee team would have won the pennant in a walk.

Henry Ford has offered to give a new Ford car to the owner of the oldest Ford still operative. Booy Evans gets the new Ford.

Ethel Thompson met a casual acquaintance on 18 recently. That's what she called him. A casual acquaintance. I thought I knew what the word casual meant, but I guess not. With my persent comprehension of the word, being a casual acquaintance of Ethel's isn't half bad.

R. & S. W. Division
Lillian L.

Received a postal card written by J. J. Meyers, himself, stating he is now out of the hospital and is getting along nicely and hopes to be back to work soon. Glad to get the good news, Joe.

Talk about your Gretna Greens, there are none of them that have anything on Beloit. Now its Beryl and Jimmie—you all know Beryl and Jimmie—excuse me, I mean Mr. and Mrs. Jimmie Barrett (of course) who else could I mean. In spite of all good advice, they couldn't see it any other way, and were spliced on April 18. The knot was tied at St. Peter's parsonage, South Beloit. South Beloit, as you all know, is in Illinois, and you do not have to wait five days after getting a license. Well, if they would do it, here's hoping they will be just as miserable as all the rest of them. Mrs. Jane Ryan and Miss Reta Westrick gave a pyrex shower for Miss Rossman, and we hope the articles she received will be strong enough to stand the shock when they hit Jimmie's head.

On Sunday, May 6, Agent R. M. Telfer at Beloit completed his fifty-eighth year in the service of the company. Mr. Telfer is hale and hearty, despite the grind of nearly sixty years. Outside of his duties at the office he raises a large flock of chickens each year, has a fine vegetable gar-

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den, and his flower garden and shrubbery are the envy of all his neighbors. He is unusually active, and can give the switch engine quite a start and then beat them through the yard—not casting any reflections on the speed of our switch engine. And you should see him swim. Now, I suppose you will ask, "does he dive"—does a Kingfisher? Congratulations R. M. T., and may you see many more years in the service.

Many thanks, Irene, for the box of candy on the wedding. Irene, you know, has changed her name to one of pugilistic fame.

Bubbles Bates and family drove to Beloit from Joliet the other Sunday in a brand new Buick.

Where, oh where, has my little dog gone?

John Barriadge has been appointed clerk at Delavan.

Heine Funk spent May 13 (Mother's Day) with his mother in St. Paul.

Nels Harrington has a new Lizzie. Nels is new to the game and imagines every tree and telegraph pole he sees is headed right for him.

Conductor Gillen is a real guy, bringing roses to the girls every few days. For some reason Helen blushes every time anyone mentions roses, and Conductor Gillen did not bring them either.

You all enjoy reading a joke on the other fellow, so why don't you send in something?

Traveling Auditor Fraser always behaves himself so well when he comes to Beloit that I never get a chance to give him a writeup.

C. V. Division N. E.

The saying, that "Summer is coming" is certainly a myth. May 8 we had a variety of weather: rain, snow, and icy blasts of wind. Oh you gardens and flowers; let's hope you'll survive.

Hooray! Trout season is in full blast! Chief Clerk George Benz and party camped on Hay Creek, May 5 and 6, and brought back thirteen beauties. They report a dandy time, although the nights were mighty cold and someone had to keep feeding the campfire constantly.

Born to Mr. and Mrs. Dan McMillan, a fine baby boy. As this new arrival is the ninth child and the first boy, you can imagine the rejoicing in their family. Congratulations.

Mr. King had a hard day's run inspecting ties on the C. V. Division and while he and Roadmaster McLallen were returning to Durand to tie up for the night, Mr. K. who was busy looking at ties, failed to see a stick of cord wood lying across the rail at a public highway, and "Mac" sitting in the rear, operating the car, couldn't see thru Mr. King. Consequently they collided with said stick and car and all landed neatly in a near-by ditch. No serious damage; only a severe "shakin-up".

You'd think some people would know better but they don't! Richard Loken, warehouse foreman and three of his children have been having a siege with the "mumps". "Dick", aren't you ever going to grow up?

We understand that Agent Smith of Chippewa Falls has purchased a fine new "Studebaker".

The switch crew is proud of the new switches which replace the old stub switches at Eau Claire. Fine work, boys!

Mr. Franklyn, assistant to Gen'l. Roadmaster F. E. King, division engineer, and Roadmaster McLallen made a rail inspection of the C. V. and Wabasha Division. When they started from Eau Claire to Careyville on the motor car at one of the public highways a big Buick sedan crashed into them and Mr. King and Mr. Franklyn were hurt quite severely, but "Mac" escaped injury. It was a miracle that someone wasn't killed.

Agent Ebersole and wife were riding blissfully along one of the country roads, when the driver of a big Buick Six attempted to pass them, but not being successful, she crashed "full speed ahead" into the rear of Ebersole's car. The "Chev" stood the shock beautifully but the Ebersoles' nervous system was wrecked.

John Ripplinger of Chippewa Falls will, in the future be one of the switchmen in the Eau Claire yards.

Agent Ebersole, Arch Donaldson and party camped on Upper Hay Creek, fifth and sixth of May, and report a great trip altho they only brought back "seven trout". People up here are complaining about scarcity of trout in the near-by streams. Well, what can they expect when Donaldson and Ebersole have been fishing these streams for the past five years? Mr. Sevier who was "Sunday-ing" in Eau Claire accompanied them.

It is rumored that some people are so "dippy" over fishing that they even carry a sheet iron stove along, so they can thaw out these cold nights. Ask W. A. E. if they don't. *Finis!*

Illinois Division Mabel Johnson

Cecil Sellens, formerly stock clerk in the store department at Savanna, was recently transferred to similar position at Council Bluffs. Frank Shradeja is filling the vacancy at Savanna. Best wishes to you Cecil.

Art Cush and Virgil Tyler, baggage room employes at Savanna, played "nurse" to a baby goat that passed through Savanna recently in a starving condition.

Believe our new store department tall friend likes Savanna quite well since his acquaintance in our midst. Girls anyway. U B careful!

Deepest sympathy is extended to the immediate family of Division Master Mechanic P. L. Mullen in their recent bereavement account the death of their mother which occurred at Savanna April 15. Funeral services were held at Perry, Iowa, and interment made in the Perry cemetery.

P. S. Sawtelle is again on the job as agent at Elgin, after a visit in California.

Joe Delp is the new accountant at the Rail Mill.

Now we *know* spring is here. Joe has already made a trip to Elizabeth in the Ford.

Miss Mildred Gillogly, timekeeper in General Car Foreman Linehan's office, is the proud possessor of a new Buick 4 touring. Now that she has the Buick there will be no excuse for her to draw Gladys (M. C. B. clerk) up on the pinnacle and around the "LOOP" on a wild hike for the exercise there is in it, as the Buick will supply all that is needed.

Miss Mary M. Murphy, chief clerk in the car department, visited her mother and brother, W. H. Murphy, general car foreman at Milwaukee, at that point over Sunday.

The car department office is undergoing

its annual housecleaning and is being newly varnished which makes a considerable improvement in the appearance of the building.

Repair Track Foreman George S. Beaumont has been transferred to Dubuque shops and his vacancy at Savanna was filled by Foreman Frank A. Hense who was formerly foreman at Dubuque.

Repair Track Sheik Nevins has adopted a new form of hair dress inasmuch as he is now wearing his henna locks beautifully marcelled. He and "Steno" Phyllis do not agree very well these days as Phyllis has changed her "bob" from curly to straight and insists that "straight" is the latest from Chicago.

'Tis said that "in the spring, a young man's fancy lightly turns to thoughts of love." We wonder if that is why Warren Jamieson looks so happy after his sojourn in the south for the past several weeks. We always thought he was afraid of the ladies, but you never can tell.

When our foreman, Russell Eaton, takes a day off, he is accompanied by Officer George Layton. Not necessary George, Rusty is married.

Oliver Pitts, boilermaker helper at Savanna roundhouse, died April 18, at the home of his sister in Mineral Point, Wis.

Irving Brown, engine dispatcher at Savanna roundhouse, presented the master mechanic and roundhouse office force with a large bouquet of tulips last week.

Miss Clarabel Frutchey, stenographer for the master mechanic, has returned from a week's vacation. Clarabel's definition of the word vacation is "house cleaning."

Iowa (East) Division and Calmar Line J. T. Raymond

Mrs. T. L. Kelly passed away at Dubuque April 22, after a long illness. The funeral was held at Dubuque where the remains were laid away. Conductor Kelly has the deep sympathy of his many friends on the division in his bereavement.

The home of Superintendent and Mrs. C. H. Marshall at Marion has recently been the scene of a happy family reunion, their daughter, Mrs. H. B. Deming and children of Terre Haute, Ind.; their son Walter Marshall and wife of Tacoma, Wash., and Fiske Marshall of Dubuque, were all present.

Operator Mac Stewart of Oxford Jct., has taken an extended leave of absence for the purpose of having an operation performed on his eyes account of cataracts. Operator R. E. Ogg is working first trick until Mac returns.

Born to Operator and Mrs. L. A. Huffman, of Oxford Junction, May 5, a son, Rex Franklin. Congratulations.

The Veterans' number of the Magazine was filled with interesting reading which was much enjoyed, especially by the vets hereabouts.

Conductor J. H. Flynn arrived at Marion too late the other night to go back on his regular run and then had to wait and run the Pacific Limited into Chicago. This gave him a good chance to get around and shake hands with his many old friends a couple of times. Mr. Flynn recently went to the doctor for the eye test in accordance with the rules. The doctor asked him how long he had worked for the company and the reply was "sixty years." The doctor, "I did not ask you how old you were Mr. Flynn; but how long you had been with the Milwaukee Road." "Sixty years, doctor," was the reply of the veter-

an, and it is no discredit to the doctor's judgment that he guessed wrong because he does not look it, and we hope it will be a long, long time before Moses rings the bell, or isn't it Moses?

Conductor "Bill" Shank, feeling somewhat reminiscent, upon hearing of the death of the veteran Elial Hoxsie, said that some years ago we were going north on No. 22, on arrival at Jackson Junction, where we met the I. & D. Connection, Conductor Hoxsie came out of the depot and greeted him and then turned a back hand spring and said, "Young man, I am 75 years old today."

Born, to Operator and Mrs. R. L. Kindig at Marion, May 11, a daughter, Mildred Ruth. Congratulations.

Born, to Mr. and Mrs. H. Crist, at Savanna, a boy. Congratulations.

Passenger Brakeman C. V. Freeman, laying off account injury to his hand, received while attempting to crank his jitney. His self starter wouldn't start the car. Neither did the crank.

Conductor A. J. Fuller, Trainbaggage-man Ray Mark and Brakeman E. E. Godwin bid in the new run between Manilla and Council Bluffs.

We have not learned the particulars but we have it on good authority that Brakeman Walter Stobaugh has taken unto himself a wife. The magazine extends congratulations.

Passenger Brakeman H. R. Perrin and wife are going to Colorado and California for an extended visit on account of Mr. Perrin's health.

Conductor J. S. Williams has returned to work on the Marion-Ottumwa Line after being absent from duty for some time on account of injury. He has fully recovered and his many friends are glad to see him back.

Items from Atkins

A. C. Law, machinist of Atkins, has been transferred to position of assistant roundhouse foreman at Perry. Sorry to have Art go but hope he makes good on the new position.

Miss Madeline Nunn of Perry was in Marion on the week end visiting her friend, Bernadine Cate, otherwise known as "Tillie."

Miss Idelle Fullerton, of the superintendent's office, and Mrs. Grassfield, chief clerk at the roundhouse, attended the I. O. O. F. convention at Anamosa April 26. They are of the opinion it could be a most desirable place to live. We have our doubts.

Frank Ozburn, labor foreman, has been confined to his home for several days because of injuries received when he fell off an engine. Hope his injuries do not prove serious and that he will soon be back to work.

Art Curtis and Eddie Guler are sporting new cars. The extra board isn't turning very fast but these firemen are making one hundred miles every day and have no trouble getting a crew.

McDonnell is wrestling with the wheel of a new Buick and is on the market for a portable garage. For further information call Atkins. Mac says some people get awfully smart when they get a day off. Wonder who he refers to?

John Luke and Fred Henek, boiler-maker helpers at Atkins, went to Milwaukee to take examinations for boiler-maker helper apprentices.

Idaho Division

R. C. P.

Ned Lombard has finally found something to worry about, dodging our fast freights with his work train.

Operator Gus Myers of St. Maries, has come to Spokane to break in as a train dispatcher. He says the guy that told in the Magazine a short time ago of what a fellow had to be to qualify as a train dispatcher must never have seen a railroad.

Conductor M. C. Peterson handles a train just like an old timer.

Fred Carlson has had his car overhauled and all tuned up.

The lady stenographer in our master mechanic's office is responsible for the poem about "writing a rhyme" in our last issue.

There is a strange face across the desk from Zelda Case in the superintendent's office. His name is Iver and Zelda told Fitz that Iver was going to take her to the courthouse this noon. Didn't say what the occasion was but understand it was something about license or taxes. Zelda sold her car a long time ago and now she has to pay \$18.00 personal property tax on it. Like paying for a dead horse isn't it?

Mr. and Mrs. F. J. Washburn, of Malden, and Mrs. F. L. Hayes, of Rosalia, motored to Spokane a couple of weeks ago to partake of a little merriment at Spokane's family playground—Whitehead's dancing palace. Prior to this Fred had tried dancing only once or twice in all his whole long many years of life. Being a little shy of the bright lights he tipped me off to their coming so Mrs. Pete and I met them and we had some party. Fred furnished all of the entertainment and never missed a dance at that. As I watched him dance it occurred to me that he would make a wonderful football tackle. I thought at first he was dodging snowballs or something, using his partner for a shield, the way he had his neck bowed and shuffled around. But he wasn't dodging anything; others were doing a lot of it though. He made a fine picture as he plowed through. One could tell at a glance that here was the true born athlete in the rough. Those sturdy legs planting each foot firmly down, the look of determination on his face and beautiful crouch. I have seen strong men strike such an attitude when pulling fence posts out of the ground. He displayed a wonderful quality endurance. Danced 36 times and not a bit tired. "I'm coming again y'betcha," he said. Be sure and do that Fred. We would like to have many such good times.

Freight Office

The other night, I saw Jimmie Kearns, of the superintendent's office, with his wife. There were no witnesses so I am prepared to furnish an affidavit to that effect, if necessary.

The question has arisen—"What does C. R. Kamm, perishable fruit inspector, talk about while at home?"

Prizes will be given for the correct answers as follows:

First prize, by Cashier Miller, "A PPO waybill request on Agent Burt at St. Maries."

Second prize, by Chief Clerk Snure: "An unanswered waybill tracer from the auditor's office."

Third prize, by Expense Clerk John Wall: "A yarn, entitled 'What I did,' demonstrating the use of the personal pronoun 'I.'"

Lukens
Locomotive
Firebox
and Boiler
Steel



CASTLE
IRON & STEEL
CHICAGO

Champion
Structural
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**Tyler Lapweld Steel and Charcoal Iron
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Rome Staybolt and Engine Iron
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Bars, Angles, Beams and Channels
All kinds of Pressed Steel Work

A. M. CASTLE & CO.
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PAPER RULERS, BOOK BINDERS
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Thousands of these
Standard Make, guar-
anteed, high grade,
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out on 5 days free trial in your own home.
If you are convinced it is the greatest
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The supply at this price is limited

ACT QUICK Send for FREE Booklet
of Valuable Typewriter
Information and Special Sale Bulletin.

**SMITH TYPEWRITER
SALES COMPANY**
324 - 360 E. Grand Ave., Chicago, Ill.

**Don't Wear
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BE COMFORTABLE—
Wear the Brooks Appliance, the
modern scientific invention which
gives rupture sufferers immediate
relief. It has no obnoxious springs
or pads. Automatic Air Cushions
bind and draw together the broken
parts. No salves or plasters. Dur-
able. Cheap. Sent on trial to prove
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Look for trade-mark heating portrait and signature of C. E. Brooks which appears on every Appliance. None other genuine. Full information and booklet sent free in plain, sealed envelope.

MR. C. E. BROOKS
BROOKS APPLIANCE CO., 188C, State St. Marshall, Mich.

What is Acetylene?

Acetylene is the gas liberated from the dissociation of calcium carbide when in contact with water. Acetylene is a colorless gas, and has a distinctive characteristic odor. It is the richest gas in carbon contents known, hence, when combusted with pure oxygen the result is a very high temperature flame. All metals are conquered by it!

No other gas has benefited man more in so short a time. There is none more dependable and economical to the railroads.

Acetylene cylinders should be emptied promptly. These cylinders cost many times the value of the gas they contain, therefore, their speedy return to the filling stations are of vital importance.

We shall tell you of Acetylene's mother in the next issue.

Gas Tank Recharging Co.

HOME OFFICE-MILWAUKEE, WIS.

"Makers of Quality Gas"

AMERICAN
CAR
AND
FOUNDRY
COMPANY

Othello

Everyone around sporting a new hat so Conductor Linehan to be in the swim while his son John was hitting the hay confiscated the boy's new lid. Now Tim is going to and from home bareheaded.

Chas. Boyer, the newly wed, is now holding down the local. Heard one of his partners giving him a little advice:

PFS Doyle is looking after the perishable freight while B. C. Root is on a vacation. Some one inquired why the PFS. This refers to the mustache, "Pretty Fair Start." Guess Doyle was afraid to show up with the dark spot as we note that it has been removed.

See in the Coast Division items that Dick Wende is a good driver. That does not give us the dope that we were desirous of obtaining.

Jack Cole ordered a new suit with an extra pair of pants from the bird that sits on a table with his feet crossed in an establishment located on the main stem of Othello. The Sunday after getting the suit Jack proceeded to dress and go on a little parade, but discovered that the tailor failed to sew buttons on and not being accustomed to wearing a belt had to cancel the parade. Understand that his lawn is in pretty good shape now.

We heard this remark from Phil Evans, first trick operator Othello: "When they were mapping out this railroad I wish that they would have consulted me. Every time I want to see if a train from the west is in the colors I have to mope outside to find out, then they want to know where I've been when I get back."

Whalen has a white Spitz dog and Ben Root can't understand why they call it a Spitz as according to Ben everything that is Spitz is red, because Spitz apples are. Somebody should help Ben out on this.

Did you ever hear of a "sand colored automobile?" Well, come to Othello some time and we will show you Car Foreman Weber's. He placed a coat of paint on his Lizz and as we have an abundant amount of sand in this vicinity some of it lit on said car, hence the "sand color."

Atkins Terminal

The Atkins Terminal baseball team has now perfected its organization and are now open to schedule games with the best the Milwaukee has.

We challenge any team of Milwaukee employes to meet us in a game of baseball on any grounds, at any time and on a 60-40 basis or will meet them for the pleasure with our expenses paid.

Yours for better sports,

J. L. FORSTER, Manager.

Drippings From the Ice Bunkers

Spud Bar

Vacation time is at hand, and everybody is wearing out railroad maps doping out their trips. B. C. Root, of Othello, who has been on the farm for a long time, made a trip to Seattle, and remarks on his return that the L. C. Smith building is higher than his ice house. E. A. Petersen, of Avery, was a very busy man while on his vacation. Pete helped the wiff by turning the electric washing machine, and after they got a lot of clean clothes, they boarded train No. 18, bound for Missoula, and took in a real movie.

Talking about vacations makes us mention what we heard C. R. Kamm say. He contemplates doing a little touring, going to place the wife and daughter in the rattler, fill up the tank with some of John D.'s

hi' power, and sing, "Let the Rest of the World Go By."

Oh, yes! Straw hats. Les Mylott, of Seattle, will don old last year when the time comes because, as he puts it, "A man can't buy rear ends for a 1900 Maxwell, and buy new straw hats at the same time."

The writer is in receipt of the following from R. B. Smith: "Spud Bar, kindly refrain from publishing anything further in the Mag about cats, as my wife informs me that I cannot have them around the house." Everyone be governed accordingly and discontinue expressing any more of them to him.

Charles Lief, like all other leaves, has a fall of his own. His fall will be in June, when he takes unto himself a bride. The best of luck to you, Charlie, and our sincere wishes.

Esther Callen is well aware that she works in the refrigerator department, having been unable to enjoy a warm day; but then again, it's just a little too warm for others.

Will someone please take six chances on our little office girl's punch board—don't crowd, but hurry!

"Tracer" Cochran, according to some information that we were able to get, attended a formal party recently—hard boiled shirts 'n everything. Imagine the girls in our office would pass up this year's vacation to have had an opportunity of looking him over in that outfit.

I. & D. Prairie Waves

Joyce

Spring time is clean-up time, even around railroads. Everything painted up fine—girls included.

Virgil Winn, clerk at Carmar roundhouse, was in Mason City the other day. Don't be surprised, Virgil, if you see a train load of girls drop off in Calmar. They just want to know what kind of perfume you use. Pretty good stuff.

Bert Moore got pulled off the east end, and is now running west. This is not very satisfactory all around, but never mind, Bert, you are not so very far away from Mason City.

Extra—Have you heard about it? Have you seen it? Not Carlo's Den, but "Carl's Den." They say he's vicious when it comes to being Supreme Ruler of his den, and his alone. Not even friend wife dare sew a stitch in there. Just a quiet little place to dream of fish stories—May 15th.

Cars may come and cars may go, but the "farmers" still buy Fords.

Dott, our fun lover at Murdo, took a little trip to Mason City and, from all appearances, Murdo has Mason City beat when it comes to dolling up their Fair Ones.

Mrs. Pearl Loosiger, of Mitchell offices, is enjoying a two weeks' vacation. Pearl believes in going early and avoiding the rush.

No use flirting with the agent down to the junction any more, girls. The fatal words have been spoken, and he answered "I do" to every question.

E. E. Bradberry, conductor, thought he was still driving his Studebaker, but he soon found out it was his new Ford when he hit the other side of his garage. Pretty good; now he can go in and drive out without backing up.

The master mechanic's office at Mason City wishes me to announce, through these columns, that "guides" leave their office every afternoon at 5 P. M., and will accompany anyone to their destination. Un-

derstand they have worked up quite a trade accompanying people home that live down along the tracks east of the offices.

You may break, you may scatter cars if you will,
But John T. will spend Sunday in Lawler
If the Milwaukee don't turn another wheel.

Jack Sundquist, boilermaker at Mitchell, has been promoted to boilermaker at Madison, Wis. We sure hated to lose Jack, for he was a real fellow.

Say, has everyone had a ride in Tom France's new car? I believe it is a Buick. Do you know Tom? If you don't, you have missed a lot in this world. He is ship foreman at Mitchell, and he can't be beat. How's that, Tom? That's telling them, isn't it?

Iowa and Minnesota Division

D. M. W.

Conductor George Campbell has returned to work as "Captain of the Yellow Cars" on the Minneapolis-Wells run. Mr. Campbell has been on the sick list for a long time. We are all glad to see him back on the job and hope he will be able to continue his good work in the best of health.

Fireman John L. Kartnick and family have returned from the east, and he is back to swing the scoop again wearing the broad happy smile of a new papa caused by the arrival of a big boy while in the east.

Engineer John J. Nihil is back at the throttle after spending the winter in Florida, as well as Lou Johnson and Jim Cane.

The writer (Mr. Wheeler) himself will have to ask our kind editor excuse him from sending in July Items unless he can get some one to substitute as it will be necessary to get out of the office for at least a couple of months. This is the doctor's order and as a stitch in time is worth nine, I am going to try and listen to him this time.

Why don't some of you Old Rails send me some items for the magazine? Surely there is plenty of material out in the country.

H. R. Howard and P. J. Burns are cleaning up Austin again this spring.

Any items may be sent to me in the usual manner as I expect to keep in touch with the office during my leave.

Des Moines Division Items

Frenchy

Mr. and Mrs. E. W. Webb are the proud parents of a little son, Frederick William, born April 15.

Engineer Paul Black and wife visited Des Moines recently.

Dispatcher Corbett has drained his frog pond and rumors are that he is to build a house on that site sometime in the near future.

We hear that Conductor Hayden is now on a soup diet.

Dispatcher Olson is not doing as well in his bowling. Guess his attention is turning to base ball and pitching horse shoes.

The gentleman who started the Des Moines checker club 24 years ago came down and gave all of the dispatchers some lessons recently. A great improvement is noted in the checker players since his visit.

Miss Jean Dallas is thinking of entering the marathon races. She is qualifying now on long distance walking we understand

Wail of the Income Tax-Payer

Jerry

Alighting from a subway train at Rector street today,
I met a friend whose face was pale, and hair was turning gray.

He seemed to be in trouble, and I tried to learn the cause;
He shook his head, and sadly said—after a little pause:

I'm in an awful pickle, and I don't know what to do,
I've just made out my income tax for nineteen twenty-two.

For twelve long months I've labored hard to save a little dough
But now it seems for all my thrift I'll have nothing left to show.

The form itself is quite enough to bewilder anyone—

With threats of jail and penalties I fear that I am done.

The large sized blank it was designed for folks like you and me
On which to make a record of last year's history.

I want to pay them all that's due, but not one darned cent more;
If I have failed, it's not my fault, of this I am quite sure.

The return's been signed, sealed and sworn, and safely filed, I hope,
And on its way from old Broadway, in an U. S. envelope.

A check was sent to the Government for the first amount that's due;
For three months more I won't get sore with income revenue.

My conscience's clear for another year, unless some mistake's been made—
Did all I could to make it good, and am really not afraid.

The "sales tax" plan has been discussed, and it appeals to me
That Uncle Sam could get his tax with much more sympathy.

If day by day we were to pay our taxes as we spend,
We'd have no fear at close of year, 'cause that would be the end.

The revenue that is required to run our government
Could be obtained with much less pain right in the midst of Lent.

He Always Uses The Milwaukee

The following letter from the manager of the Sees-Alf Mfg. Co., of Seattle, is an inspiring commentary on good service:

Seattle, Wash.,
1810 Westlake Ave.,
Jan. 25, 1923.

Mr. F. W. Getty,
Railway Exchange Bldg.,
Chicago, Ills.

Dear Sir:

Every time that I make a trip across the country I use the Milwaukee line. Somehow or other, each succeeding trip is more enjoyable.

Just recently I came over in Conductor Gorths train and received wonderful attention.

My neighbor happened to be the assistant traffic manager of one of the large auto body companies of Detroit, he was very loud in his praise of your service, and told me that he would endeavor to route more goods over your line.

POLARIZED MERCURY BOILER CHEMICALS

Eliminate scale and corrosion by the use of only 35 lbs. per engine per month.

B-A Anti-Foaming Chemicals

Stop foaming and priming in the lightest waters by the use of only one pound to 8,000 gallons of water evaporated.

The Bird-Archer Co.

122 South Michigan Ave. CHICAGO

W. L. DECKERT CO.

WISCONSIN DISTRIBUTORS

Alexander Bros. Leather Belting

High Grade Textile Belting

203 2nd Street

MILWAUKEE, WISCONSIN

Having known most of the operating crowd of your system for a good many years, I always expect this service, and that possibly that you might like to know it.

Very truly yours,
E. M. Kennard,

"The Usual Milwaukee Service"

The above caption was the commendation passed upon some good service rendered some of our patrons on a journey to Seattle in the following letter:

R. M. S. NIAGARA

At Sea Nearing Honolulu,
2nd Feb., 1923.

Geo. B. Haynes Esq.,
CHICAGO

Dear Sir:

I left your city by the "OLYMPIAN" on Friday evening the 18th ulto., and now take the earliest opportunity of writing to you and thanking you on behalf of myself and my family for the service rendered by the Staff and Officials of the train.

It seemed to us that everyone connected with the running of the "OLYMPIAN" vied with the other to make the otherwise tedious journey interesting and instructive. From the Pullman Porter of the sleeper "Lisbon" upwards, ourselves and the other occupants of the train received the same exceptional courtesy as was extended to us by your Mr. Teed of Davenport, Ia., depot at the commencement of our negotiations with the C. M. & St. P. Company. This opinion was not peculiar to ourselves as was evidenced by the remarks of other pleased passengers in discussing the situation during the journey—such remarks as "This is the usual Milwaukee service" being frequent.

The scenic attractions en route were charming and wonderful and every advertised feature was fully "up to sample."

You will forgive me if I suggest that the "Milwaukee" route would seem to suffer by reason of the fact that its advertising propaganda does not seem to be as aggressive as those of some of its competitors altho' the boasting of those who have experienced its service might in a measure make amends for this apparent shortcoming.

Again thanking you for the service so willingly rendered by your Staff.

Yours faithfully

(Signed) Leslie H. Moses.

Tie Plates :: **Derailers**

Highway Crossing Signals and Accessories

THE RAILROAD SUPPLY COMPANY
BEDFORD BUILDING CHICAGO, ILLINOIS

KERITE



For Signal
Service, Car
Wiring, Light-
ing and Power
Service

**KERITE INSULATED
WIRE & CABLE COMPANY**
NEW YORK CHICAGO

FOURTH VEIN

FIFTH VEIN

**Illinois
Western Coal Co.**
Fisher Building
Chicago

INDIANA COAL

Dearborn BULLETINS

Good feed water provides the
proper basis on which to build
locomotive efficiency. Dear-
born Scientific Treatment
makes feed water good.

Dearborn Chemical Company

332 S. Michigan Avenue, Chicago

and expects later to try running.

An epidemic of hair bobbing seems to have struck the union station. Two young ladies succumbed to the style within about three days. If the claim that it takes 10 years from one's age to bob the hair, is a fact, then the young ladies in question are entirely too young to be working in an office.

Chief Clerk McGovern is spending his spare moments in erecting a garage. We understand he has a picture of himself in the act of performing a very perilous part of the work. We may be able to obtain one of these pictures for the May issue of the magazine.

Conductor McGrath visited Des Moines recently.

Britt Stuber has returned from a ten days' stay at Excelsior Springs, Mo., very much benefited in health.

Miss Florence Nelson and Jean Dallas spent the week end of May 5 in Dubuque visiting Mr. and Mrs. C. E. Kinney. They also say Andy Dutton and Ed Olson, who seemed to be of just as serious a turn of mind as ever.

We understand a certain young lady in the superintendent's office has a short "sweetie" he being only about 6 feet four inches tall. The old saying that the more you have of a good thing the better I presume she thinks applies in this case.

S. M. West Notes Ray H. Hoffmann

J. W. Santers, water supply foreman, returned from a business trip to Dubuque, Ia., and Mason City, Ia., during the early part of April, being relieved while away by John Koater of the B. & B. crew.

George Marten, brakeman on No. 298 between Bristol and Madison, discovered a broken spring hanger on St. P. No. 102278 loaded with cattle at Vienna on April 18. The car was set out and repairs made, whereas if it had not been discovered would very likely have resulted in a derailment.

Harvey Gregerson, agent at Madison, explained the dangers of the motor truck and motor bus lines operated over the public highways of the state in and out of Madison to the members of the commercial club at Madison recently. Mr. Gregerson reminded the city business men of the number of railroad men that have their homes here at Madison and do their trading here at Madison, most of them property owners and tax payers, whereas of the several bus lines operating in and out of Madison but one driver made his home at Madison. He urged them to patronize the "Milwaukee", who is ready to serve them at all times in preference to the bus lines. We hope for good results from the efforts of Agent Gregerson along this line.

Effective May 15, 1923, a rate of a fare and one-third will be put into effect covering tourist and vacation trips to Madison, S. D., from all points in South Dakota. On account of the two summer resorts at Lake Madison and Lake Herman which are located two and three miles east and west of Madison, also on account of the large number of state conventions to be held at Madison this season. The arrangement will be of great benefit to the traveling public.

Newly repaired and painted caboose 0511 arrived at Madison on No. 95, April 24, from the Minneapolis shops. The Minneapolis shops men are to be congratulated on the neat appearance of caboose 0511 on its return from the shops. In the interests of "Claim Prevention"—

They met on the bridge at midnight. But they will never meet again,

For she was an eastbound heifer,
And he was a westbound train.

Section Foreman Geo. Moe, of Madison, S. D., has moved to Mason City, Ia., to accept the position of extra gang foreman in the Mason City yards on the I. & D. Division, the position he held before coming to Madison. Chas. Monroe, of Madison, S. D., has been promoted to section foreman to fill the position left vacant by Mr. Moe.

A "Milwaukee" detective caught a couple of lads in the act of taking company coal from the Madison yards recently. Petty thieving has been a favorite past-time during the winter and early spring months and since the arrest of the above mentioned parties the practice has stopped.

On May 9, at 12 o'clock noon, occurred the marriage of Faye Crabbs, ticket agent at Madison, to Miss Ida Seidel, also of Madison. Mr. and Mrs. Crabbs left on the same afternoon for Sioux Falls and points in Iowa. Congratulations on the happy event.

We have noticed John Lange recently in company with a new girl. But wait, is it a new one, or just the same one with her war paint on?

Talking of neat appearing engines on the S. M. West, one can hardly distinguish them from a "Packard" or "Rolls Royce" so great is their luster and the bells dazzles one's eyes by their brightness.

Engineer Meinicke is wearing a broad smile these days because his daughter Mildred won first place in the state junior typewriting contest at Aberdeen. Miss Meinicke goes next to Kansas City to participate in the national contest.

Harry Opie, machinist, has been transferred from Austin to work at the Madison roundhouse. "Harry" worked at Madison about four years ago and we are all glad to see him back with us again.

Milwaukee Shops H. W. G.

H. R. Davis, foreman steam fitters locomotive department, died at the hospital April 15, where he had been for the last three months under treatment for nervous breakdown as they told us. Mr. Davis had been with the company a long time and was a respected and trusted employe who had a host of friends to mourn his taking off.

Jno. Weider, foreman of the pattern shops, off sick since February, returned to work April 21.

Station Agent Quandt, Iron Ridge, according to his picture is a good double of Chas. Petran, car machine foreman.

Engineer Wm. Kerwin, of Portage, died May 3. Mr. Kerwin had been off duty the last few years on account of a partial stroke. He was an old time runner on the Lax Division. A brother Charles is machinist in Madison, Wis., roundhouse.

Jno. M. Horan was 85 years old last January and not 83 as the May magazine has it.

Mr. Nystrom, from the Chicago office, was a caller the 15th.

Ted Kirkby called in the other day. Mrs. K. was with him as far as down town, and you ought to have seen both sprint to catch 46 just starting out 4:10 P. M. They made it.

The On Time Line—Kansas City Division

H. F. B.

Now that the base ball season is started an industrial league has been organized in Ottumwa with the Milwaukee represented by a team. A dance was put on Thursday May 10 to raise money to buy uniforms for the team and the Milwaukee fellows are going in with a determination to come out with the cup at the end of the season. The games will be played evenings and Saturday afternoons, being seven inning games instead of nine. From the men that have signed up to play there should be no reason for not having an all star team. It is the plan to have the regular Milwaukee trade mark on the backs of the uniforms, i. e., "The Chicago, Milwaukee and St. Paul Railway" in white on the red background with "To Puget Sound Electrified" above and below.

April 15 to 21 was courtesy week in Ottumwa in line with the Kiwanis international courtesy campaign. Superintendent B. F. Hoehn was chairman of the committee and the week was a decided success. A number of contests and plans in the interests of courtesy were put on to show the effect and value of "Courtesy."

Monday, May 16, Middle Division Conductor Timothy E. Shea passed away due to pneumonia following an operation. Conductor Shea was employed as a brakeman March 2, 1896, and promoted to conductor August 22, 1900, and during his twenty-seven years' service as brakeman and conductor did not have a single record mark against him.

Due to the efforts of Agent G. M. Reisch of Braymer the attention of the North Missouri Power Company was called to the excessive amount of electricity for the station lighting at his station over a year ago and an investigation of the meter resulted in finding that the hands had become loose making the meter record incorrect. After the meter was found to be defective a refund of \$24.45 was made to the Milwaukee by the power company which was the difference between the bills for several months this year compared with the same months last year.

Conductor J. P. Schlater on train No. 8 had a lady passenger for Muscatine who expected to use the C. R. I. & P. from Muscatine to Chicago. Conductor Schlater was able to point out the good service we have from Muscatine by using No. 8 to Davenport and our sleeping car which is parked at Davenport and handled on Southwest Limited train 26. Conductor Schlater was successful in securing this passenger over our line.

Engineer Joe Palmer was successful in getting two passengers to use our line from Cedar Rapids to Detroit, Michigan.

Mr. Woodward, general passenger agent at Kansas City, received a very gratifying letter regarding the handling of the Allis-Chalmers special a few weeks ago from Mr. Reed, western sales manager for the Allis Chalmers Manufacturing Company. Mr. Reed expressed himself as very much pleased indeed as to the arrangements made by the "Milwaukee" for the handling of their party and for the excellent manner in which such arrangements were carried out. The train was handled very nicely and the arrival time 9:15 at Milwaukee very much pleased the party.

On Thursday, April 19, H. E. Byram, president of our company, spoke to a party of about 400 at the Wapello Club at

Ottumwa in which he pointed out some very interesting things in the handling of a railroad at the present time; also in defense of the railroads against the propaganda that is being broadcast through the country by the bolshevik element that would like to see the railroads thrown into the hands of the government. The audience was made up of about sixty farmers, fifty Milwaukee employes and the remainder business men and professional men of the county, making a general community get-together.

Trainmaster F. H. Allard started out his spring house cleaning at Nahant by cleaning up the yards of all scrap and by burning about a dozen of the old bunk houses. After getting Nahant cleaned up a scrap train was started out over the entire division which resulted in a large quantity of scrap being gathered up and quite an item of usable material placed back into stock.

Superintendent B. F. Hoehn and Division Engineer W. H. Vosburg are the proud possessors of new cars, Mr. Hoehn having a Hudson coach and Mr. Vosburg a Dodge business coupe. We also have three new cars at the west yard, Master Mechanic Hempstead and Storekeeper Thomas have new Buicks while Roundhouse Foreman D. R. Davis is sporting a new Durant. This should be some help to keeping the oil business good on the Kansas City Division. And oh! yes, by the way our operator in the dispatcher's office Alvin Jones has a new Hupmobile and Chief Clerk Sowder is on a dicker for a new car but at the present writing hasn't fully decided just what car that he wants.

On May 8 train 103 was a regular Southwest Limited consisting of seven cars, three of which were bankers from Cedar Rapids to Ottumwa to attend the bankers' convention.

Conductor J. S. Williams resumed work recently after having to be off for about two months due to an accident at North English.

We have a carnival in town this week, which came in over our road and brought to town the same day two distinguished visitors in Bill Rink and Geo. Fall. I don't know whether they have started traveling with the shows or whether they are going to try to win all the Indian blankets and candy that they have. Geo. Fall especially is quite a winner when it comes to paddle wheels.

I had occasion to pay Buckingham, Parks and the other fellows at Nahant a little visit the other day and as a special favor to me, they had old man weather put on a nice rain. It seems that every time I get to Nahant it has to rain but I guess at that I shouldn't expect too much for Nahant; it is generally known for its dampness.

"Trans-Missouri Gossip"

M. F. H.

Mrs. Thomas McFarlane and daughter Miss Gladys, have returned from Hot Springs, Ark., where they have spent the past few months for the benefit of Mrs. McFarlane's health.

E. C. Holman of the relay office has been very ill, but at the present time is reported some improved. His brother, W. T. Holman, of Mt. Carroll, Ill., has been called here and will remain for some time.

John Hallingstad, who has been second trick pumper at Pontis for a period of over seven years, has transferred to the

We are all Employees

Fundamentally a great manufacturing business is in exactly the same relation to its customers as the individual is to the company which employs him.

The basis upon which we all live, thrive and progress is the basis of service to others.

That is the spirit that stands back of our products.

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Musselshell Division and is now located at Bonfield, Mont.

Chief Dispatcher G. H. Hill, accompanied by his family, spent about ten days at Tacoma during May attending a special session for dispatchers.

Pumper Chas. A. Green, of McIntosh, was taken suddenly ill May 15 and died the same afternoon, death being due to heart disease. The sympathy of all employees is extended to his family.

Mrs. E. E. Clothier has returned from Shakopee, Minn., where she spent several weeks taking treatments at the sanatorium.

Conductor J. M. McGuire had the misfortune to fracture his leg while switching in the yards at Moberg. He is in the hospital at Moberg and is getting along nicely, and expects to be able to go home in a short while.

D. T. Mankey, of Marmarth, has received the position of assistant timekeeper at Moberg. If one can believe "Bill Mike" the girls around here had better watch out.

Yardmaster J. L. Caldwell is putting it right on for everyone these days, passes them up and everything. The reason? Well you see he has a new Durant and spends all of his spare time riding around the country to places he has never been before.

Mr. and Mrs. Chester Helmey, of Marmarth, attended the dedication of the new Masonic temple at Moberg on May 11.

Operator Rosa B. Golden has just returned from a motor trip to Minneapolis.

William Schiefelbein, an employee of the Moberg car department, passed away suddenly at Aberdeen on May 1, hemorrhage of the brain being the direct cause of his death. His death was very unexpected and came as a great shock. The sympathy of all is extended to his relatives.

J. M. Barry was called to Seattle recently but will return to take the position of assistant material clerk in Supt. Fuller's office.

Considerable excitement was displayed around Selfridge, N. D., on the morning of May 16 when it was discovered that the bank at that place had been robbed. The section tool house had been broken into and the robbers had taken tools to do their work. All the currency was taken but the bonds and papers were left untouched.

Miss Grace Burns has been appointed as roadmaster's clerk at Marmarth.

I. & D. Radiograms H. S. F.

O. A. Beerman, for the past four years chief dispatcher at Mason City, has been promoted to the position of trainmaster of the Prairie du Chien Division with headquarters at Madison, Wis. "OAB" as we all know him, has made a fine record for the East I. & D. Division, always co-operating with those under his jurisdiction with good results for the service. Mr. Beerman leaves many friends on the division. Upon his departure, he was presented with a fine handbag and port-folio case, a gift of appreciation from the agents and operators along the line and dispatchers' offices.

L. R. Meuwissen, chief dispatcher at Mitchell, S. D., has been appointed chief dispatcher at Mason City, taking the position left by O. A. Beerman. Mr. Meuwissen took over his new duties May 1, at Mason City, while E. H. Platt, former train dispatcher on the S. C. & D. Division at Sioux City, took over the position of

chief dispatcher at Mitchell.

Dana Lazotte, trick operator in the dispatcher's office, has been off duty the past week account sickness. We sure miss our "Dana" and hope to see him back in a few days.

Ruby Potter, chief clerk in the master mechanic's office, is now buying gas for a new Buick sedan. C. E. Mutschler, chief clerk, also has a new Buick touring car, while H. S. Farmer, timekeeper, has satisfied himself with a Jewish Packard coupe, one of Sir Henry's models.

"Good morning Judge, good morning Jury," is about all L. A. Tillotson, yard interchange clerk hears since he took up law as a jurymen.

Sam A. Sorenson, engineer, left for parts in Oklahoma to look after some of his watered oil stocks.

Superintendent D. W. Kelly Master Mechanic G. P. Hodges and Division Freight and Passenger Agent W. F. Cody, returned from a week's vacation and recuperation spent at Excelsior Springs, Mo.

For Rent—Several very desirable rooms, dirt cheap. Inquire Hotel Mexicano, opposite Supt. Off. Bldg. I.M.A. Spick, Prop.

D. C. Curtis, general storekeeper at Milwaukee, and District Storekeeper J. T. Kelly of Minneapolis, spent several days at Mason City offices transacting business.

C. B. Higgins, train dispatcher at Mason City, underwent an operation at one of the local hospitals and we are glad to report that he is coming along nicely.

Effective May 15, Supt. D. W. Kelly takes over the reigns as superintendent of the Milwaukee Terminals, while C. S. Christopher, superintendent of Chicago Terminals, will supervise the I. & D. Division. Mr. Kelly has been with the I. & D. about two and one-half years, during which time has organized and maintained one of the most efficient and also one of the best divisions on the system. Mr. Kelly made a good many friends along the entire division in all branches and departments who wish him success in his recent promotion.

Miss Margaret McCormick and Vada C. Farmer spent the week end in Minneapolis visiting relatives and friends.

Section Foreman Frank Schuman, of Lawler, Iowa, discovered a broken wheel on a car in train No. 61, while passing through Lawler. He immediately notified the conductor and car was set out. This undoubtedly would have resulted into a bad derailment had not Foreman Schuman taken quick action.

Now that the fishing season is open, we have arranged to start a fish story contest open to everybody except F. H. Dick-off, yardmaster and V. Hansen, chief carpenter, as these two anglers won the honors last season.

Milwaukee Employ Most Courteous Person in Lewistown

Of course it is no surprise to "Us Milwaukeeans" that a Milwaukee employe should receive a prize for being the most courteous person in his home town; but we publish the news with pleasure so that it may be broadcasted as still further proof of our claims. C. M. Brown, cashier at the freight depot in Lewistown, Montana, was the lucky winner of the Kiwanis Club's chief prize in the Courtesy week feature in April, as the most courteous person in Lewistown.



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