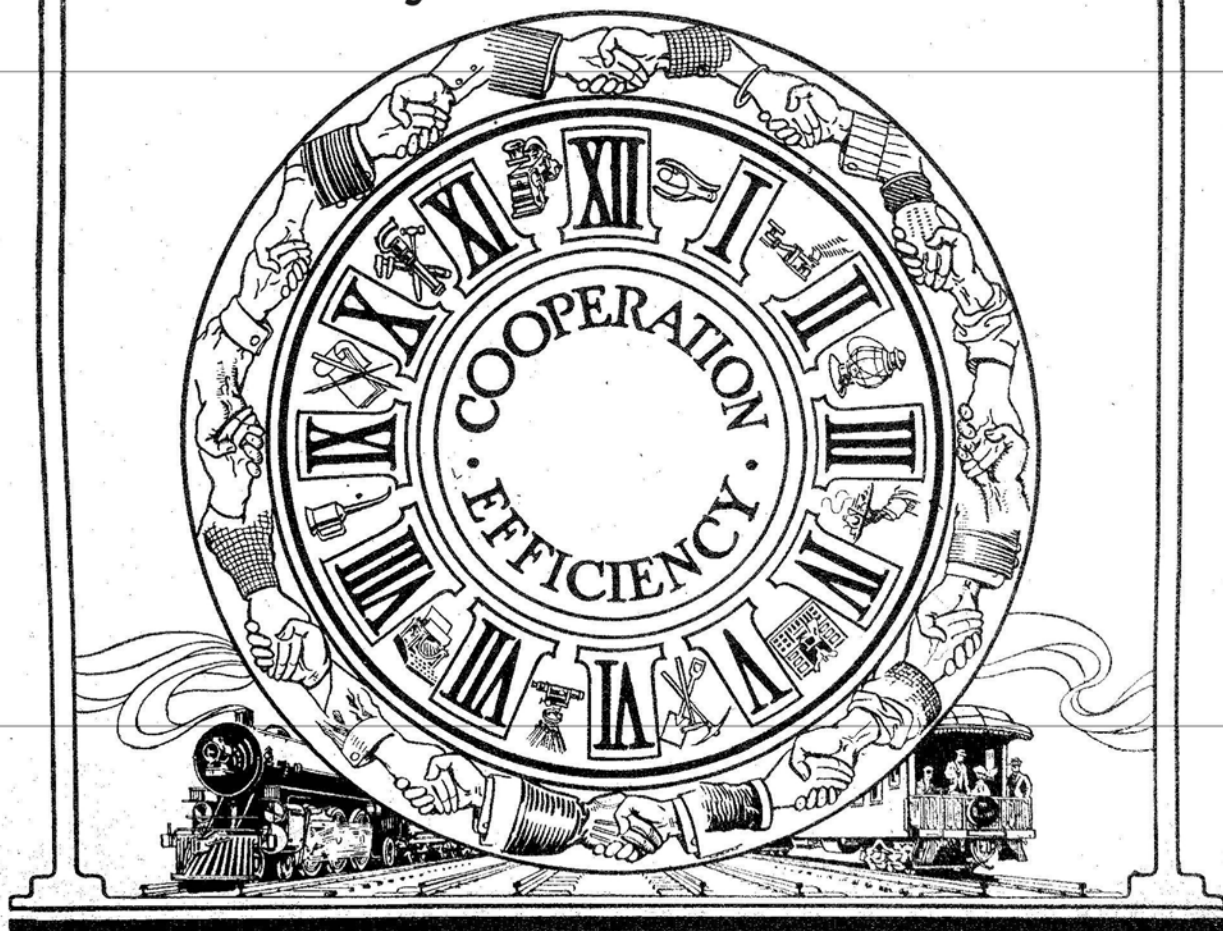


THE MILWAUKEE RAILWAY SYSTEM EMPLOYEES' MAGAZINE

February

1915



VOLUME 2.

No. 11

A FOB FOR YOU

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

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

The Milwaukee System

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

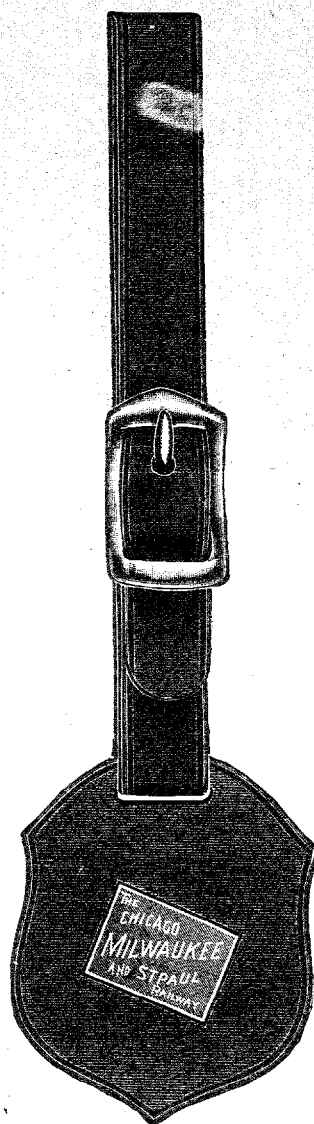
In the center of the fob there is an emblem of the Milwaukee System. This emblem is double plated and polished, thereby eliminating the possibility of it tarnishing.

Wear a Milwaukee Emblem

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



Only a limited number of these fobs and buttons on hand, so it will be to your advantage to send in your order at once.



Milwaukee Railway System Employees Magazine Railway Exchange Bldg., Chicago, Ill.

GENTLEMEN: Please find enclosed \$_____ in payment of the articles I have marked below.

Name _____
Address _____
Town _____
State _____
R.R. Dept. _____

Mark Articles Desired

Leather Fob with Emblem 60c
Leather Fob without Emblem 25c
Plated Button, Screw Back 35c
Rolled Gold Button, Screw Back . . . 75c
Solid Gold Button, Screw Back . . . 1.25

CONTENTS

	Author.	Page.
The Snoqualmie Tunnel.....		5
The Finished Job.....	A. G. Holt.....	9
The Milwaukee System.....		11
Fifty Years of Service.....	Burton Hansen.....	12
What Is Efficiency?.....	S. D. Roberts.....	17
Puget Sound—Poem.....	H. A. S.....	19
The Railroads and Their Employes.....	Adolph Crome.....	20
The Story of the Lost Wagon Wheel.....	C. J. Cawley.....	21
The New Station at Old Milton.....		21
Loyalty.....	The Diplomat.....	22
The C. & M. Division.....	Geo. E. Waugh.....	23
What's the Answer.....	Sted.....	25
Engineers of the Seventies.....	W. Alexander.....	26
At Home.....	Anna M. Scott.....	27
Handling Silk.....	F. J. Alleman.....	29
Safety First.....		30
Stedograms.....		34
Get Together.....		36
Proper and Improper Track Maintenance.....	H. M. Brown.....	37
Special Commendation.....		38
On the Steel Trail.....		40

INDEX TO OUR ADVERTISERS

American Casualty Co.....	52	Larable Brothers.....	54
American Corres. School of Law.....	37	Mass. Bonding & Ins. Co.....	50
American Laundry Machinery Co.....	64	Mayer Boot & Shoe Co.....	35
Ayer & Lord Tie Co.....	59	Mattison Omnibus & Transfer Co.....	59
Bates & Rogers Construction Co.....	64	Maendler Brothers.....	52
Boss Nut Co.....	31	Merchants' National Bank.....	51
Buckeye Steel Castings Co.....	64	Midland Casualty.....	60
Central Trust Co.....	47	Montgomery Ward & Co.....	41
Chicago Car Heating Co.....	64	Murphy Varnish Co.....	64
Chicago University of Commerce.....	Back Cover	National City Bank, Seattle.....	58
Chicago University of Commerce.....	55	New England Nat. Bank.....	54
Clark, W. A. & Bro.....	54	Old National Bank, Spokane.....	55
Coleman, Watson E.....	56	Olson, A. J. & Co.....	59
Continental Casualty Co.....	51	Parker Brothers.....	61
Cropley-Phillips Co.....	57	Pacific Mutual Life Ins. Co.....	53
Dakota National Bank.....	56	P. & M. Company.....	31
Daly Bank & Trust Co.....	60	Q. & C. Company.....	62
Dearborn Chemical Co.....	64	Rail Joint Company.....	62
Dexter-Horton National Bank.....	50	Royal Typewriter Co.....	Inside Back Cover
Dietz, R. E. & Co.....	62	Roslyn Fuel Co.....	63
Elgin Nat. Watch Co.....	4	Spokane & Eastern Trust Co.....	58
Fairmont Machine Co.....	Inside Front Cover	Sloan, Geo. S. & Sons.....	62
First Nat. Bank, Lewiston, Mont.....	56	Standard Accident Ins. Co.....	53
First Nat. Bank, Harlowton, Mont.....	52	Standard Improved Truck Co.....	64
Flint Varnish Works.....	63	State National Bank.....	58
Galena Signal Oil Co.....	63	Stifel, J. L. & Sons.....	33
Galesburg Writing Machine Co.....	3	Sweet-Orr & Co.....	49
Hammersmith, H.....	60	Travelers Ins. Co.....	57
Hayes & Hayes, Bankers.....	54	Typewriters Distributing Co.....	52
Hirsch, James H. & Co.....	63	Union Savings & Trust Co.....	58
Hunt, R. W. & Co.....	59	U. S. Distributing Co.....	46
International Corres. Schools.....	43	Williams, G. B. & Co.....	48
		Ward-Owsley.....	49
		Wood, Guilford S.....	64

**Sent on
10 Days
FREE
Trial**

**This \$100
Typewriter
direct from our
Factory for
Only \$35**

**And on easy
Monthly
Payments**



**75,000
NOW
IN
USE**

Only \$2 Down

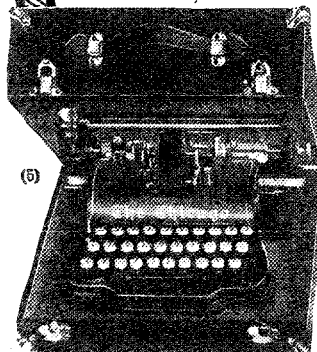
Think of it! For only \$2 we will ship you this full size brand new "visible" *Chicago* typewriter, and let you try it in your own home, store or office, 10 days at our risk. Use it as if it were your own. Write all the letters you want to on it. Keep it the full 10 days before you decide, then if you are not satisfied, just return the outfit at our expense and we will refund every penny you paid us. You take no risk whatever.

**The "Chicago" Guaranteed
10 Years**

\$35

This is our astonishingly low direct-from-factory price on a brand new, full size, 10 year guaranteed typewriter, and you have the machine to use as soon as you make the first small payment of only \$2. After that you pay at the rate of only \$3 a month until the machine is paid for. You have no interest or extras to pay. The *Chicago* is guaranteed to do your work as well as any hundred dollar machine. You save \$65 by buying direct from our factory instead of through agents or dealers. Note the exclusive features — patented eraser plate, line space regulator, rapid envelope addressing plate, and steel interchangeable type wheel printing more characters from fewer keys than other typewriters made.

FREE Leatherette Carrying Case



To those who write promptly using the coupon at the right, we will make a special offer whereby this strong, handsome leatherette carrying case with fine brass lock and trimmings, can be secured absolutely FREE.

**GALESBURG WRITING
MACHINE CO.
Dept. 2705
GALESBURG, ILL.**

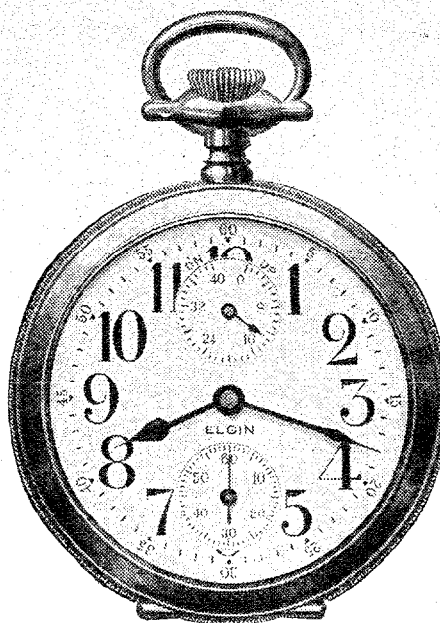
**Fill Out
Coupon
Today**

MAIL TODAY
Galesburg, Ill.
Galesburg Writing Machine Co., Dept. 2705
Gentlemen—Without any obligation on my part please send me full particulars of your special easy payment offer on The Chicago Typewriter and tell me how I can get the Leatherette carrying case Free.
Name.....
Town.....
State.....
Sd. No. R.F.D.

MILWAUKEE RAILWAY SYSTEM

The following letter attests
the superiority of

Elgin Railroad Watches



Chicago, Jan. 7, 1914

Elgin National Watch Company,
Elgin, Ill.

Gentlemen:

I have been employed as fireman and engineer on one of the prominent railroads running west of Chicago for the past twenty-eight years. During that time I have carried five different makes of standard railroad watches.

I now carry a B. W. Raymond, 18-size, 19 jewels, Veritas model, whose time-keeping qualities far surpass all other makes in accuracy to the second. If I thought I could not duplicate the watch, money could not buy it from me.

I heartily recommend this Elgin watch to any railroad man desiring a high grade railroad watch at a comparatively low cost.

I bought this watch from stock. It ran from Oct. 2, 1911, until June 13, 1913, when it was eleven seconds slow. Having run the required time it was sent to your factory for inspection where it was cleaned, oiled, and adjusted wherever necessary.

My record of the watch shows it was set November 13, 1911. On Nov. 13, 1912, one year to a day, it was only one-half second slow.

Very respectfully,

Geo. D. Boam, Engineer.

Elgin National Watch Company
10 So. Wabash Ave., Chicago

The Milwaukee Railway System Employees' Magazine

Railway Exchange Bldg., Chicago

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

CARPENTER KENDALL,
Editor, Libertyville, Illinois.

GEO. E. WAUGH,
Associate Editor, Railway Exchange, Chicago

E. G. ALDRICH,
Business Manager, Railway Exchange, Chicago

J. H. GINET JR.,
Special Correspondent, Seattle, Wash.

Single Copies 10 cents Each

Outside Circulation \$1.00 Per Year

Address Articles and Communications Relative to Editorial Matter to the Editor, Libertyville, Ill.

VOLUME II

FEBRUARY, 1915

NUMBER 11

Snoqualmie Tunnel

Two M's of note went to the Mountain—the "Milwaukee" and Mohammed. The latter stayed there—so did the "Milwaukee," but only long enough to gouge an artery through said Mountain's formidable granite, so that the constantly increasing freight and passenger business might be sent through a better passage from the Pacific North Coast to the Great Lakes territory.

When the Puget Sound extension was constructed, the management and the locating engineer recognized the Snoqualmie Pass in the heart of the Cascade Mountains as an obstacle which would test the brawn of the organization in keeping the line open when Winter descended upon the land, and in the Cascades it descends with a volume and violence entirely in harmony with the mighty ramparts it mantles in white from October to May. If you were to clean the five or six inch snowfall from the sidewalk in front of your residence with a pancake turner, you would gain some idea of the relative impression that the snow scoop would make on the tremendous drifts hurled through the long wind-swept corridors of this mountain range. To keep the line open, great gangs of men armed with scoops and a battery of snow plows composed the road's snow-fighting artillery. Obviously, this condition meant delays to traffic,

for it takes time for any organization, no matter how large and efficient it may be, to combat the elements running rampant in these wild surroundings.

So the boring of the Snoqualmie Pass Tunnel was undertaken in earnest by the Engineering Department of the "Milwaukee" Road on June 1, 1912. On January 24, 1915, it was officially turned over for operation.

When "The Olympian," No. 15, the first westbound train to travel through the new bore, was registered by Conductor C. R. Algyer and Engineer Bill Emerson at Hyak when it entered and again at Rockdale as it emerged, the spacious platform of the observation car was crowded with people—officials who had anxiously watched the work from beginning to end. To them that moonlight Sunday evening will stand out as a "Red Letter Day." There were passengers from the eastern coast who caught the enthusiasm of the men with the road—a chubby-faced boy of ten or twelve and his mother ran out from Seattle that they might have, as they expressed it, "the distinction of riding on the first train through the tunnel." The lad elbowed his way through the crowd to a better point of vantage at the brass railing—a Vice President good naturedly helped him gain it.

MILWAUKEE RAILWAY SYSTEM

At five fifty-six we took our last swift glimpse of Kendall Peak silhouetted against the moonlit sky—fourteen minutes later "The Olympian" passed out of the western portal. Vice President Earling, R. M. Calkins, Traffic Manager at Seattle; General Superintendent W. B. Foster, Superintendents Richards and Campbell and Immigration Agent J. H. Ginot together with a number of passengers, remained on the observation end during the entire trip and the absence of smoke or gas that might distress one was favorably commented upon by all those who rode out in the open. This advantage in a long tunnel is a splendid comfort feature, and it is attributable largely to the fact that on this part of the line we use oil-burning locomotives.

As the train slowed down at the west end, both sides of the track were lined with the rugged men whose toil had made the great transportation utility that we were the first to use. A voice on the platform shouted, "You did a good job, boys!" The lusty reply of a muck-spattered "tunnel stiff" was clear and distinct—"We know damn well we did!" And he crowded a heap of truth and pride into those six words. For the Snoqualmie Tunnel stands today as a monument to engineering skill and the fine-grained timber of the men whose brains and brawn are indissolubly linked with the "Milwaukee's" greatest triumph in tunnel driving.

The Snoqualmie Tunnel is located through the summit of the Cascade Range, sixty miles east of Seattle. It is 11,890 feet in length, making it a trifle over two and a quarter miles long. With the exception of a short three degree curve at the west end and a six degree curve at the east end, the bore is as straight as a gun barrel. So perfect is the alignment that you can stand at one portal and see daylight the size of a car wheel at the other. So we have not only tunneled the Cascades—we have "X-rayed" them.

The dimensions of the bore give it a width of sixteen feet and a height of twenty-four feet from the crown of the arch to the sub-grade. A lift of one and a half feet is made, however, on the floor of the tunnel by the crushed rock ballast-

ing, ties and rails, which gives the tunnel a clearance of twenty-two and a half feet from the base of the rail. It is completely lined with concrete, the same material also being used in the drains constructed on both sides of the track to carry off seepage; the grade in the tunnel being just enough to take care of the flow. Creosoted oak ties are used throughout. The rail is ninety-pound A. R. A. and the guard rail which runs the full length of the tunnel is sixty-pound. Every three hundred feet there is a good-sized depression in the side walls, termed "Safety Nitches," large enough to furnish standing room for several men. A track walker need not make one of the nitches, however, as there is sufficient room on either side of a moving train to insure safety, the snow-plow being the only piece of equipment we have that would not furnish ample clearance for a man within the tunnel.

From Hyak, the station on the east approach, to Rockdale on the west, trains are run through on the "Staff Block" System. It is an interlocking device that provides the engineer and conductor on a west-bound train, for example, with two metal slugs, each representing half a unit, to enter the tunnel. Both these men must have in their possession one of these metal pieces. They are released by the agent from an oblong case which in appearance looks like a time clock. This instrument will then not issue another clearance until the metal pieces handed the conductor and engineer are put together and inserted in an instrument of the same type at the Rockdale end. As soon as this is done it automatically flashes a clearance to the Hyak end that the train which entered has passed through. Everything on wheels going into the tunnel, even hand cars, must have this clearance to get in or out. The "Staff Block" is the most highly perfected "Safety First" system known in train operation.

The cost of the completed tunnel is approximately two million dollars. While it is true that railroad construction running into nearly seven figures per mile represents a fabulous cost, it is equally true that the business acumen of the

management of the "Milwaukee" Road would not permit any such expenditure unless it was a proven economical advantage, an eliminator of delays and a reducer of both mileage and time. All of these traffic benefits are part and parcel of the Snoqualmie Tunnel. They are, in fact, the only reasons for its existence. Roughly, the expense of maintaining the "High Line" over the pass, before the days of the tunnel, called for an outlay of nearly ninety thousand dollars yearly for helper engine service to assist in moving trains over the stiff grades encountered in the climb to the summit. The line has been shortened three and seven-tenths miles. Calculating this saving for sixteen trains (ten freight and six passenger) at one dollar per mile for three hundred and sixty-five days, piles up a yearly operating expense of twenty-one thousand six hundred and eight dollars.

To have continued to use the "High Line" would have necessitated the construction of sixty-six hundred feet of snow sheds built of twelve by eighteen timber stout enough to stand under an avalanche of snow and rock that gallops down the mountain sides at most unexpected times. The estimated cost of a structure of this kind is fifty dollars a foot. A bit of mental arithmetic tells you that a snow shed of the length required would mean an outlay of three hundred and thirty thousand dollars. On top of this would come a yearly expenditure of nineteen thousand eight hundred

dollars for renewals and repairs that would have to be made to keep it in first-class condition. The cost of operating the "High Line," therefore, is equivalent to what three million three hundred thousand dollars would earn at five per cent. The tunnel cost approximately two million dollars. Do you get the angle of its economical advantage? Do you also get the significance of the prodigious sums that the road must spend today to conserve its dollar tomorrow?

A small part of the organization is still on the job—the bunk house, the power plants and the mess halls are still intact—but by February 15 they expect to have this all cleared off. Most of the organization will scatter to new fields of conquest, and, like ancient Thebes, this hive of industry that at times had a population of fifteen hundred men working on the tunnel will have disappeared. But the organization under J. I. Horrocks, Superintendent and Engineer, who peopled these mountains for nearly three and a half years, have left history, romance and traditions that will live with the tunnel as long as it echoes the panting of the locomotive.

The "Tunnel stiff" is indeed a picturesque nomad. The term embraces the hard-rock man, the mucker, the machine runner and the powder monkey, a hard-muscled set with the strength and heart of an ox. Many of them would quit at "the drop of the hat," but all of them would work like Trojans if the gang at the opposite portal were gnawing their



The "Tunnel Stiffs."

MILWAUKEE RAILWAY SYSTEM

way through more rock than they were. The bonus system and the rivalry as to progress that Horrocks kept alive between the camps had them traveling at top speed, for it is not in the nature of the "Tunnel stiff" to acknowledge that a man or set of men can outstrip him at anything, and particularly in work that they most love, for they won't work at any other occupation.

In the ranks of this muck-smeared army were men from as widely different stratas of humanity as the massive black slate, quartzite and blue conglomerate materials which they encountered as they blasted and dug. A man who was the unsuccessful candidate of one of the two great parties for Governor of his state just a few years ago donned a pair of rubber boots, a slicker and souwester to do manual toil as a machine runner in this tunnel. They have had doctors, bankers and lawyers among their roster of workmen. The scion of one of the great families of Canada worked here as a mucker, because it was honorable toil in a dry camp, which enabled him to avoid a temptation that he could not resist when a drink was within his reach. He left, a better man than when he came. For him and many like him, the Snoqualmie Tunnel may be a personal boon that has furnished them and the "Milwaukee" Road a better path to travel.

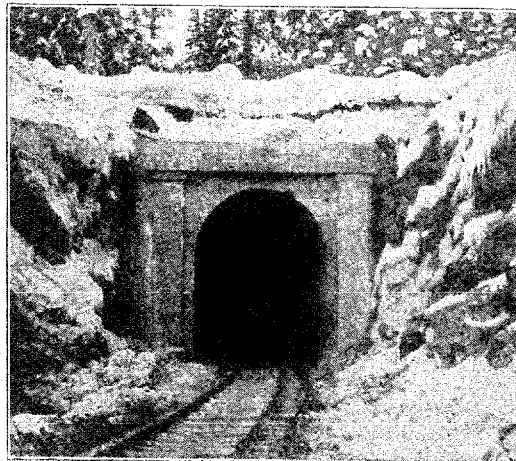
One day in the early stages of the project, an injured workman lay with a wound that promptly needed bandaging. In a flash a big, rugged youth whipped off his coat and ripped the tattered garment to aid the injured man. As the coatless mucker rose, an emerald-set pin of one of the most exclusive societies in a large eastern university was fastened at the armhole of his vest. The eye of an engineer traveled from the pin to the face of the man who wore it, but there was no question asked, for the mucker walked away. How he came there no one knew, and no one cared. He had played square, and that is the only basis these men use in making an appraisal of another's worth.

Wherever a tunnel has been bored of any size for the last thirty years, the name of Skokum Ryan has been known. Skokum served long and well on the Snoqualmie. It was his last job—he passed to the Great Divide here within earshot

of the only requiem he ever knew, the racket of the concrete-mixer and the dull rumble of the exploded round of a hundred pounds of dynamite deep in the granite hole. He was loved by the only type he ever came in contact with and feared by the man who would resort to a crooked trick.

Such were the forces under J. I. Horrocks, Superintendent and Engineer of the tunnel, who was really the backbone of the labor. His first lieutenant, D. M. Allen, General Foreman, was a very valuable assistant; the entire organization, in fact, consisted of as high a class of men as ever handled a big job of this kind. They put daylight through a mountain range—they gouged one hundred and eighty thousand cubic yards of rock from its vitals—they did it with the sweat of their brows and the tearing, ripping force of three hundred and forty tons of dynamite.

Epochal events are no new thing on the Puget Sound Line, where great achievements have been successfully completed all the way from Mobridge to the Sound, but nothing of greater importance has ever been celebrated on the entire System than the opening of this tunnel. A large party from the East accompanied President Earling on his tour of inspection, his train passing through the tunnel on the morning of January 25. In the party with Mr. Earling were Mr. and Mrs. P. A. Rockefeller, Miss Isabelle Rockefeller, Mrs. L. E. Holt, Messrs. B. L. Winchell, Ray Morris, Fred B. Adams, C. A. Goodnow, A. M. Ingersoll, Dr. A. I. Bouffleur and H. B. Earling.



The East Portal.

Alt
Coast
cades
was f
struct
an op
Pass.
high
there
ascen
conia
descen
dale, l
vature
mallet
passer
mallet
senger
bound
the pu
condit
as the
ceeded
during
contin
due to
Shor
traffic
the su
was do
1912.
driving
to a lin
was no
1912-1
limit a
train p
lessly.
The
at Recl
902 foot
the jun
at Kee
two mi
new lin
stations
433.5 fe
of curv
tween R
tically a
Cascade

The Finished "Job"

A. G. Holt.

Although the original plans of the Coast Extension line through the Cascades called for a summit tunnel, it was found expedient at the time of construction to build it over the summit as an open high line through Snoqualmie Pass. The grades and curvature of the high line were necessarily excessive, there being 4.7 miles of 2.2 per cent ascending grade from Keechelus to Laconia and 4.4 miles of 2.75 per cent descending grade from Laconia to Rockdale, having in all 14.48 degrees of curvature, making it necessary to use a mallet helper on all westbound through passengers and tonnage freights and one mallet helper on eastbound through passengers, while two were required on eastbound tonnage freights. In addition to the pusher service, the winter operating conditions presented a serious problem, as the snowfall at the summit has exceeded fifty feet in a single season and during the winter of 1912-13, transcontinental traffic was closed for ten days due to snow slides on the high line.

Shortly after the line was opened to traffic (1908) surveys were made for the summit tunnel and a little work was done at the west end prior to April, 1912. In June of that year the actual driving was started, but was restricted to a limited monthly expenditure and it was not until the disastrous winter of 1912-13 that work was pushed to the limit and from that time until the first train passed through men worked ceaselessly.

The tunnel line leaves the main line at Rockdale, the west portal of the 11,902 foot tunnel, being 658 feet east of the junction point and connects with it at Keechelus on the east slope, some two miles east of the east portal. The new line reduces the distance between stations mentioned 3.7 miles, eliminates 433.5 feet of rise and fall, 1239 degrees of curvature, and all pusher service between Rockdale and Keechelus and practically all of the snow trouble of the Cascade Summit.

With the exception of two short curves a 6 degree at the east and a 3 degree at the west, the tunnel line is tangent and has light grades, there being a .1 per cent ascending grade from the east portal to a point 2,000 feet inward from where there is a .4 per cent descending grade to the west portal, the high point being 2561 9 feet above the sea level.

The ground rises abruptly from the west portal and at a point two thousand feet east the top of the mountain is sixteen hundred feet above the tunnel section, from the top it slopes gradually to the east. There are several small snow fed lakes on the east slope which were undoubtedly the source of the several streams of water encountered during the driving of the tunnel.

The tunnel section for the greater part of the way passed through bodies of massive black slate that were intercepted by stratas of gray quartzite, blue conglomerate and an andesite dike, all of which dipped slightly to the east. These formations are considered good tunnel rock, and, as expected, varied greatly in hardness. The andesite dike in places required thirty hours' continuous drilling to get a heading round of nine foot holes, while in places the black slate was drilled in two and three hours. The rock was all of good quality, did not weather or swell when exposed to the air, but the stratas were badly fractured and the seams filled with talc, making it necessary to line the entire tunnel with concrete to prevent any possibility of a roof fall.

After taking into consideration the many conditions that tend to govern an undertaking of that size, it was decided to excavate that portion of the tunnel that was to be driven from the west portal by the European or bottom heading method which is, briefly, as follows:

An advance heading 8 feet high by 13 feet wide was driven at sub-grade and to one side of the tunnel section, the work being carried on continuously by three shifts of men who worked six

hours and laid off twelve. Each shift consisted of four drill runners, four helpers, ten muckers who worked six hours, and a shift boss, nipper and heading skinner who worked twelve hours. These men were paid on an hourly rate, in addition to which was a bonus of an hour a foot for all progress over ten feet a day, the work being measured every ten days. When the rock was good, bonuses were often made and the average progress for 6971 feet of bottom heading was 9.5 lineal feet per day with a maximum of 25 lineal feet in a single day.

The work in the heading was divided into several operations, all being preparations for blasting, the average time between shots being sixteen hours, but under ordinary conditions, a shot was fired about every twelve hours. Two and one-half to three were spent in breaking down the roof in the part just blasted and in pulling back the broken rock from the face of the heading to allow the drifting to proceed. Seven hours for setting up the drill cross bar and drilling the 14 to 30 nine foot holes required to break the rock. One hour clearing the drills, loading and shooting. One hour waiting for the heading to clear of gases. While there were many exceptions to the above, it was the general program followed day after day until the east and west headings met.

The next step in excavation was the widening of the heading to full width of the tunnel section, after which the stope timbers set five feet center to center were placed. These timber sets were composed of 12x12 posts and 12x14 caps with stringers running parallel to the tunnel upon which were laid flooring that could be lifted, allowing the bench muck to fall into cars standing on tracks below the timbering.

After the stoping timbers were in place, openings about 150 feet apart were driven upward to the full tunnel section, and from these openings the upper bench faces were drilled and shot down on the stoping timbers, from where the material was dropped into cars and hauled out on the dump. The average progress on the bench at the west end was 7.7 feet per day, the progress on this work varying greatly, depending on the labor conditions, which were good during the win-

ter and decidedly bad during harvest season.

If the rock was in good condition, the stoping timbers were taken down and moved ahead after the bench material was out. If it required timbering, they were sometimes left in place and an "A" frame placed above to hold the roof until the concreting reached that point, after which both "A" frame and stope timbers were removed.

At the east end of the tunnel there is a long approach cut and at the time the driving from the east portal was started it was not complete so it was necessary to start the work from that end, as a top center heading, which was widened to full arch section and either timbered or concreted before the lower bench was taken out. The organization and method of handling top heading was practically the same as that described above for the west end. The average progress was ten feet per day.

After the heading was widened to full arch section, shafts were sunk to sub-grade at intervals of 1,000 feet, from which drifts were run both ways and the bench removed by stoping as at the west end. The average daily bench progress having been 10.3 feet.

As before mentioned, the entire tunnel was lined with concrete before it was opened to traffic and this feature not only saved considerable on construction cost, but made the completed portion safer for the men and the short time that elapsed between the completion of the excavation and the placing of the lining allowed the minimum amount of temporary timbering to be used.

Concrete mixing plants were constructed outside the tunnel, planned so that the material traveled downward as much as possible from the gravel cars to the concrete cars that carried it into the tunnel.

The concrete gravel was obtained from Ragnar Pit, about seventeen miles below the tunnel, where it was sluiced directly into bottom dump, Hart convertible, cars which were hauled to the tunnel material tracks by the way-freights. These cars were handled on the supply tracks by cables, in this way avoiding the costly item of work train service.

To avoid interfering with the muck trains at sub-grade, a high line concrete



J. I. Horrocks.

track was built at the springing line sixteen feet above sub-grade by placing 8x12 timbers, 5 feet centers, with the ends projecting into the concrete side walls and upon which the concrete tracks were laid. This high line concrete track served a triple purpose, allowed two-thirds of the concrete to be placed by dumping, kept concreting cars and materials in the clear of the driving operations and acted as a support for the movable arch forms.

While the lining work may appear a small item, it must be realized that there were placed over 75,000 cubic yards of concrete, requiring that many yards of gravel and 500,000 sacks of cement in addition to all the form lumber, hardware, etc.

Camps at the tunnel portals were modern and considered far above the standard construction camp, the men being furnished with bunk houses having toilets, hot and cold water, and shower baths. The dining halls were large and kept in sanitary condition and the food for which the men paid 25 cents per meal, was of good quality and the men were always satisfied. The St. Marie's Hospital Association maintained a doctor and an emergency hospital at each end, where first aid was furnished to those seriously injured and attention given to all minor ailments and injuries.

J. I. Horrocks, engineer and superintendent, Snoqualmie Tunnel, was the

man on the job to whom fell the direct responsibility of handling the Milwaukee's longest tunnel and turning it over to the Operating Department, complete.

By spring the power houses and camps will be gone and the traveler entering the tunnel cannot realize what stood in the bare clearing on the hillsides just a few months before, nor can he half appreciate the type of men who, day after day, plugged away at the rock, fighting slides, water and the many dangers that go with hard rock work and who, when the last shot was fired, "blew" to some other part of the globe, seeking work of similar nature.

The Milwaukee System

It owns and operates more than 10,000 miles of main track, 1,969 locomotives, 1,570 passenger cars and about 66,000 freight cars. There are approximately 570 passenger trains and 840 freight trains run daily. It has about 63,000 employees, whose wages amount to about \$157,000 a day. The company is owned by about 18,000 share holders, who receive out of every dollar earned, about 4 cents; while there is paid to its employees about 53 cents out of every dollar earned.



New Station at Tama, Ia.

Assistant District Engineer A. L. Sinclair has kindly sent The Magazine news of the new station at Tama, together with the accompanying picture of the same.

In connection with the double track work through Tama, the old depot was removed and a new modern passenger and freight depot constructed, also new concrete platforms 600 feet long, which with the newly paved streets crossing the tracks near each end of the depot, present a very pleasing appearance from passing trains and has helped to increase the popularity of the C. M. & St. P. Ry. Co. with the people of Tama, who now advertise Tama as the only town in the State of Iowa having two double track railroads.

Fifty Years of Service

Address of Burton Hanson at the Banquet Given Mr. Manchester, by the Officers and Employes of the Company, on His Fiftieth Anniversary of Service With the Company.

America has been productive of self-made men. So far as my reading and observation have gone, it outranks every other nation in the number of poor boys, who, by their own efforts, have made a success of life. And it adds greatly to the glory of our government, and its institutions, that many of the foremost men of each generation have come from the humblest walks of life. If I were to call the roll of the names that are as familiar to you as household words of those who, in spite of poverty and adversity of the worst sort, have achieved greatness, I would not complete the list within the limit of this evening's entertainment. But I am going to name two, whose names are familiar to you all, one who lived and won a fame that was world-wide during the colonial period, and the other who today presides over the greatest tribunal in Christendom—Benjamin Franklin, the printer, philosopher and diplomat, and Edward Douglas White, the present chief justice of the Supreme Court of the United States.

Franklin gave the first and greatest example to this country of what can be done by a poor boy. You all know the story of his life—born in poverty, with only eight months' schooling; running away from home at sixteen; landing in Philadelphia without money or friends; working for a mere pittance, setting type; reading borrowed books by a candle dip; living on milk and porridge, which he ate with a pewter spoon out of an earthen bowl of his own make; laying up something out of each day's wage; setting up a printing shop of his own; starting a newspaper, then his Poor Richard Almanac; commanding recognition of the community by attention to his business, and by his thrift and intelligence; becoming a member of the assembly; postmaster for the colonies; member of the Continental congress; signer of the Declaration of Independence; envoy to Eng-

land and France for all the colonies; delegate to the Constitutional Convention; maker of the treaty with England securing our independence; honored by degrees from the leading universities of two continents; the greatest philosopher and diplomat yet born under American skies, the noblest figure that ever stood in the forefront of a nation's life. Briefly, this is the story of this great man's life. The secret of his success rests entirely in the resolution, which he made in his early boyhood, to cease drifting, and to make something out of his life. The fruits of this resolution were realized in Franklin's life, as they have been in the life of every poor, deserving, persistent, honest boy since his day, who resolved to make a success out of life.

Some four years ago, when Professor Hibben was installed as President of Princeton University, to succeed President Wilson, the degree of doctor of laws was conferred upon Edward Douglas White, chief justice of the Supreme Court of the United States. He was present at the installation services, and in acknowledging the honor the university had conferred upon him, stated that he had been exceptionally favored by New Jersey people; first, in having the great university at Princeton recognize him by thus honoring him with the degree of doctor of laws; second, by being chosen by President Cleveland, who was a native of New Jersey, as a member of the Supreme Court of the United States; and, most of all, by a kindness which was done him when a mere boy and a Confederate soldier in a northern prison. It was in the autumn of the year, and after he had been in prison for some months, one day he was beckoned by the officer in charge to come to him. He was taken to a yard outside the prison gate, where he was told that his mother had secured his release, and that he would be taken by a horse and buggy that

was standing there to the station, where he could board the train that would take him home. The day was raw and cold. All the clothing he had was on his body, and consisted of an old, worn-out pair of cowhide shoes, a pair of ragged trousers, and a dirty blouse. He had neither coat nor hat, and all that he had of this world's goods on that day was the clothing that was on his body. As he was getting into the buggy, a man, with only ordinary clothing, approached him and insisted that he take his coat, which he did. That man was from New Jersey. Contrast that poor, unknown boy of fifty years ago—in prison, penniless, without sufficient clothing to cover his body, his country devastated by the ravages of war—with his position today, the acknowledged leader of the American bar, and chief justice of the Supreme Court of the United States. I have referred to these two remarkable lives of periods in our national existence, separated by two centuries, because they typify the unnumbered American boys, who have faced an unknown future with undaunted resolution, have wrought success out of the most unpromising and discouraging conditions, and especially because they typify that sturdy breed of self-made men in which America has been so productive.

We have met this evening to do honor to one of these unnumbered, sturdy breed of self-made men, Mr. Albert E. Manchester, who for fifty years has given the best that life has given him to the Milwaukee Company. It is said that the love we give to our work is the only love we keep. The truth of this has been exemplified in Mr. Manchester. He has always given the best he had to the service of this company, and in turn he has received that full measure of growth and success which always come to them who devote their lives to the service of others. After all said and done, the most durable satisfaction that we get out of life is what we do for other people.

Mr. Manchester's life has been one of steady growth and advancement. First a machinist, then Roundhouse Foreman, then General Foreman of the I. & D. Division, then Master Mechanic of the Southern District, then Assistant Superintendent of Motive Power, and finally Superintendent of Motive Power, in

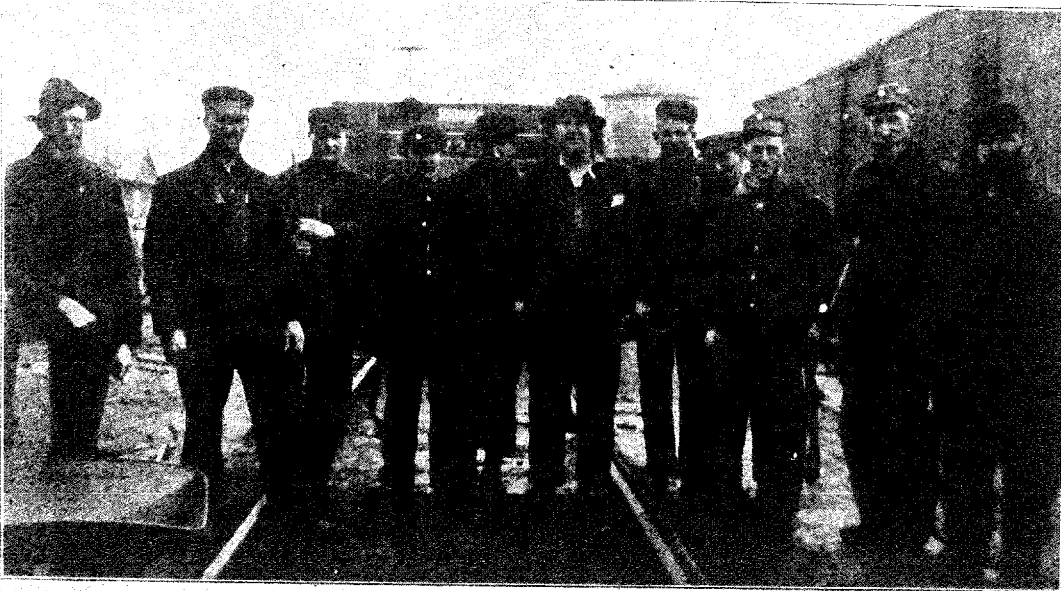
charge of not only the locomotives, but all of the rolling stock of the company. The secret of his steady, consistent advancement in the service of the company is that he made good in each position. The only influence that ever stood back of him and recommended him for the next position above the one he occupied was his faithful attention to business, his unswerving loyalty to his employer, and his preparedness to meet every situation that confronted him. The work of caring for, and keeping in order for use, 72,166 locomotives, passenger, freight and other cars and equipment is a tremendous task and responsibility, but this is what Mr. Manchester is doing, and is doing well, because he has been forever at his post, fitting himself for the position which he now occupies, and has so creditably filled these many years. A young minister, after hearing Mr. Beecher preach one of his great sermons, asked him at the close of the service how many hours it took him to prepare that sermon. Beecher replied: "My dear fellow, hours! Why—it took fifty years of preparation to preach that sermon." The same is true of Mr. Manchester. He is able to do today what seems, and is, a tremendous work, because of his fifty years' arduous preparation. Besides having a detailed and accurate knowledge of locomotives and cars, he knows how to live with men. Having come up from the ranks, and being familiar with all the branches of the Motive Power Department, he knows, as only a man of his experience can know, the duties, as well as the difficulties, of every machinist, car builder, engineer, fireman, or other workman under his supervision, and they know that Mr. Manchester knows all about the work that they are doing, and that whatever situation may arise they will receive fair and considerate treatment from him. In short, they know that he is touched with the feeling of their infirmities, and that if they honestly and faithfully perform their duties, even though they may err at times, they will not be dealt with harshly or unjustly. The result of all this is that Mr. Manchester has back of him an army of capable and loyal workmen, who honor and respect him, and cheerfully and loyally follow his leadership.

But during these fifty years of Mr. Manchester's service, the Milwaukee company has not stood still. Fifty years ago, when he was working as a machinist for the company, it had about 275 miles of railway, and all in the State of Wisconsin. Its railway lines now traverse eleven great states, with 9,684 miles of main track, and 4,637 miles of second and third tracks, sidings, spurs and yard tracks, a total of 14,321 miles. Fifty years ago, the company had 44 locomotives, 36 passenger cars, and 687 freight cars. It now has 1,969 locomotives, 973 passenger cars, 590 baggage, mail and express cars, 1,110 caboose cars, and about 66,000 freight cars. Its gross earnings for the year 1864 were \$1,402,105.86. For the year ending June 30, 1914, they were \$91,782,690.74. In the year 1864, the company expended for repairs to locomotives, \$107,022.47, and to cars \$139,902.47. For the year ending June 30, 1914, it expended for repairs to locomotives, \$5,493,284.21, and to cars, \$6,596,622.17.

The weight of those forty-four locomotives with tenders loaded averaged probably about fifty tons. Today, the Milwaukee company is operating many engines that weigh with their tenders 285 tons each. Locomotives have grown some. In fact, everything about the Milwaukee company for the last fifty years has grown, excepting freight and passenger rates. They have shriveled

and dwindled to such an extent under the guidance of our friends, who have worked overtime for *God's patient poor*, that in common with the railways of the country generally, its earnings are not sufficient to maintain and operate its railways as they should be, and to meet the demands of a great, industrial, commercial nation—resulting in a condition that is general and wide-spread, affecting every phase of life, especially those who labor with their hands—a condition that is best described by the two words "Hard Times." But I am digressing.

I trust it will not be considered out of place for me on this occasion to speak a word for the Milwaukee family generally—of Albert J. Earling, our beloved and respected President, who has worked his way from small beginnings to the position he today occupies in the railway life of this country, and who conceived and brought forth the Puget Sound extension, opening a domain of new territory that is vaster in area and resources than many of the European countries combined, and giving to this great, growing and prosperous City of Milwaukee, a line of railway to the northwest Pacific Coast that is not surpassed anywhere. On the completion of the first Atlantic cable, Queen Victoria sent this message to President Buchanan: "*What wonders God hath wrought.*" But when I contemplate the construction of the Puget Sound extension from the Mis-



Car Repairing Force, Manilla.

souri River to Seattle and Tacoma—over rivers, mountain ranges and deep ravines, through forests, tunnels and swamps—I am led to exclaim: *What wonders man hath wrought.* While Mr. Earling had the loyal support of his fellow officers and an army of employes, the responsibility of it all, nevertheless, was largely his, and to him we accord the praise that is due him. That great railway, the work of his brain, will be his monument, and it will be more enduring than bronze or marble.

In calling the roll of this large family, there are Alexander Mitchell, S. S. Merrill, Roswell Miller, John W. Cary, John C. Gault, Hub Atkins, Lew Rock, Dan Olin, Charlie Prior, Charlie Case, Ben Lennox, Billie Swan, A. C. Bird, O. E. Britt, A. V. H. Carpenter, Don Whittimore, J. M. Lowry, John Bailey, J. N. Barr, Peter Meyers, Will Winne, Jim Hiland, Dwight Keyes, Henry Williams, Bill Underwood, Cap. Beardsley, the Collins brothers—Wall, Sumner and Will—Dave Bush, Pete Hart, Ed. Keeley, E. D. Sewall, Herman Earling, C. F. Loweth, Jim Gillick, Cooper, Eldredge, Foster, Carrick, Simpson, Beecham, Deacon Ranney, Jack Crocker, John Taylor, John Hennessey, John Hinsey, Geo. Heafford, Henry Griffin, Billie Boyle, Bill Dods-worth, U. J. Fry, H. P. Elliott, the Dudley boys, Pat Tyrell, John Moulding, and a legion of others—a mighty host. And the gratifying thing about it all is that everyone of them won their position—the same as Mr. Manchester—by the arduous greatness of things done; by work, hard, continuous, persistent, intelligent work. After all said and done, we, who have come up through the fiery furnace of toil and self denial, know that work, and work alone, is the open sesame to every success that is worth while; for work begets decent and honorable living, and excludes all that is low, mean and degrading. And then there is that great army of workmen, the men with pick and shovel and hand car, with tool, and hammer, and saw and ax—the men who operate our trains and direct their movements—the men who perform the clerical work, intricate, exacting and arduous, but absolutely necessary to the successful carrying on of the company's business—these are the unnumbered and, too often, the forgotten thousands of

capable, loyal employes. But the life of each one of these who has faithfully performed his duty, although it contains no material for distinction, fame or long remembrance, does contain the material and present the scene for a normal human development through service to humanity, and the betterment of the world. I cannot but believe that it is just for countless, quiet, simple, serviceable lives these unnumbered, unmentioned and oft forgotten lives, that God made and upholds the earth.

So long as this is a family gathering, and we are permitted to boast of our family success and pride, I must speak of another feature of this great institution of ours, which is unique, namely, the length of service of its officers and employes. There is Peter Tomkins, the first and only Agent at Milton; J. B. Stickney, who until his death, a short time ago, was the first and only Agent at Mazomanie; Christopher Darby, who enjoys the distinction of being the first stenographer employed by the Milwaukee company; Don Whittimore, for more than half a century our Chief Engineer; Mr. Winne, Mr. Manchester, Mr. Hennessey, Pat Tyrrell, John Moulding, John Fox, John Hinsey, and Cap Beardsley, who have been with the Milwaukee company always. Just when they came is a matter of tradition—some say that they were born on the right-of-way. It is impossible to call by name many, who will occur to you, who have also been with the company during their life-time and its life-time. In the great army of operating and traffic officials, and employes, there are literally hundreds whose entire working life has been devoted to the Milwaukee railway, and there are very many whose service almost extends throughout the entire life of the company.

Beyond all this, the company is practically entirely officered from its own ranks, as the following list, with years of service, will show:

Mr. A. J. Earling.....	50	years
Mr. A. E. Manchester.....	50	"
Mr. F. G. Ranney.....	49	"
Mr. H. R. Williams.....	47	"
Mr. D. L. Bush.....	42	"
Mr. J. T. Crocker.....	40	"
Mr. B. A. Dousman.....	46	"
Mr. H. B. Earling.....	35	"

MILWAUKEE RAILWAY SYSTEM

Mr. R. M. Calkins.....	35 years
Mr. H. H. Field.....	34 "
Mr. O. D. Aeppli.....	34 "
Mr. J. H. Hiland.....	33 "
Mr. H. P. Elliott.....	33 "
Mr. E. D. Sewall.....	32 "
Mr. F. A. Miller.....	32 "
Mr. H. E. Pierpont.....	32 "
Mr. Burton Hanson.....	32 "
Mr. E. S. Keeley.....	31 "
Mr. J. T. Gillick.....	30 "
Mr. J. W. Taylor.....	26 "
Mr. C. F. Loweth.....	24 "
Mr. C. A. Goodnow.....	24 "
Mr. E. W. Adams.....	16 "

An average of approximately 35 years.

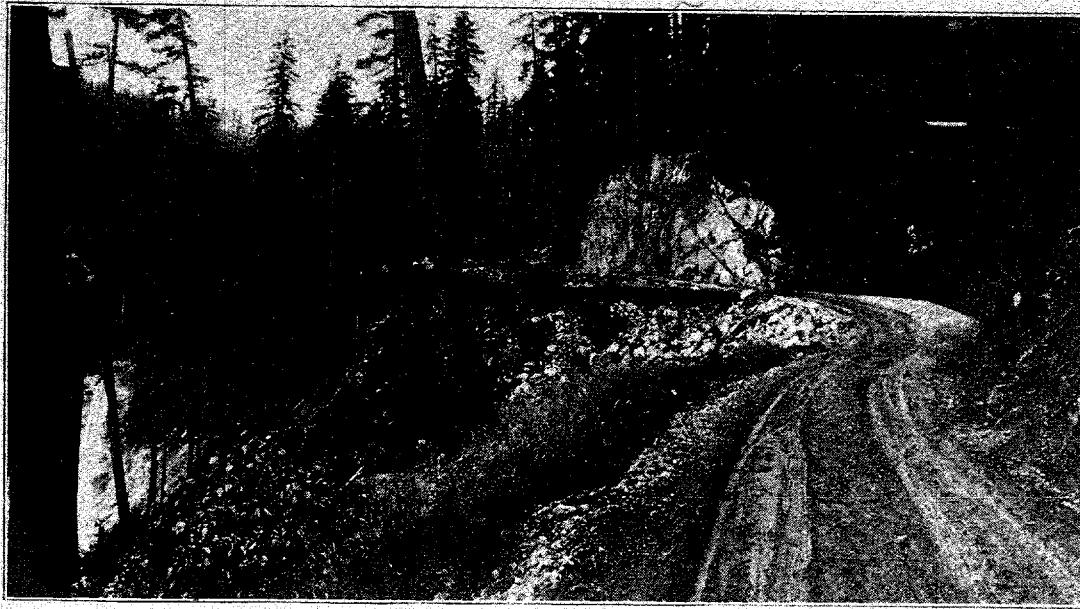
Although more than half a century old, the best of the career of the Milwaukee company is still to come—a great future is before it. It traverses a country that is an empire in itself, whose resources are unlimited and unfailling, supporting today one-quarter of the population of the nation, and which may reasonably be expected to be more than doubled in the next twenty-five years. While, as an organization, its business is to earn money for its owners, the success of its management depends largely upon many other things than this. Perhaps the greatest success of the Milwaukee company is the creation and fostering of the Milwaukee spirit, which embraces fidelity to trust, loyal obedience to the law, and the universal interest in the welfare of communities, industries and patrons of the road, which makes for the general prosperity upon which the prosperity of the railway depends. It has the same pride in its reputation and standing in the communities and among the people it serves, that any merchant has with his customers. It is the loyal fidelity of the rank and file of the organization to this principle that has made the Milwaukee welcome in every community into which it has gone, and respected in every community which it serves; and it is upon this spirit throughout the organization that the future success of the company rests in a large degree. The interests of the railway and its patrons cannot be separated—success of each is bound up in both. It is the senseless and baseless attacks of agitators upon the funda-

mental life of the railways which has, more than anything else, produced the industrial and commercial paralysis from which the country is suffering today. But the American people are essentially fair, and in their ultimate conclusions can be trusted to be just. It is even now evident that they have ceased following false prophets and false leaders, and there is more ground today than there has been for fifteen years to hope for that attitude of the government toward its carriers, which will give the railways the reasonable prosperity which their existence demands, while preserving to the people the full protection of their rights, which all agree they should have. When this is accomplished, there can be no failure in the prosperity to which this nation, with its wonderful resources, and no less wonderful people, is entitled, and in the return of that prosperity, the Milwaukee company, and its 65,000 employes, will have a fair, full share.

In closing, I feel sure that I reflect a thought that is uppermost in the mind of each one present, as well as of every officer and employe of this company, when I wish for Mr. Manchester heaven's choicest blessings—good friends—good health—and the love of God in his heart.



F. L. Shumway, Roundhouse Clerk, La Crosse.



The Tacoma Eastern Railway, on the way to Mt. Rainier, National Park.

"What Is Efficiency?"

Just What Does It Mean to You, Mr. Ticket Agent?

S. D. Roberts.

When a new, big thing comes into the world, depend upon it, sooner or later, that thing is going to hit every one. And to the man who is not on the look-out and prepared it will come with a surprising suddenness and force that is apt to take him off his feet. Not that any one wants to do so, but conditions have a way of running things themselves, and, whether we want to or not, in time we will all have to do our work in a better way.

There is a certain word abroad in the world today which we have all heard about. It is rather a stiff, clumsy word, and for that reason, perhaps, we have not paid much attention to it.

But already thousands of people are doing things differently because of that word.

Furthermore, this word is so self-confident that it claims it can make us all do our work more effectively, and it is making good its boast. Every month or so some big industry finds it has been captured by this word, and the men in

that industry start a new and better way of doing things.

This word has captured the railroads—and they like it. Its force is being felt through every department, so that in a few years every one will be doing his work more effectively and with less lost motion.

This word is "Efficiency." It proposes a better way for us to do our work. It does not necessarily mean harder work, but it means better results from the amount of work we are now doing.

In short, "Efficiency" is the watchword of all America today. We cannot get away from it. It is bound to get hold of all of us in time. If we see it coming beforehand and prepare the way by starting more efficient methods now, perhaps when the big outside movement strikes us it will be a boost rather than a jolt.

The duty of those engaged in Passenger Traffic is to secure and retain passenger business for the railway. Improved "Efficiency" in this department,

therefore, will be mainly directed toward ways of increasing passenger revenue.

What more efficient methods can the ticket agent use for the getting and holding of business?

This brings to our attention one of the first "Efficiency" rules, which is—Get the most value out of the thing nearest at hand. Do not try the difficult, far-off thing while the easy, near-at-hand thing is not being well done.

To illustrate—a good portion of people who buy one-way tickets will make the round trip. They are likely to return home on a competing line. This means loss of revenue which you, as the first ticket seller, have had fairly within your grasp. This round-trip business is not difficult to obtain. It does not have to be gone after. It is simply necessary to inquire of each person buying a one-way ticket if he intends to return, and, if he does, to present the arguments in favor of the round-trip ticket. If this method be pursued, you will be agreeably surprised at the increase in ticket revenue from your station.

Another way to get hold of "business right at home" is to make your station visitors realize the bigness and superiority of the "Milwaukee" road as a whole. Many of your passengers go short distances only, perhaps to the next town or large city, and yet a good number of these may some day blossom into trans-continental travelers. Will they make the extended journey via the "Milwaukee"? Not necessarily, unless you convince them that they should. The fact that they have bought a ticket of you to go forty miles or so does not mean that they will necessarily know, for example, about the wonderful sights along the picturesque "Trail of the Olympian" of this company to the Pacific North Coast, or the surpassing sumptuousness of the trains operated over this route.

Many of the passengers who have bought short trip tickets of you during the past year will visit the California Fairs this year. Do they know how superior the round trip can be made if they take the "Milwaukee" "Grand Circle Tour," going in one direction via the "Trail of the Olympian" and in the other via the route of "The Pacific Limited"? No doubt many of your passengers are

totally ignorant of this service, and they may leave the "Milwaukee" out of their western tour almost entirely. And yet they are your passengers. In many instances you know them personally, and you have the chance of making the acquaintance of others while they are waiting for their trains.

Then, again, your passengers should know that they can be ticketed through to the North Coast over the "Milwaukee." There is considerable extra business waiting for ticket agents in territory that feeds the Twin City Gateway, in selling transportation reading all the way over the "Milwaukee" instead of turning it over to some other line at the Twin Cities, as is frequently done now.

And think of the wonderful service of the "Milwaukee"! Do you fully realize its selling force and are you putting it to use? The "Milwaukee" has been the pioneer of better ways from the start. It was the first of all lines to steam-heat and electric-light its trains. It has been unique in establishing a policy of "Complete Service to Passengers," which, in order to be carried out, required that the company own and directly operate all its equipment. Sleeping cars and dining cars and other equipment made for the "Milwaukee" and owned and operated by the "Milwaukee" were the result, and in excellence of equipment the "Milwaukee" became leader. It inaugurated the "Longer, Higher and Wider" berths, which still stand today unequalled in their roominess. Meanwhile the dining car service has attained world-wide fame. "The Pioneer" 'table d' hote dinner served on "The Pioneer Limited," the famous Chicago-Twin Cities train, has elicited the hearty praise of noted business men, world travelers, writers, statesmen and good liver. Men who want the utmost of comforts and conveniences choose the "Milwaukee."

This is only a part of a long line of "Milwaukee" achievements. It was the first road to inaugurate passenger traffic between Chicago, St. Paul and Minneapolis—the first double-track line between those cities—the first road to operate all-steel trains between those points.

Furthermore, today it is the only line operating all-steel trains between Chicago and the Pacific North Coast. Also,

it is the shortest line between the city by the lake and the Pacific tidewater.

The great "Milwaukee Fan," as it were, and its service is worth noting. Through its own lines and traffic agreements with other lines, "Milwaukee" service spreads out from Chicago in the form of a great fan reaching northwest, west and southwest through to the Coast in each direction, so that there is practically no place of importance in the entire Big West which is not reached by through "Milwaukee" trains.

Finally, there are the noted "Milwaukee" trains—"The Olympian," "The Columbian," "The Pioneer Limited," "The Southwest Limited," "The Pacific Limited," "The Colorado Special" and "The Portland-Puget Sound Express." These are limited trains of unlimited service. Several take very high rank among the most famous and favorite trains of America.

These, then, are facts which every "Milwaukee" agent should be familiar with and which he should use on every possible occasion in soliciting business for the line.

This little talk only covers the high spots. In your search for more efficient ways to increase your share of business in your community, other opportunities will present themselves, and you will be surprised at the results, for one does not

realize all he can accomplish until he sets out definitely to accomplish it.

"Puget Sound"

H. A. S.

Marvel of this western land,

Mid mountains set, a sapphire gem;
Tranquil sea with pebbly strand,
Under skies forever bland,
Highest work of the Master's hand—
Matchless Puget Sound.

Carved by nature's mystic power,

Which naught below can curb nor hem;
'Round its blue waters grandly tower
Rugged peaks which gleam and glower,
Swathed in sunlight, laved by shower,
Beauteous Puget Sound.

Emerald girt its shore lines lie,

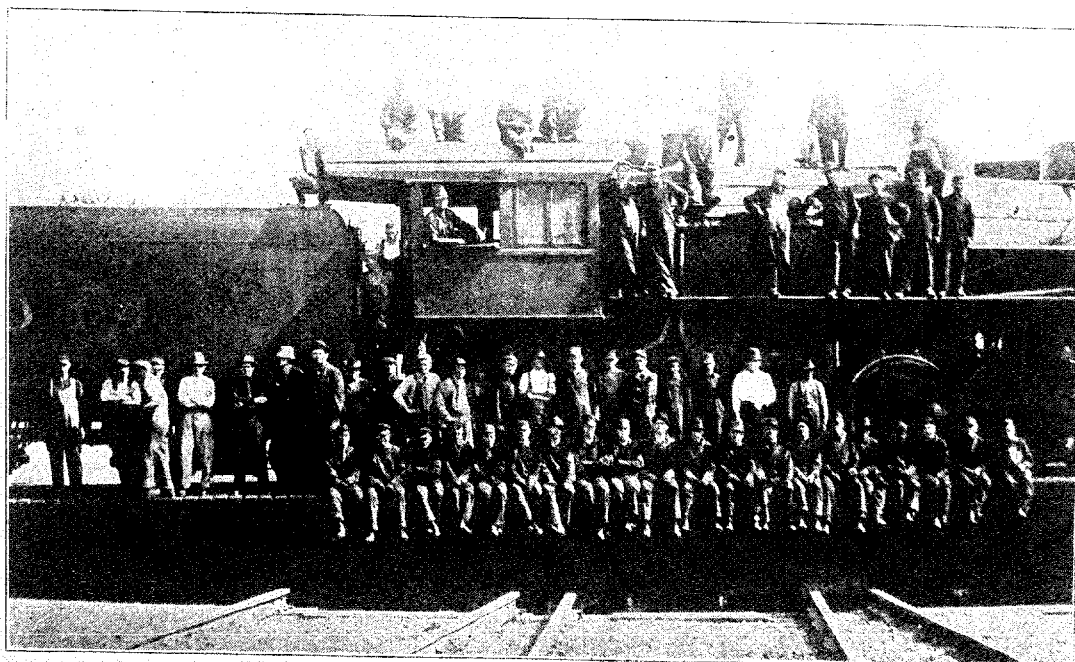
Belting an opalescent sea;
Across its waves the light winds sigh,
And ocean craft go sailing by,
While overhead the sea gulls cry—
Glorious Puget Sound.

Diamond-tipped its ripples dance,

With rhythmic songs so wild and free,
Shoreward they in troops advance,
With rush and roar and stately prance.
As knights ride in with shield and lance—
Beloved Puget Sound.

Grand are the days, when June sun rides,

High and clear o'er beach and bar,
Artificers of winds and tides,
Chief of all aerial guides,
Where life and warmth and health abides—
Mystic Puget Sound.



The Sparta Family.

The Railroads and Their Employees

Adolph Crome, Pumpman, North Milwaukee, Wis.

In the December issue of our valued Magazine, several articles appeared that I consider very important to every real railroad man; and by "real railroad man," I mean the man who has taken up railroad work with the idea of making it his life's work, and who means to push ahead.

The article "The Closing Year," by our President shows us very clearly what difficulties and uncertainties the management had to cope with throughout the year, and these conditions still exist to a great extent. It is very gratifying to us all to know that through our loyalty the management may look hopefully into the future.

The article on "The Square Deal" in the December number, carries another important thought to railroad men. We should think deeply on the difficulties and obstacles which have been placed in the way of the railroads of the country by the deplorable conditions in Europe, by the many laws enacted in recent years, by decisions of the railroad commissions, and by the feeling of the general public, always ready to condemn when that same public depends for its living upon the facilities provided by the railroads. If it were not for the railroads, would not industries cease and the workers be thrown among the great armies of the idle? Has the public generally seemed to appreciate this fact? It seems, rather, to me that they look only at the apparent profits of a great railroad system, not considering the money it costs to operate a road, to pay the army of men which keeps the wheels moving; nor do they appear to realize the further fact that this money paid to the employees of a railroad goes out to this very public, in payment for the necessities of life. So I say, is it right, just or fair, to try to put still more obstacles in the way of the railroad companies? I fully agree with the sentiment expressed by "The Square Deal," and I have an idea that our company has no use for the kind of men who play traitor to it in that way.

Does that conductor think the public will reward him with a gold medal, or a monument, or what is he thinking of anyway, for he is really working against his own interests.

Again, I would call the attention of every railroad man to the very able and timely article, "A Suggestion to Railway Employes," by Mr. Underwood. He is right, and it is high time that the employes of the railroads begin to look the situation in the face and see what we can do to prevent disaster, not only to ourselves, but to the next generation of railroad men. And if all the men of all the railroads band together, with as many as they can gain for their just cause, a power will be established, which those men looking for public favor had better reckon with. But we must GET BUSY. I propose that in addition to Safety First meetings, others should be organized wherein the situation may be made clear, questions asked and answered and resolutions adopted. The time to start is NOW, so as to be ready with arguments as strong and facts as undeniable as those who are opposed to the railroads can bring up. The trick is to let the office-seeker know this, and the more he is made to understand that an army of loyal employes stand behind the railroad he intended to slap with a little law, the more careful will he be in meddling with us.

And last but not least, the more you help the road, the more you are helping yourself. Let it be our motto: "United we stand, Divided we fall."

Superior Division Notes.

P. H. Donley.

Conductor Jones returned from Green Bay after a minor operation performed at the Green Bay Hospital.

Our new time table made several changes with the conductors and brakemen.

S. A. Dunn, one of the oldest conductors in point of service on the Superior Division, passed away December 11. He is survived by one son, Harry and a sister, Mrs. Ross, who has been his housekeeper for the past thirty years. Mr. Dunn came here in the M. & N. railway days. S. A. Dunn came as near being an ideal conductor as perhaps any man who ever ran a train out of Milwaukee. His death will come as a severe loss, not only to the traveling public, which held him in high esteem, but to the officials of the company and all his railway associates.

The Story of the Lost Wagon Wheel

C. J. Cawley.

About two years ago a wagon of a special size and kind was ordered from a distributing house in South Dakota by an implement dealer at Pipestone, Minn. It was ordered from a near-by point, as the customer was in a hurry to put the wagon into service on a dray line. The wagon came on the way-freight of a certain line which runs through Pipestone. When the different pieces of the wagon were checked out it was discovered after the train pulled out that only three wheels had been unloaded. These three wheels were tagged, but by the irony of fate the fourth wheel, which was not unloaded, was not marked. At the first station out, which is a non-telegraph station, the crew loaded a half car of household goods for Portland, Oregon, into the car from which the wagon had been taken, and in which the fourth wheel still was, and the wheel was buried. The car went to final destination with the household goods and this wheel was checked "over" there but having no mark it could not be disposed of promptly. After six months of matching Over and Short reports, it was discovered that the wheel belonged at Pipestone. In the meantime the implement dealer was compelled to order another wagon and the first wagon was refused by the consignee and the consignor. Thus this wagon remained on hand two years, taking up valuable room in the freight house and the agent reporting it on his schedule every week for two years. The company was out the revenue on the wagon and it finally went to the "lock up" with the probabilities that the company paid for the wagon.

The implement dealer says bad things to this day about the agent and the company, and has turned his business away from them, which amounts to about \$1,500 per year.

All this trouble could have been averted by proper checking of that wagon. Every one knows that it takes four wheels to complete a wagon and even if the wheel was without a mark a little care would have discovered it.

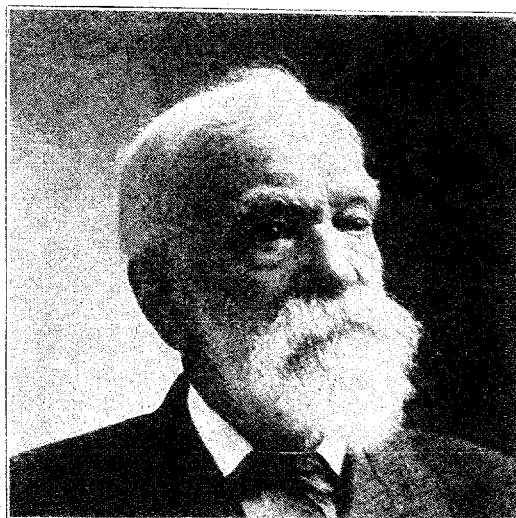
Moral—Check your freight carefully!



New Station at Old Milton.

Old Milton celebrated a new station on December 29, and Miltonites, young and old and grave and gay, joined the railroad men in a general congratulatory get together. The business and professional men of the old college town gave the railroad men a luncheon in the college gymnasium. They spread a broad banner across the front of the stage, upon which was the bright trade-mark of the company, with the word Welcome beside it. Covers were laid for eighty, and after the luncheon came the talk-fest with the cigars. The toast-master was the Rev. Dr. Randolph, and President W. C. Daland welcomed the guests and citizens, expressing the gratification of the Milton people over their fine new station. Superintendent Thurber responded on behalf of the railway company and was followed by Agent Peter Tomkins and others.

The presence of Agent Tomkins brought brought out the fact that no station agent in the United States has served continuously in one position so long as Mr. Tomkins. He was appointed agent at Milton in 1858, by the late Wm. B. Strong, coming here from Janesville, where he had been employed by the railroad for four years, giving him a railroad service record of sixty years, and continuously in one place for fifty-six years.



Peter Tomkins

Loyalty

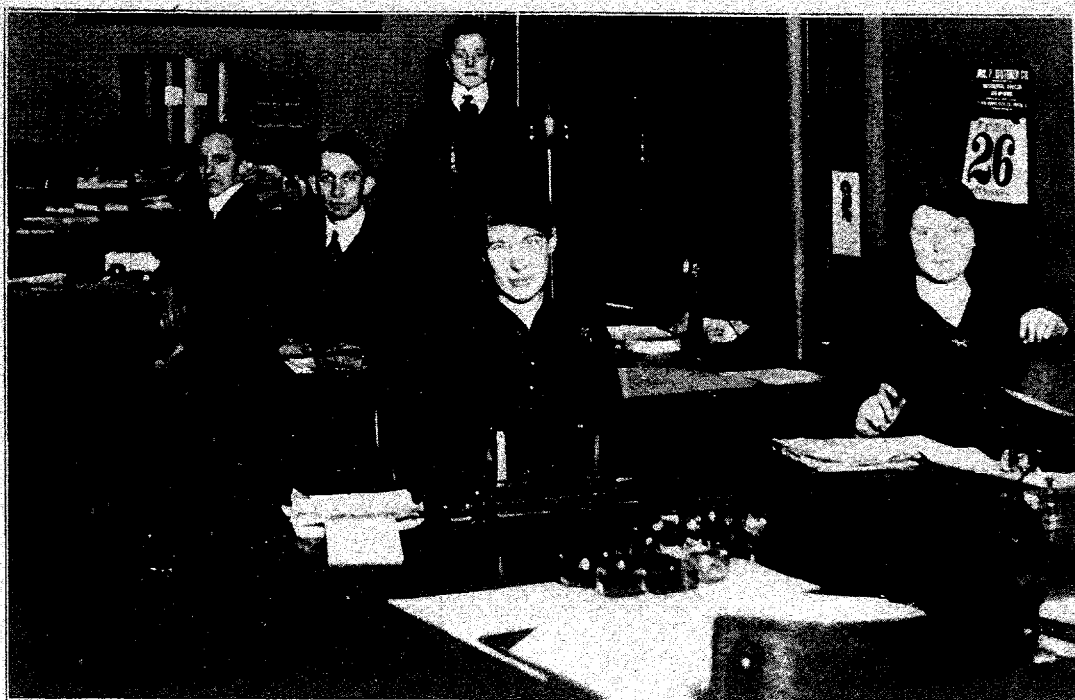
The Diplomat.

The December number of the magazine came to us dressed in its new form, depicting a Christmas scene on the outside cover, which in itself is artistic and beautiful, speaking well for the editorial staff in its endeavor to give their readers a thing of beauty as well as knowledge and information. With such rapid advance our magazine will soon occupy an enviable position in the literary, as well as the artistic, field. Every employee should feel personally grateful to the editorial staff in giving us such a beautiful picture, for who could gaze at youth and freedom without harking back to the time when we were carefree and before time had thinned our hair and the requirements of the service had furrowed our brows.

The first article, "The Closing Year," by President Earling, is in itself a literary gem, for when a man can put so much thought, so much wisdom, such world-wide knowledge of business and financial conditions and still find room for sentiment, and all on one single page of our small magazine, it shows a grasp of affairs that the ordinary mortal cannot comprehend. The first part of the article is a straightforward, manly statement of the conditions confronting big business in this country at the present time. And every one should give it a second and third reading, for therein is contained the strain, the worry and the anxiety of twelve months of strenuous endeavor to steer clear of the rocks of financial disaster. Reading between the lines, all this comes clear to the thinking reader. And how was it brought about? He tells us by two conditions, giving slight notice to the first condition, but placing heavy stress on the second condition. "First, the excellent physical condition of the property, and, second, the unswerving loyalty and efficiency of the employes of the company as a whole." That is magnanimous, for it is apparent to the thinker that Efficiency was the whole thing in the first condition, and that it was only under such able leader-

ship that the employe became in a small measure efficient. Loyalty—what a world of meaning is contained in that word! Confidence, Knowledge, Dependence, Repose and Surrender of all rights into the hands of the rank and file. Confidence that all orders will be carried out to the letter. Knowledge that the men intrusted are the best to be obtained. Dependence on their intelligence and ability to perform the duties required of them. Repose after surrendering to each individual his personal duty. And Satisfaction starting from the head and continuing on down the line to the last man, until the task has been completed. The management must have confidence in our ability to perform the duty required of us. Our duty is not to abuse it. Why not, then, give the company our full confidence? And surely when the President states his position as freely and frankly as has Mr. Earling and gives full credit to the men, then it becomes our duty in return for this confidence, this knowledge, this dependence, this *satisfaction*, to get closer into his confidence, get closer to him and all get behind him and push and boost to the extent of our ability at each and every opportunity that presents itself, and it would not be amiss to search out, and *make* the opportunity, because there is only one Milwaukee road, and that is *our* road.

It would be a good thing if every employe would read the article by Mr. Underwood in the December issue. It requires no great stretch of imagination to see that in the near future when differences between employer and employe arise and are difficult of settlement that each and every conference leads to a better understanding of each other and leads to one end—namely, Co-operation—and when the time comes that the wise employe invests in the bonds of the company he is most interested in, then indeed will Co-operation have arrived. And the employe will have the double incentive of working and increasing the earning capacity of his savings.



Office Force, C. & M. Division.

The Chicago & Milwaukee Division

Geo. E. Waugh.

To properly title the Chicago & Milwaukee Division we must draw on two-thirds of the corporate name of the system, and according to the employees on this division, the same ratio can be applied in reckoning the C. & M.'s importance to the "Milwaukee" as a whole. If you are not employed on it, this statement may sound presumptuous, but if you are on the C. & M. you will find that this justifiable pride rests on pretty firm foundation.

In mileage this is a small division, but in volume of business it attains herculean proportions.

The C. & M. operates one hundred and fifty-two miles of as physically perfect railway as there is in the United States, extending from Chicago to Milwaukee and from Rondout to Janesville. The main line is laid with one hundred pound A. R. A. rail, set on all oak ties.

For the past two years they have been re-ballasting the division. The work will be completed this spring and the complete job will require over seventeen thousand carloads of ballast, which means that nearly four hundred and fifty thousand yards has been used on the line from Chicago to Milwaukee, giving the roadbed about a six-inch raise and putting the line in unexcelled physical perfection.

It is double-tracked and protected with automatic block signals with interlocking plants

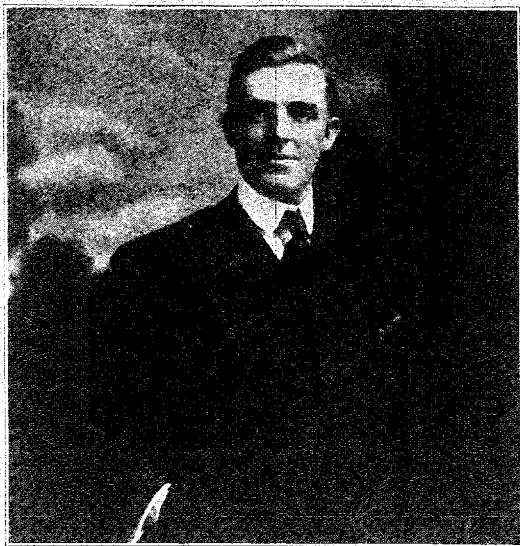
and sidings every ten miles. Without these facilities, to handle the dense traffic that moves daily back and forth over this division would be an operating impossibility.

Its relation to the thousands of miles of system lines from the north, west and northwest is best illustrated by using Trainmaster Hasenbalg's idiom: "The Chicago & Milwaukee line represents the neck of the bottle." This is literally true, as most of the business to and from Chicago and for the vast network of connecting rails which enter the greatest railroad center in the world is handled over this portion of the C. & M. Division.

They operate eighty-two trains a day—fifty-two passenger and thirty freight, hauling from twenty-five hundred to three thousand tons per train, or nearly three million tons per month.

By virtue of tip-top construction and by grace of business volume, this line nets another distinctive characteristic—the C. & M. is the high-speed division of the system. The trains are carded here at a greater rate of speed than anywhere else on the Milwaukee road, and the dispatching is done by telephone.

As was said before, the business which the connecting divisions deliver to the C. & M. is the largest on the system. It must not be overlooked, however, that the division traverses great productive local territory of its own.



Superintendent E. W. Morrison.

Between Ranney and Oakwood, cabbage, sugar beets and onions of a splendid quality are grown in great quantities. About four thousand cars of these vegetables are shipped each season. There is a daily trainload of beer from Milwaukee to Rondout, where it is delivered to the E. J. & E. Railway, ranging from forty to seventy cars. The daily milk shipments from points on this division sent into Chicago, run into big figures. Three solid milk trains daily are operated on fast schedules, and arrive in Chicago at an early hour to provide morning deliveries for the hundred thousand quarts of milk handled on these trains every day.

From the Janesville line from forty to sixty cars of gravel per day are handled during the summer. This tonnage comes from various commercial concerns with pits along this branch.

The Armour and Morris Packing companies and the Consumers' Company have big ice houses throughout the Fox Lake district, which furnish their quota of local tonnage, amounting to approximately sixty cars of ice a day during the hot season.

The foregoing has dealt broadly with freight, but this division also ranks highest as a passenger carrier.

On the Janesville branch, which taps the Fox Lake district, from April to October the C. & M. carries about six thousand people back and forth over week-end trips. On holidays, like the Fourth of July, the number will range from fourteen to sixteen thousand. In a populous city like Chicago the near-by lakes and the excursion trains are a providential dispensation to the great army who must take their vacations in short snatches. Then there is the class who establish their families in cottages and hotels about the lakes and during the entire summer make daily trips. Fox Lake and the adjoining waters are only about fifty miles from Chicago, and they are admirably situated to afford sport and pleasure to the many whose

limitations in time or money will not permit a longer trip.

It requires about sixty-five locomotives, freight and passenger, to handle the trains on the division. They have a complement of thirty-three passenger conductors and sixty-six passenger brakemen. In the freight service forty-six conductors and ninety-two brakemen are employed.

The C. & M. Division is officered by highly efficient men who have been long in the service of the "Milwaukee." Superintendent E. W. Morrison started with the company twenty-eight years ago as an operator at Tomah, Wis. He has been thoroughly grounded in the rudiments of his work, having served successively as trick dispatcher, chief dispatcher and trainmaster on the La Crosse, Valley and River Divisions. Later he became superintendent of the Prairie du Chien Division and was transferred to his present office two years ago.

Trainmaster A. J. Hasenbalg has also been with the Milwaukee road for many years, starting as a clerk in 1892 under Addison Jones. Prior to "Al's" latest promotion he was chief clerk for H. B. Earling, who at that time was assistant general manager. He is alert, a hard-worker, understands his business thoroughly and renders an excellent account of himself in its execution.

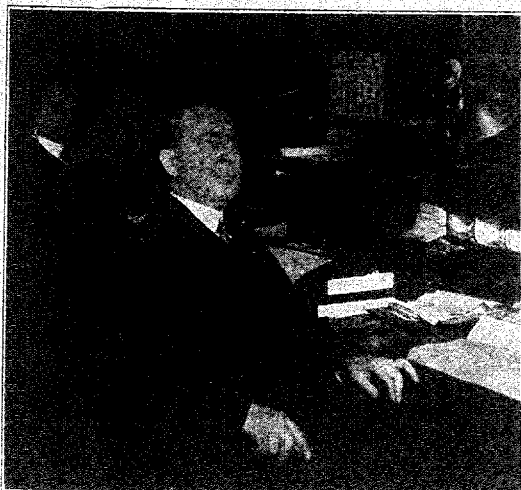
R. E. Sizer is chief dispatcher, with a corps of six assistants—B. C. Babcock, T. C. Welch, G. T. Carroll, C. E. Larson, J. H. Valentine and R. A. Woodworth. David Mau, roadmaster, handles the line from Chicago to Milwaukee, and Emil Cush the branch from Rondout to Janesville.

G. W. Miller is chief clerk to Superintendent Morrison and is assisted by Miss Mabel Maloney and Miss Hazel Merrill, stenographers; Elmer Schroeder, clerk, and L. D. Robar, timekeeper.

In the January issue, an article was pub-



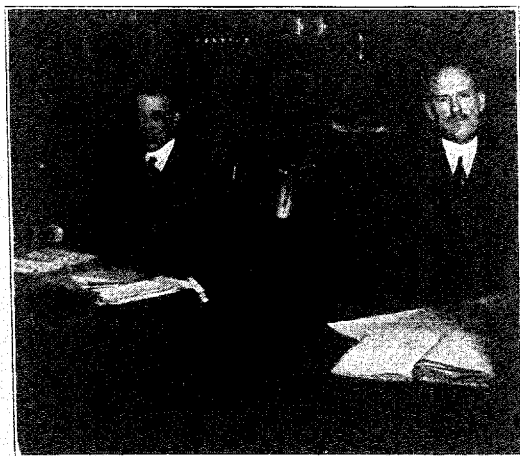
Trainmaster A. J. Hasenbalg.



Chief Dispatcher R. E. Sizer and Assistant Dispatcher T. C. Welch.

lished regarding "Team Work." As I sat in Mr. Morrison's office, the tingling of the telephone transferred his conversation to the instrument on his desk: "Is this you, Souther? I left word there this morning to have you call up. It is about a cousin of mine who is on the committee of the Illinois Warehouse Men's Association. They are planning a trip next summer for a jaunt up north that will require about four or five days. There will be about two hundred in the party and they will use a special train, and I am pretty sure we can get the business." The conversation from the General Agent's office was not audible, but we inferred that Mr. Souther asked, "Will you go up there with me, and help us secure this party?" A hearty "Yes" was Morrison's reply.

This is a demonstration of the spirit of co-operation and team work that exists between departments. The business handled in that office in an ordinary work day is tremendous, but if individual effort on the part of any of the men there will swell the volume, they can be depended upon to help increase the earnings of the "Milwaukee" road.



Assistant Dispatcher B. C. Babcock and Timekeeper L. D. Robar.

What's the Answer?

E. K. S.

The following which appeared on page 25 of the December issue of the Employees' Magazine, is mystifying. The division editor has approached it from every point of the compass, logical, theoretical and political and confesses it is too deep for his limited mental powers. It reads as follows:

"Use two embroidery hoops and twelve inches of ribbon. Wind them all with a half-inch satin ribbon of your favorite color. Stretch a piece of Dresden ribbon over the smaller hoop, fastening on the outside of the hoop, and also fasten the whalebone handles to the smaller hoop. Slip the larger hoop in place and overhand the two hoops together at the bottom. Gather a piece of insertion slightly narrower than the hoops, through the center and sew across the handle around the larger hoop. Where the handles are joined to the basket tie a large double bow, or a tiny bunch of artificial flowers as a finish."

Copies were sent to some of our deep-thinking-he-suffragettes. They replied as follows:

Conductor O. B. Felton: "I've ate rare-bits but never noted anything like this in my wildest dreams."

Roundhouse Foreman W. O. Blaser: "It might be a spark arrester, but would not say for certain without seeing it. I'll ask Mr. Hamilton."

Traveling Engineer Thos. McFarlane: "An ash sifter for a gasoline stove."

Superintendent A. E. Campbell: "A net for basket ball frames."

Conductor Wm. Thoman: "As I am not indulgent am unable to judge anything out of the ordinary."

Engineer Chas. Haskins: "Easy. Dip net. Old fisherman like you should guess that with eyes shut."

Material Clerk A. A. DeLeo: "A parka. Worn by Eskimo women." You notice DeL. is right there on the woman question.

Chief Dispatcher H. L. Wiltrout: "Safety First. Whatever it is I'll bet Auburn would shy if she met it on the highway."

Conductor Henry Driscoll: "Sounds like the pocket on a pool table."

Trainmaster W. C. Ennis: "Might be good to eat, but I am not familiar with chop suey joints."

Chief Clerk E. M. Grobel: "I saw one in Spokane last summer. It is spelled diaphanous. I like them."

Night Chief Claud Potter: "They were common on the Columbia Division at one time, but have never noticed one since Washington voted dry."

Agent H. R. Keller: "Might be a police drag net similar to the one used at Pine City. Ask Vassey."

Call Boy Perry Williams: "Sounds like Mutt and Jeff."

Janitor Nick Kostolas: "Th atsa he flofa que sti onto a skme."



T. Coulter.

Henry McCarthy.

Geo. H. Grant.

Engineers of the Seventies

W. Alexander

(Continued from December.)

In addition to the group of Engineers of the Seventies, pictured in the December Magazine, there are a number whose first engine service dates back to those days, but who are not now in regular road service.

Engineer T. Coulter is employed as an engine dispatcher at La Crosse. He was born in Aram, Holland, November 19, 1842, was promoted in November, 1870, on the La Crosse Division and after running an engine on the road for a great many years, was finally assigned to dispatching service at La Crosse.

Henry McCarthy started his railroad career as a wiper in Madison roundhouse in 1859. After serving an apprenticeship as a brakeman and a fireman he was promoted to engineer in September, 1871. He is now dispatching at Madison, Wis.

George H. Grant, probably the oldest man in locomotive service, was born February 15, 1837, near Lansing, Mich. After working for various companies as brakeman, fireman and engineer, he obtained a position on a switch engine in the Chicago Terminals in 1873, at which time there were only two switch engines in the entire terminal. Later on he was transferred to road service between Chicago and Milwaukee, and when the Chicago and Evanston Division was built he was assigned to service there, and when the passenger service on that line was reduced, was placed as an engine dispatcher in the Chicago Terminal.

Engineer Thos. Little of the La Crosse Division has retired from active service. He was born in County Kildare, Ireland, September 29, 1835, and started his railroad career in 1854 on the Midland Great Western Railway as a ticket taker, for which he received the princely salary of \$2.75 a week. In 1857 he obtained a position as wiper in

the old North Milwaukee roundhouse at a salary of \$30.00 per month, and after graduating to the position of fireman, was finally promoted in 1873 and ran an engine between Chestnut Street and North Milwaukee, which was then called Schwartzburg. Mr. Little claims that he ran the first coal burning engine on the La Crosse Division. When he first started as a fireman it was necessary after starting out for the fireman to get down on the ground and close the cylinder cocks and when the valves groaned the fireman went out over the running board and filled the cups on the top of the steam chest with tallow. The enginemen had to pack valve stems, pistons and pump plungers with hemp and soapstone, and this packing was a continual process. Engineer Little advises that it was quite common for all enginemen to be prejudiced against every new improvement offered and that even injectors, when first introduced, were found fault with, but they soon got over such notions when the benefits were made plain to them. Mr. Little was one of the hundred who volunteered as representatives of the railroad company in Company F, Twenty-fourth Wisconsin Volunteers and most of them who lived through the war re-entered the service of the company when they returned. He performed his last service as an engineer on the La Crosse Division in passenger service several years ago.

Theodore Torgenson was born October 11, 1849, in Norway, and started railroading in the roundhouse at Madison. Mr. Torgenson has not been able to perform any service as an engineer for the past year. He was in passenger service on the west end of the Prairie du Chien Division for several years prior to his retirement.

At Home

Anna M. Scott, Editor.



Little Daughter of A. Ivens, C. & M. Division.

Full Skirts Growing in Favor.

This is a trying season for the woman who aspires to keep abreast of the fashions. While winter weather demands that attention must be given to gowns, appropriate for the season, the passing of the holidays remind one that the New Year also ushers in the first of the spring and summer styles. It is also true, that the best of the advance models are built upon styles that have already been accepted for winter. Skirts are going to be very full and coats even fuller. Everything from the redingotes to the short jacket will be permissible. There are not many new materials, but rather an unusually clever use of old ones. Serge is combined with satin, velvet with cloth, net with chiffon, etc.

Silks of all kinds will be fashionable, but there is no question as to taffeta being the most popular.

Circular skirts of one piece are very much in favor, also the pleated skirt.

The tailored costumes are so pretty and dressy that they can be used for almost any occasion.

Shirring and Frills Are Smart for Youthful Frocks.

I saw a very dainty little model in one of the shops. It was of white china silk, made without a lining, had three ruffles on

skirt, in fact that was the skirt. The waist was on the Russian style, gathered onto skirt; short sleeves and low neck; girdle was of white satin ribbon.

Good Things to Know.

Almost every one who has tried to clean tatting by washing it knows it is almost impossible to restore the picots to their natural shape in this way. A better way is to soak the tatting in gasoline and while they are wet, dust all the pieces with corn-starch. Wrap them in a clean towel and leave them for several hours. Beat the towel lightly, lift out the lace and shake it free of starch. Press the picots into shape and iron lightly on wrong side.

White serge or flannel suits may be kept in good condition if they are cleaned at home every time they begin to grow a little dingy. Ground rice (rice flour) is one of the most satisfactory cleaning mediums. Rub the rice into the garments as well as you can and do not brush or shake it for a day or two. Then take it in the open air, put it on a hanger and fasten on clothes-line and brush it thoroughly.

Instead of using corks for the salt cellars use Christmas seals, or small pieces of paper with glue on them.

Hints for the Laundry.

Fresh air and sunshine are aids to good laundry work.

When boiling common starch add a little fine salt, which will prevent starch from sticking.

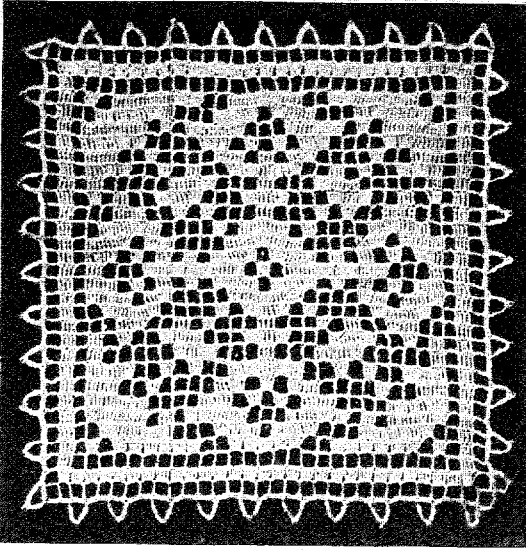
Bran water is the best thing to use for washing silk stockings, as soap makes silk tender.

Soups Are Cheap and Nourishing.

Aside from their value as a fashionable addition to the menu, soups are healthful and should be used as often as possible. There are so many economical soups that the only excuse for not serving them is that there is not time in the day to prepare them. Here are some good soups that every housewife ought to know how to make.

Potato Soup.

If you have beef or ham bones, either fresh or from a roast, break them, put in soup kettles, add cold water and cook for two hours. Then strain off the stock, empty the bones from kettle and return the stock to kettle. Now have ready about four good sized potatoes, peeled and cut into small pieces and boil in stock until dissolved. Onion, parsley and celery may be added if liked. Salt and pepper should be added to taste when soup is done.



A small square of filet crochet may be put to just as many uses as one has ingenuity to think of. Here is a sample of a crochet square that can be used for tumbler, doily or for cup and saucer. This filet doily can easily be worked from the sample. Use No. 50 crochet cotton, one ball of cotton will make three small doilies.

Split Pea Soup.

Wash a half pint of peas and soak overnight in water, to which a pinch of baking soda has been added. Pour off the water from peas and turn them into kettle with two quarts of cold water. A little salt pork or any left over bones from roast or ham may be added. Allow this to simmer for four or five hours, then add a cut up onion

and a little celery, salt and pepper and simmer another hour, when take up and turn through a wire sieve and put back in kettle. Now mix a teaspoonful of butter, with the same amount of flour and stir into soup and allow it to simmer for a quarter of an hour more. Split pea soup cooked a long time over a very slow fire is always creamy and smooth.

Good Things to Eat.

Prune and Nut Salad—Mix one-half pound carefully cooked prunes cut in strips lengthwise and one-quarter pound of walnut meats cut in pieces and seasoned with a dash of paprika and salt. Add to one cup whipping cream one-half teaspoonful paprika, one-quarter teaspoon salt, two tablespoons lemon juice and one tablespoon sherry if wished. Beat until stiff, mix with prunes and nuts, reserving a small portion to decorate top. Serve on lettuce leaves.

Fine Cream Cookies—Two cups sugar, one cup butter creamed, one teaspoon soda in one cup sour cream, two eggs, beaten stiff, salt and flavor, flour to mix soft. Very good.

Marion Car Department.

James Clark.

William Conrad, night inspector, who has been on the sick list the past month, has returned to work.

Mrs. B. Becker, wife of Air Brake Inspector Herman Becker, takes a trip to Minneapolis this month.

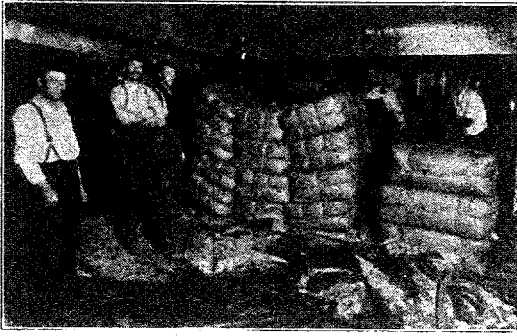
"Lou" Klumph, our foreman, made a flying business trip to Browns this week.

Zack Izer, our veteran repair track foreman, advises that he has another good story for us, all about a wreck that happened way down "south," (K. C. Division) in the good old early days.

"Will" Saunders, our popular yardmaster, is a regular morning visitor at our place of business.



Car Shop Men, Montevideo, Minn.

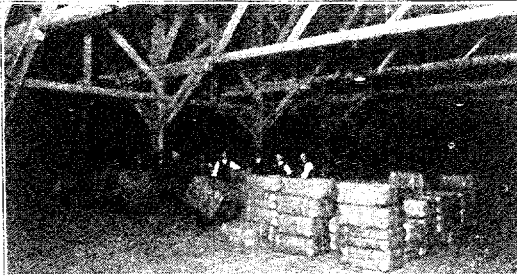


Handling Silk from Boat to Train.

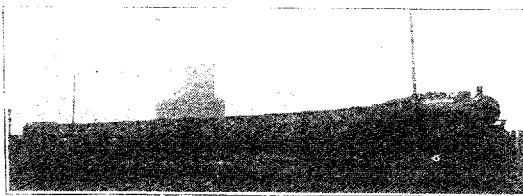
F. J. Alleman.

The accompanying pictures show the handling of a cargo of raw silk which arrived from Japan by the steamer "Chicago Maru" at Tacoma on October 29, 1914.

The first view shows a sling load of raw silk coming from the hatch, the second



view shows a load of silk passing through our warehouse at the Oriental Wharf and the third view the silk special ready to leave Tacoma. This is one of the largest consignments of silk that has ever been handled from any one boat since the inauguration of the service between the Chicago, Milwaukee & St. Paul Ry. and the Osaka Shosen Kaisha Steamship Company, and the value being in excess of \$1,100,000 on this train I thought you might possibly wish to have these pictures put in the Milwaukee Magazine.



The silk arrived at Tacoma at 11 p. m. and was on its way at 6 a. m. the following morning, so you can readily see we are not wasting any time in moving the silk shipments through the Tacoma Wharf.

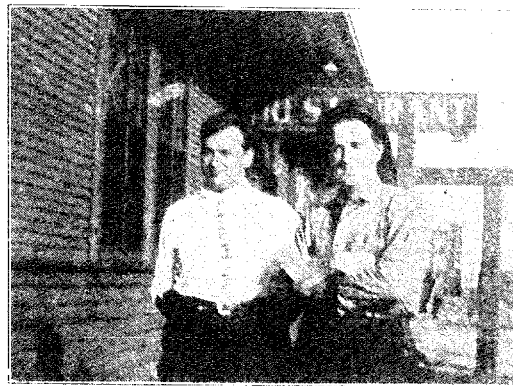
The "Milwaukee" Porters.

Noah F. Hunter, Porter on The Pioneer.

As so much has been said in The Magazine, by employees in the different departments, and so many good things, I wish to say a few words about the porters.

A good porter is a large factor in the business of the passenger department and the porters of this company take pride in the fact that they have done their share toward making this line surpass all others in passenger traffic between Chicago and the Twin Cities. This has been accomplished by the constant effort of the porters on these trains to be courteous, to politely answer all questions, to assist passengers on and off the trains, to and from the diners, helping those with children as much as possible, protecting the property of passengers in drawing rooms, compartments and sections while they are enjoying the reading rooms, smoking rooms and visiting about through our beautiful Pioneer Limited; in all other ways contributing to the comfort and pleasure of passengers.

I am pleased when told by the officials of our company, how highly our service is spoken of by patrons, and I have frequently had the opportunity of visiting many of the offices of the leading business men of the northwest, and the manner in which they have spoken of the service given by the old porters on the Pioneer and other trains has been very encouraging, showing that our efforts to please have been appreciated and remembered. Therefore I am writing this for the simple reason that I can see how much good a porter can do if he will only make an effort, and keep it up. We should go to our work in a business-like manner, do all things as directed by our superiors in office, and try always to think of something that will improve the service of our road over others, in little things. It is in all these ways that the old porters on The Milwaukee have helped to earn the reputation for good passenger service for the road, and remember the officials of our company will not overlook our best efforts nor any good ideas we may have relative to improvement and efficiency of the service.



The above snapshot taken of two of our dependable men—Mr. E. G. Edwards, First Telegrapher at North McGregor, and John L. Sass, Police Officer and Helper. Mr. Edwards, at the left, and Mr. Sass towards the right. Both are enthusiastic railroad men for the "Old Milwaukee"—always striving to render a helping hand to all patrons with the good cheer as shown on their countenances.

Safety First

A. W. Smallen, General Chairman.

Mason City, Ia.

Let our motto for this coming year be "Safety First," and I know of no better way to accomplish than by a hearty co-operation between employer and employee.

There has been much good done since the Safety First movement was started. We should not be discouraged if all our requests presented at the Safety First meetings are not granted. The company has done a great deal since this movement was begun to do away with accidents, and if each individual will consider himself a committee of one and do his duty, a lot of accidents will be prevented. Do not take unreasonable chances, it is easier to explain a delay than a wreck.

Let us all practice Safety First. At first sight it may seem laborious, but viewed by its fruits and consequences, it will be full of consolation and satisfaction, so let us all pull together in the interest of Safety First.

Wishing you all a happy and prosperous New Year, I am,

J. F. HUGHES,
Engineer, I. & D. Division.

Alberton, Mont.

Here on the Missoula Division of the Puget Sound lines from the engineer's standpoint. I think the "staff" system in operation on the mountain between Haugan, Mont., and Avery, Idaho; also the automatic block system operated between the former place and St. Regis, are the two best Safety First moves that could possibly have been made.

Climbing the mountain from Haugan to Avery on a 1.7 per cent grade, with the staff system brought to its present state of efficiency, it is almost an impossibility for two trains to get in the same block, and unless someone "overlooks a bet," it cannot be done—hence, I think this a great safety move toward safeguarding lives of both employes and patrons of the road. This staff system was fully described in a late number of the Worker's magazine.

Between Haugan and St. Regis the roadbed lies through a narrow, crooked canyon, and it is impossible to see but a very short distance ahead; through the operation of the block system, if the block is found at danger, the engineer knows at once there is someone on the block with him, and a flagman is sent ahead, a sufficient length of time is given him to get far enough to protect his train and thus accidents are averted. This, I think, is a very valuable asset on a single track system.

JNO. W. SALISBURY,
Engineer, Missoula Division.

In the Interest of Safety First.

Having been requested to write something for the Employees' Magazine relative to Safety First, I will say that I consider it a first-class move in the right direction.

There has been a decided change for the better on our division since Safety First has been in vogue. While there is a great improvement among the employes there has been very little change in the general public in this line. They still seem to think that an engineer can stop a train going at a rate of twenty-five or fifty miles per hour in fifty or 100 feet, and let them go over a crossing and then stop and see the train go by, little realizing how they are endangering not only their own lives but the lives of the train crew, and the people on the train. I do not know if this suggestion has ever been advanced before, but would suggest that the railroad company hold some of these Safety First meetings for the general public, automobile clubs, and farmers' granges and bring these facts before them, that they may see wherein they err, and get their help in trying to eliminate these avoidable accidents. Let us all get together and work with that end in view, as together we may accomplish much, singly nothing.

Thanking you for your consideration, I am,

Yours truly,

D. J. MACLAREN,
S. M. Division.

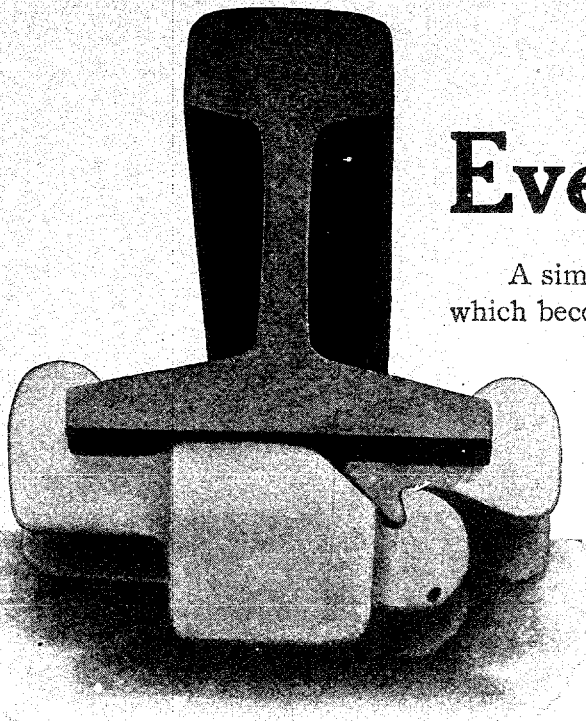
On November 18th Superintendent Rupp of the Chicago Terminals held his Terminals Safety Committee meeting in his office. The meeting was called to order at 2:30 p. m. with the following members present:

W. C. Bush	J. Costello
R. G. Williams	F. Cusick.
H. H. Peebles	O. Kleppen
A. Yappen	W. E. Stockwell
R. T. Dixon	J. Jannes
C. Chambers	E. M. Edwards
T. Williams	A. Schumacher.

After the purpose of the meeting was explained to all concerned, some very interesting subjects were discussed along the lines of Safety First.

Engineer Stockwell suggested that a bulletin be issued to engineers that the opening of steam cocks on engines while going over the Bloomingdale road elevation should be stopped. The suggestion was considered good by the committee and instructions were issued accordingly.

Trainmaster Costello stated that he believed the Safety First movement on the Chicago, Milwaukee & St. Paul Railway was in much better shape than any of the other lines in Chicago, stating that he had visited a good many of the different yards, which caused him to take this view.



In Use Everywhere

A simple and efficient anti-creeper; which becomes more effective the longer it is in service; being made of malleable iron, it will last the life of the rail, and be capable of successful re-application.

THE P. & M.
COMPANY

New York, Chicago, Denver,
San Francisco, Montreal

P. & M. Rail Anti-Creepers

Write it this Way:

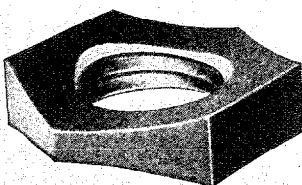
BOSS LOCK NUTS

When you specify don't say: "A Lock Nut"—But
Write it Right—Put it down this way:

"BOSS LOCK NUTS"

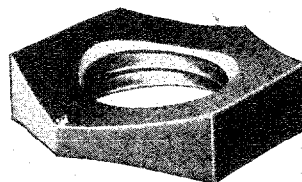
More easily applied—Goes on either way with the fingers—Locks automatically and positively.

Used by nearly one hundred Steam and Electric Railways.



**Boss Nut
Company**

Railway Exchange Chicago



MILWAUKEE RAILWAY SYSTEM

The postal card boxes and Safety First postals were discussed and the views of those present seemed to be quite favorable, it being thought that they helped to bring about better results in the prompt reporting of anything found unfavorable. Also, the boxes being placed at different points helped to keep in mind the movement for which they are intended.

The subject of stenciling Safety First signs on the different buildings, tool houses, hand cars and motor cars was also discussed and it was found that every member of the committee was very favorably impressed with the idea.

Suggestions were also made by Yardmaster Cusick, Asst. Supt. Bush, Chief Inspector Williams, and General Yardmaster Williams and Switchman L. A. Briggs.

On November 27th the Deer Lodge Shops Safety Committee held their meeting in the office of the chairman, G. E. Cessford, with the following members present:

S. S. Koehler	J. A. Campbell
W. A. Chubb	J. H. Thomas
J. C. Kinney	John Traverso
Jas. White	Peter Griffin.

Report was made that only four accidents had occurred since the last safety meeting in the Deer Lodge shops, which it was stated was a record for so small a number of accidents in that length of time.

Suggestions were offered by Committeeman Thomas, General Foreman S. S. Koehler and J. H. Thomas, and the suggestions that were not acted upon immediately were referred to committees appointed by the chairman.

The regular monthly Safety First meeting of the Rocky Mountain Division was held in the office of Supt. J. J. Murphy on November 27th, at 8 a. m., with the following members present:

J. J. Murphy	A. H. Wilkins
C. A. Moore	J. B. Fitzgerald
Geo. Nick	A. Jorgenson
L. Kuballo	J. W. Ross
C. I. Burt	Alex Campbell.
A. Bulwinkle	

After reading the minutes of the previous meeting suggestions were offered by the different committeemen.

Committeeman Ross brought up the matter of rails along tracks at Three Forks, Butte and Colorado Junction, especially at Colorado Junction, where men have to get off and on trains, stating that someone was liable to injury by stepping on rails, turning an ankle or being thrown one way or the other. Supt. Murphy issued instructions to have matter remedied.

The suggestion made by Mr. Jorgenson that in filling coal tanks coal and dirt was allowed to get outside and back of the tanks, and men going over back of tank in this condition were liable to injury, was considered by the entire committee, and it was decided to refer the matter to Mr. Cessford with the recommendation that an additional man be furnished to look after this work.

Mr. Spaulding reported that there were no whistling posts on either side of the first crossing east of Martinsdale.

Committeeman Burt reported that he has frequently noticed little boys in the yards crawling under and over cars. It was decided that a special officer should be notified to keep a watch out for this and bulletins will be reissued instructing employees to keep these children out of the yards to the utmost extent possible.

The Missoula Division Safety First committee met in the office of Supt. Willard on November 28th, at 9:40 a. m., with the following members present:

F. E. Willard	J. P. Phelan
E. G. Slater	J. W. Salisbury
S. C. Ray	W. Alexander.

Messrs. J. A. Drake and Wm. Koehler, engineers, were present as visitors.

Recommendation was made by Engineer Salisbury that chains be placed on end of water spouts and coupled on to tanks in order to prevent spout from flying up and pulling away from main water pipe, thereby preventing fireman from personal injury. This subject was referred to Chief Carpenter E. E. Clothier, for investigation.

Engineer Salisbury further stated that while filling oil tanks on engines at Avery, Idaho, oil is allowed to overflow. Engine is then backed up to water spout and oil washed off, thereby running over right-of-way. D. M. Cessford was instructed to take immediate steps to see that this practice is stopped.

The suggestion was made by Committeeman Alexander that where outfit cars are stored on passing tracks, practice of leaving steps on side of cars, extending from door to ground, between passing track and main track, be discontinued, and that swinging doors on these cars be made to open on interior of car instead of outside; also practice of hanging pieces of small rail or other pieces of metal, to be used as gongs, be confined to opposite side of cars. Both roadmasters and chief carpenter were instructed to give this matter their personal attention and see that the practice is wholly eliminated. Also, that fish poles, pieces of lumber and material of like nature sticking out on side and over top of these cars when being stored on sidings, be looked after.

After several more suggestions had been made, Supt. Willard, in making the closing address, urged every committeeman to give the Safety First movement all the publicity possible among their fellow workers and also to solicit suggestions for the next meeting to be held in December.

Roundhouse Foreman Lawrence called a meeting in the roundhouse at Austin on November 30th, the following committeemen being in attendance:

L. Miller	F. Ryan
H. Hanson	F. Fisher.
H. Herzog	

The first suggestion was that boilermakers in the boiler shop keep material and scrap picked up and aisles kept clean so no

one would be injured by falling over same, and this was approved of by every boiler-maker.

The guard to emery wheel in machine shop was lowered and a glass shield put over it to keep emery from wheel going into their eyes.

It was reported that since the first meeting the employees are very careful about keeping their tools picked up and having them repaired whenever necessary. In this way it will be impossible for an employee to use defective tools. Another good move in the Safety First line at the roundhouse was the repairing of the roof in the blacksmith shop so that ice will not form in cold weather and slide off, injuring someone.

This committee is a sub-committee and will hold meetings weekly.

On December 1st the Trans-Missouri Division held their Safety First meeting in the office of Supt. F. G. Hill at 2:30 p. m., the following members being present:

F. G. Hill	R. W. Anderson
W. R. Lanning	A. J. Dame
F. J. McDonald	H. A. Mosher
J. B. Duvall	J. P. Rothman
G. H. Lintleman	P. Burns
F. D. Campbell	C. E. Brook
Dan Gorman	M. P. Bamberry.

The minutes of the previous meeting were read and approved. One of the suggestions offered that met with the approval of the entire committee was regarding Safety First signs on tool houses, handcars and motorcars. Also special reference was made to the proposed electric Safety First sign at Mobridge.

Chairman Hill spoke of the improper manner of using torpedoes, saying that in a great many instances trainmen will lay torpedoes on the rails, putting them there for safety. Other employees will come along with speeders and run over these torpedoes and that is all that is heard of the torpedoes. They should replace these when they run over any of them on the rail and the chairman requests that heads of departments should see that all have these torpedoes, and to check up the matter.

The Southern Minnesota Division held their Safety First meeting at Madison, S. D., on December 1st, with the following members present:

F. J. Holmes	J. M. Moore
Thos. McGee	Jos. Opie
J. C. Sheron	E. W. Winesburg
M. L. Adkins	A. N. Smith
E. N. Bucklin	H. Holter.

In all, a dozen suggestions were made, most of which were acted upon and the rest referred to District Master Mechanic F. S. Rogers for investigation.

You know OVERALLS,
Uniforms, Shirts, etc., are



if they have
this  mark

on the back of
the material on
the inside of the
garment.

*It's the cloth in the
garment that gives the
wear.*

Stifel's Indigo Cloth

Standard for over 75 years.

Its continuous use by three generations of the "men of the road," factory and field is certain proof of extraordinary quality. Stifel Indigo wears like leather. Every washing makes it like new.



This little mark is put on the back of the cloth on the inside of the garments for your protection. Look for it before you buy.

Cloth manufactured by
J. L. STIFEL & SONS
Indigo Dyers and Printers
WHEELING, W. VA.

SALES OFFICES

NEW YORK.....	260-262 Church Street
CHICAGO.....	223 W. Jackson Boulevard
SAN FRANCISCO.....	Postal Telegraph Building
ST. JOSEPH, MO.....	Saxton Bank Building
ST. PAUL.....	238 Eadicott Building
TORONTO.....	14 Manchester Building

Stedograms.

Tonight I take my pen in hand to visit with the boys—those good old pals of other days on the C. B. Illinois—and ere I place it on the desk to write another lay, I'll also visit with the bunch on the C. B. Iowa. I'd like to see George Morrison to grasp him by the hand; I'd like to meet his well-drilled crew, the best in all the land; I'd like to see Jim Chambers, too, I used to work with him, and E. F. Hoye who's climbing up—we used to call him "Slim." Also Mack Thurber staunch and true, likewise his brother Nat, they were a working business crew, just take my word for that; and there were others in that bunch, a jolly office crowd, with always something new to spring, but nothing very loud. I wonder if the gang's still there that used to run the road, a mighty big division and a pretty heavy load. I'd like to see the depot they have built since I came west, I'd like to see the agent, William Gleason, and the rest that used to hang around the yards when Joe Cook ran the place. I'd like to see George Layton with his ever-smiling face. I'd like to see Frank Kiley, also his brother Phil, and still another one named Hugh and also Texas Bill; I'd like to see Sam Allen, called Sammie by the bunch. I'd like to see Bill Chipman, I've also got a hunch I'd like to see John Miner, Dave Guilfoil, Sherm Correll and also Charlie Weber, Charlie Green and Jimmie Bell. There's L. M. Rice and Billie Hyde, Mel Foster, how they run, the names they keep a-ringing like the day of judgment come; there's Charlie Brown, yes, two of him, we used to get him mixed, and then we'd straighten out the mix until we had it fixed. There's Thomas Yates with stately walk, was quite a hand at chess, and William McElhaney, too, I'm in an awful mess, for as I write the names flash up, I'd like to note them all, there's not a man among the bunch that I cannot recall, some little trait, a smile, a glance, I see each friendly face, there's Billy Priest, and Umpire Wheat, and I can also trace another name, Bill Huston, he used to like to fish, was handy with a shot gun, guess it's time for me to wish that I were in Savanna; make the date a Sunday night, the western stock comes rolling in, it is a busy sight, the crews out on the island would all come driving in, the Galewood bunch would all be there and you can bet your tin that I would be amongst them shaking hands and feeling fine, so here's to the pals away back there on the old Milwaukee Line.

After thinking the matter over we are convinced it costs money to get out a magazine. In order to receive a return and some profit on the investment a publisher sets aside pages or space at the front and back of his publication to be sold to people desirous of advertising. The body of the magazine—the meat sandwiched in between the advertising is called reading matter. In order to create this meat to complete the sandwich advertising is a necessity for the prosperity of any magazine. Some magazines charge a subscription price per copy or per annum; while the subscription price of any magazine, periodical or newspaper rarely ever pays the cost of production yet it is an agreeable asset and helps to stop up cracks in some one or other department and at all times is a certain amount of money in hand. With our magazine the only revenue derived is from the advertising space sold, as it is delivered free to the 65,000 employees of the Milwaukee system. There are two kinds of magazines, viz: general and class. The general magazine is devoted to stories, current history, new discoveries, inventions and such general news and matters as the reading public in general demands at the time. The class magazine follows along the lines of work, sport, study, recreation, mechanics or whatsoever endeavor it caters to in order to create a following. From the above the Employees' Magazine would list as a "class" magazine; the class would be defined as railroad, or C., M. & St. P. Railway. This is not a hard luck story, neither is the Magazine requesting charity, in fact this local may not even be sanctioned by the editor, but we

would like to see more advertising from along the Columbia Division in its columns. As the Magazine is a class magazine, so also are the towns the Milwaukee has created along its lines, that is, railroad magazine, railroad towns. It would be presumed that merchants at each division point would be ready and willing to buy space from us. This is a long line and big bait for such a seemingly small affair, but the more advertising we secure the better and bigger magazine we can afford, so you see it is largely a personal matter with you. To all fellow employees I earnestly request your endeavors to the end that we secure a full page advertisement from various business houses on the line each month on the same plan as is now followed by the various watch inspectors over the system.

We wish to compliment Miss Dena Goplin for her little story. It was a fine sketch and full of Christmas joy and the holiday spirit.

Correspondents' Convention.

Read what they say:
 You're on—One P. T. S. Minn. Div.
 Count me in.—J. W. Malone, S. Minn. Div.
 I'm no piker, you can't lose me.—C. E. Pike, West End.
 Hasten the day.—F. R. Moore, K. C. Div.
 If I can get away.—Ethel Kapy, K. C. Station.
 Surest thing, you know.—Josephine Healy, Milw. Term.
 Don't miss it.—B. J. Simen, C. & M. Div.
 I'll be there.—E. B. Boudron, I. & D. Div.
 Don't hold it in two places at one time, because I want to meet all of them.—H. J. Bullock, N. Lax.
 If Bullock goes, I go too.—Guy E. Sampson, Lax. Div.
 What's the date so I can make arrangements?—J. W. Stevenson, Bellingham.
 I'll promise to be good if you'll let me go.—W. A. Swift, St. Maries.
 Ah, the good old summer time, it catches me.—Edw. Griffiths, Marion Round House.
 I'll say it again—you can count on me.—Ruby Eckman, C. & C. B. Ia. Div.
 I always go with the bunch.—J. T. Raymond, C. & C. B. Ia.
 Can't come too soon to suit me.—M. A. Tripp, T. M. Div.
 Will I? You watch me.—F. J. J. Kratschmen, Tacoma.
 The right idea for the right crowd at any old time.—Libbie A. Garber, Des Moines Div.
 I'll go if they take the curfew law off.—H. G. Witte, River Div.
 Wouldn't miss it. Sounds bigger than the San. Fran. Expo.—T. A. Biggs, Black Hills.
 I'm planning for the time of my life.—Mary W. Johnson, I. & D. Div.
 With both feet.—W. F. Maughan, Musselshell Div.
 Emogene: Yes, that "really" was my picture. I agree with you that it is "too sweet" for anything. Will be glad to furnish a copy of original photograph for \$1.00.
 Where do all the good things come from that the chefs of the Milwaukee construct their delicious dishes from? There is nothing in the advertising columns to show whether they use flour or sawdust, sand or sugar, rubber or macaroni, glucose or starch. Seems to me we have read somewhere: "Eventually," "There's a Reason," "Made in America." If this stuff is good enough to sell to the Milwaukee road why is it not good enough to advertise in our magazine?
 No, Auburn is not paying anything for advertising. Wiltrout is about due tho. Did you notice how we spelled though? It's like ayther or eyther, either is correct.
 A. A. De Leo Sundayed in Spokane.
 A. A. De Leo Mondayed in Rosalia.
 A. A. De Leo Tuesdayed in Pine City.
 A. A. De Leo Wednesdayed in Marengo.
 A. A. De Leo Thursdayed in Ralston.
 A. A. De Leo Fridayed in Revere.
 A. A. De Leo Saturdayed in Plummer.
 A. A. De Leo Sundayed in Malden.
 A. A. De Leo has enjoyed a week's vacation. On paper.

As to the Kansas City Terminal of the Chicago, Milwaukee & St. Paul Railway Co.

J. T. Sweeney.

Watch our business in Kansas City.

Look and see just how it grows.

Right here is the man that gets the increase. In he comes and goes, chasing up each slightest rumor heard of business near our route and never resting, never ceasing, till it's received and we've shipped out. Driving business is his pleasure. Search for business is his aim.

Satisfaction is his motto, he'll nite both sides in a claim. Personally, he is popular with each and every one. Retaining the good will of all in duty rightly done. Never censures without just cause, making things just as they come; ever searching for new methods, all new work to overcome. Don't you think a man like this is ever useful to our cause? Now as ever still upholding terminal and our tried laws?

Personals.

The marriage of Miss Myrtle Knowd, formerly of Plymouth, Wis., to Mr. Robert Fewkes of Troy, Mont., will be an interesting bit of news to the many friends of Miss Knowd on the Superior Division. The marriage occurred on December 2 at the home of the bride's sister, Mrs. C. F. Zinkgraf, Spokane, Wash. The father of the bride was the late Mr. John Knowd, agent at Plymouth, Wis., for forty-nine years, and well known throughout that section of the state.

General Office News.

James Tulley was recently appointed chief clerk for J. T. Conley, general freight agent. Jim is mighty popular in the general offices and his host of friends are pleased to see this recognition of his worth. He has been with the company for a number of years, starting as clerk when he left school.

J. C. Fitzgerald, who was chief clerk in the general freight department, has been promoted as chief clerk to H. E. Pierpont, freight traffic manager.

Miss Bessie Berman has taken a position as stenographer in the advertising department. Her work indicates that her railroad schooling on the "Monon," where she was formerly employed, is of a high grade.

General Passenger Agent George B. Haynes, who has been on the sick list for several weeks, is again able to be at his desk, and is improving every day.

Treasurer F. G. Ranney, who has been confined to the house for a week, is suffering from a severe cold.

Vice President E. S. Keeley and family spent the holidays with Mr. Keeley's parents and sister, Mrs. Harry Price, at Snohomish, Wash.

General Freight Agent J. T. Conley was called to Minneapolis last month on account of the sudden illness and death of his mother. The sympathy of his friends and associates is extended to Mr. Conley and family.

President Earling, accompanied by Mr. C. A. Goodnow, assistant to the president, and a party of eastern capitalists went out on January 23rd to inspect the new tunnel.

C. stands for Chicago, most progressive of cities,

M. for Milwaukee, full of industries fine:

St. P. for St. Paul, full of red blood and vigor. The whole together make the only trunk line.

Latest Style-Lasting Service

Mayer Honorbilt Shoes combine style and wearing quality to the utmost degree. They are handsome in appearance, fit perfectly and afford solid comfort.

Mayer HONORBILT
SHOES

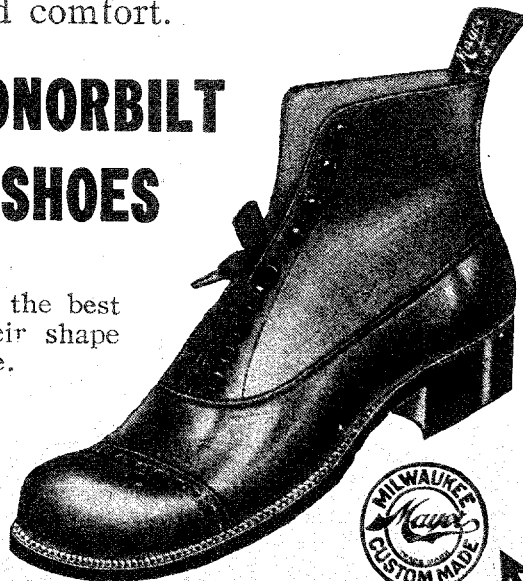
Because these shoes are made of the best material obtainable, they hold their shape and outwear other makes two to one.

CAUTION—Be sure to look for the Mayer Trade Mark Stamp in the Sole

We make Honorbilt Shoes for men, women and children; Dry-Sox Wet Leather Shoes; Verma Cushion and the famous Martha Washington Comfort Shoes. If your dealer cannot supply you, write us direct.

F. MAYER BOOT & SHOE CO.

MILWAUKEE



HONORBILT

Get Together

Timely Topics.

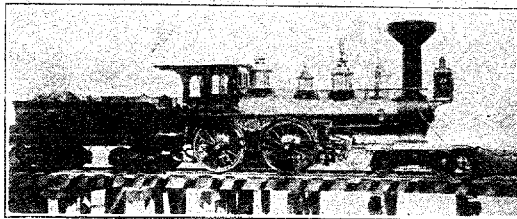
Elsewhere in this Magazine are two articles from old and faithful employees, each touching upon the vital questions of the moment, viz.: The situation which the railways are confronting today, and the assistance that their employees are able to render in loyal and efficient service, and in always bearing in mind that the prosperity of the railways means the prosperity of the employees; the more revenue thereon the more work is done and more men employed. These are matters calling for the serious consideration of every man in the employ of the railroad, for in unity there is strength, and in any business where there is real co-operation, there is always a good measure of prosperity. We all work for the railroad and we draw money from the railroad treasury—let us then “boost” the company’s interests, and while business conditions are slowly improving, let us make the way clear for our company to get all the business and the revenue that’s coming to it—“and then some.” Every employe will find this argument is the soundest logic in his favor, and the ethically highest and most enlightened policy.

Also, in this issue, Mr. Roberts discusses ways and means for ticket men to add their mite to the general good, and the underlying principle is the same—help to get the business. If you hear of a possible passenger or a probable shipment from or to your section of the country, advise some of the traffic men—they will do the rest.

On January 24th, the first westbound Olympian poked its inquiring nose into the eastern portal of the great Snoqualmie Tunnel, found it ready for business, rolled on through the two miles and came out the west door, three miles to the good and no apprehension of delays to traffic from heavy snow, which has existed to a greater or less degree over The Pass. The opening of the tunnel is one of the important events of the Puget Sound Line, a portion of the system that makes history for us right along these days and has done so since that first “dirt flew” back in 1906.

“She” Was the D. A. Olin Then.

Like Banquo’s ghost, Engine 42 will not stay buried. She went to the scrap pile a year or more ago, but here she is back again in her fine German silver outfitings and her old wood-burning “dome.” Even this is not as she first took to the road, but as she looked after she was rebuilt at Wauwatosa more than forty years ago and put into the passenger service between Milwaukee and Portage. Henry Moore was engineer.



The Magazine is indebted to Mr. B. Ned Lewis for this picture, who says of her: “This engine was the pride of all the engineers and firemen who operated her; even though all the lay-over time was taken up in keeping her polished and cleaned.”

A Good Word for The Magazine.

I am only a minute fraction of the great army of employes on the C., M. & St. P. but be I ever so humble I am going to say that I appreciate The Milwaukee Railway System Employee’s Magazine and read it through from “kiver to kiver.”

The clever design on the front cover represents co-operation and efficiency at all times. The purpose of the magazine is to incite an interest among the employes. Without the interest of the employes it might be a case of operation, deficiency. Here is hoping the magazine has come to stay and improve with age.

F. T. GUSTAFSON,
Herndon, Ia.

Special Commendation.

Brakeman J. R. Brown on No. 92, January 14, at Morley, discovered a broken bolt and badly bent arch bar and oil box tipped up, on a car of corn. This watchfulness on the part of Mr. Brown undoubtedly saved serious trouble. He has received proper credit and a letter of commendation from Trainmaster Hoehn.

Operator Bert Helvik at Charter Oak, noticed a brake beam down as No. 70 pulled by. He stopped the train at Kenwood, where repairs were made.

Brakeman H. H. Rowley on train No. 91, December 22, found a brake beam down on U. T. L. car No. 2218 at Arion and repaired same.

R. W. Leeper of Charter Oak, was standing on the platform as No. 70 pulled by on Christmas night and heard something dragging. He was unable to stop the train so notified the operator, who in turn notified Kenwood where train was stopped and repairs made.

Section Foreman John Murphy, on December 29, found broken rail about three miles east of Rodney.

January 2 was a busy day for the train crew on train No. 92. Train stopped about two miles east of Owego to make some minor repairs to engine; while standing there Brakeman Earl Murphy found a steel brake beam down, on a car of merchandise. At Mapleton, Conductor J. P. Bicknell discovered a piece of flange missing from St. P. car No. 28433. As the train pulled into Kenwood, Agent E. L. Taylor noticed a brake beam down. He notified train crew who made necessary repairs.

Brakeman G. N. Bushnell on train No. 93, January 6, found brake beam down on St. P. car No. 65624 and repaired same.

Proper and Improper Track Maintenance. H. M. Drown, Section Foreman, Miles City.

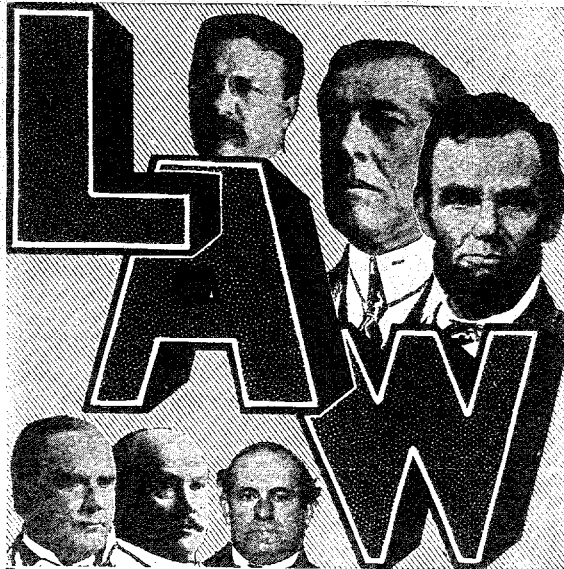
Having been a foreman for 25 years or thereabout and having worked on several divisions of the C., M. & St. P., I have had a chance to observe the different methods of handling track. I have come to the conclusion that we lack system in this particular branch. Not that the management differs so much, but section foremen vary widely in their methods of handling track, so much so and in many cases detrimental to the road, I feel that a more uniform system should be inaugurated. Believing that most of our track foremen read the Magazine, I am taking this means to suggest a few simple rules that if followed out will, in my judgment, make considerable difference in one year in the cost of track maintenance.

The first subject I shall take up is proper tying of track. I have taken note a great many times where ties are improperly spaced, which allows more bearing in one part of a panel of track than in another. This is a very bad practice and should be remedied. The reason bad spacing is bad for track is that where the least bearing is will be the first place to go down, while the place having the most bearing stays up. A very good way to get an equal bearing under all the panel is to space your ties just so a shovel blade will just go between them, which is 10 inches, this regardless of the width of the ties. Another bad feature in tying is to place ties of unequal width in track haphazard, often with five or six small ends together on the same side of the track, this makes the side with the small ends considerably weaker than the opposite side, causing a sinking of the weak spot, necessitating frequent raising to keep it up to surface. This can be remedied by alternating the ties, having one wide end on one side and the next wide end on the opposite side.

Joint ties should always have their widest end under the joint in broken joint track and their inside edges should not be over six inches apart. No joint tie should be less than ten inches wide if it can be avoided.

Tying curves should not be done the same as on the main line. All the wide ends of ties on curves should be on the low or inside rail of curve, this on account of the low rail carrying the greater load, especially trains of slow speed. I believe before many years the management will give us 8 foot 6 inch ties for curves so we may allow the extra six inches for the low rail.

It has recently come to the attention of the Editor that an impression prevails to some extent that The Magazine is printed in Libertyville, Ill. This is incorrect. The Magazine is printed in a Union Shop in Chicago. The Editor's home is in Libertyville, and on account of the danger of articles becoming lost in the General Office mail, contributions are directed to the Editor's home instead of to the Chicago Office.



MADE THESE MEN

And Law will make you. In the success of these men you see what you can do if you become trained in Law. Without his legal training Lincoln would not have been Lincoln. Without his legal training Woodrow Wilson would never have been President. Without his legal training Judge Gary would not now be guiding the mammoth U. S. Steel Corporation. Law makes men strong—it will make you strong.

EXTRA SPECIAL OFFER

Our Great Home Study Course in Law at a Sweeping Cut in Price

For a limited time to advertise our School, we offer you the opportunity to secure a complete legal training for a few cents a day. Think of it—a few cents a day! With a legal training there will be no limit to your chances for success. Decide now to learn Law at home—spare no time only. Learn while you earn. Grasp this opportunity to get ahead—quickly—surely. Our students finish quickest and are most successful. We guarantee to coach free any graduate failing to pass bar examinations. Our Course—easiest, simplest, most complete. Large Faculty—Personal Instruction. Endorsed by Judges, lawyers, business men and thousands of satisfied students.

Judge Charles L. Smith, Minneapolis, Minn., "I have no hesitancy in recommending the American Correspondence School of Law."
H. H. Gillard, Columbus, Ohio, "I have been successful in passing bar examination. I attribute my good fortune to your school."
J. O. Fride, Attorney, St. Louis, Mo., "Since being admitted to the bar I have started a law business and am more than satisfied with the results. I owe my entire success to you."

SPECIAL BUSINESS LAW COURSE A knowledge of Law is the best guarantee of success in business. We have a Course that gives thorough training in Business Law. Every business man should know the Law to protect his interests and avoid mistakes and expensive lawsuits. Full particulars on request.

MAIL FREE COUPON NOW

Investigate this wonderful offer. Get the facts. Coupon brings full description and handsome 164-page book on "How to Learn Law." Free. Send coupon now—no post or obligation to you. Remember this great Special Offer is limited—ACT AT ONCE.

This Magnificent Law Library included with every Course.

American Correspondence School of Law

The Largest Law School for Home Study in the World.

Dept. 4999 Manhattan Bldg., Chicago, Ill.



American Correspondence School of Law,

Dept. 4999, Manhattan Bldg., Chicago

Please send, without any obligation to me, your 164-page book, "How to Learn Law," and full particulars of your Extra Special Offer.

Name.....

Address.....

Special Commendation

On the morning of January 16th, while the Pioneer Limited was approaching Grayland, the equalizer on sleeper Fairmont broke, letting the spring board down nearly onto the rail. Trainmaster Hasenbalg of the C. & M. Division was standing on the platform at Grayland as the train passed, and saw the danger, and had the Pioneer stopped before it reached Pacific Junction, not two miles distant. "Al's" watchfulness at all times is proverbial, and his quick action on this occasion undoubtedly prevented derailment and delay to our famous train. Al's modesty is also equal to his watchfulness, and if Conductor Hare had not brought the fact to the Editor, the Magazine could not have given it the publicity it deserves.

On December 16, Machinist Samuel Sprague at Madison, discovered a broken equalizer on engine No. 2129, shortly before this engine was due out on No. 101. By his carefulness he probably averted a dangerous derailment or at least a serious delay to our passenger train which has important connections to make at Bristol.

On January 10, Brakeman Wm. Sartwell with S. M. Extra East, F. L. Winesburg, conductor, discovered a sand-board down on step of car 16666 at Lake Preston. He notified the conductor and the car was set out, which averted what was liable to have been a serious accident.

In these two instances we call the public's attention to the fact, that whether our men are out on the road or working in the shops, they are always on the job, forming a combination that no other system in the universe can excel.

Conductor Warnecke, who was braking on train No. 92, January 14, discovered 3 inches of flange gone from one wheel and 18 inches from another on St. Paul No. 80132. The car was set out at Albert Lea and no doubt a serious derailment averted.

S. M. Extra West, Conductor McGreevey discovered a broken rail just west of Armstrong, flagged an extra following, also had section men called and repairs made.

Car Repairer A. Larson of the I. & D. Division, is deserving of credit for his action in discovering a cracked wheel under tender of engine No. 2324 on train No. 8 at Sanborn, December 26. The defect was of such a nature that had it not been discovered a serious accident might have resulted.

On December 22, while Extra West, Sheets, conductor, was passing through Hastings, Section Foreman Aaron Palmer noticed smoke along the side of the train. He and his men immediately signaled the engineer and the train was stopped. Investigation showed that a journal had burned off and the truck had fallen down and was dragging on outside of rail. The wheel flange was stuck in one side of the car which held it in place and prevented serious derailment.

The employees on the C. & C. B. Iowa Division who received letters of commendation and credit in the roster for special service rendered the company were: C. C. Smeltzer, station helper at Maxwell; Ray Votaw, engine foreman; Wm. Cummings, switchman; Thos. Cummings, switchman; George Havill, conductor; J. P. Slater, conductor; Harold Stoner, fireman; Thos. Wilcox, engineer; F. R. Lee, conductor; Guy Carroll, brakeman; R. W. Porter, conductor, and E. R. Hickey, conductor.

Anton Demmers, car inspector at Aberdeen, is entitled to special commendation for discovering a broken tire on a wheel under coach No. 3725 in the east bound Olympian, December 19, at Aberdeen.

Walter Blaumen is entitled to special commendation for having discovered a broken tire on a wheel under coach No. 608 in the west bound Columbian at Aberdeen, December 29.

Train No. 63, January 16, passing Bristol during a bad snow storm, when it was impossible for the train crew to see over ten car lengths; Agent C. W. Mayer was on the platform and noticed a hot box on one of the cars in the middle of the train. He signaled Conductor L. H. McFarlane; the train was stopped and the car found to have a broken brass which would undoubtedly have broken the journal before the train crew would have noticed it.

Company Officers Schreiber and Zepf, while looking over a transfer train at Pacific Junction, January 6, discovered a broken brake beam dragging on one of the cars, also noticed that the brake beam broke off after being caught in the guard rail and became wedged in the rail. After considerable effort they were able to get the broken beam away from the rail which, no doubt, would have caused an accident, possibly a serious one had it been left in that position. A letter of commendation has been written Officers Schreiber and Zepf on this account.

Special commendation is due Brakeman Wm. Byrne an employe of the Chicago & Northwestern Railway, and Engineer Murphy of the same road, for their thoughtfulness and quick action, which, no doubt, prevented a serious accident to one of our trains on January 6. Brakeman Byrne on C. & N. W. Extra No. 77, south-bound, at 6:20 p. m. on that date, while passing one of our freight trains north-bound, noticed that the rear wheels on our train were striking hard and fire flying at a frog just north of Kinnickinnic Draw Bridge. He immediately crossed over to our tracks to investigate, and found a heavy brake lever with parts of broken brake rod, wedged tightly in the wing of one of our frogs. He returned to train No. 77 and with the assistance of Engineer Murphy, removed the obstruction in about 25 minutes. It was necessary for them to use a coal pick and grate lever. In doing this work, they delayed their own train about 25 minutes.

Car Inspector Jos. Schmidt of Wabasha, while making train No. 264 discovered break beam dragging. He immediately got on train, notified the conductor, thus enabling them to stop train and avoid an accident.

Conductor J. G. McGuire of the Trans-Missouri Division, has received a letter of commendation and a credit mark from Superintendent Hill for extraordinary caution in discovering brake sticking on train No. 16, January 5, at Wapakala. His timely discovery prevented more or less serious damage and possible accident to one of the Milwaukee's "crack steel trains."

George Dann, P. du C. Division, has received a letter of commendation and the thanks of Superintendent Thurber for promptly reporting the discovery of a broken rail.

Brakeman William Hughes, K. C. Division, has received a letter of commendation from Superintendent Oxley, and credit on his record, for promptly reporting the discovery of broken brake-shoe and truck frame under P. R. R. car No. 2418, in second 61, at Braymer, Mo., on November 5.

Conductor A. F. Scott, K. C. Division, has received a letter of commendation from Superintendent Oxley, and credit on the record, for watchfulness, discovery and a prompt report of a dragging brake beam under Frisco car No. 82391, train No. 96, October 14.

Brakeman J. M. Burke, K. C. Division, has received a letter of commendation and credit on the service roster, for watchfulness and promptly reporting the discovery of a cracked wheel under T. C. X. car No. 1194, in train No. 64, October 27, at North English.

Brakeman John LeBow has been given credit and a letter of commendation, for extraordinary care and watchfulness in observing two column bolts broken in truck under L. S. & M. S. car No. 141288, train No. 61, at Muscatine, December 16.

Fireman Robert T. Cawby, K. C. Division, has received a letter of commendation and credit on the service roster for the discovery and prompt report of a dragging brake beam under C. M. & P. S. car No. 1672, train No. first 69, at Bement, Mo., November 9, also for the discovery of dragging brake beam under tank of engine No. 7109 train No. second 67, at Birmingham, Mo., November 11.

Brakeman Frank Bowes, K. C. Division, has received a letter of commendation and credit in the service roster for the discovery and prompt report of a broken arch bar under L. S. car No. 44442, train No. 74, at Gladwin, December 4.

Conductor M. Myers, K. C. Division, has received letter of commendation and credit in the service roster for the discovery of a dragging brake beam under St. P. car No. 71965, train No. 69, December 17, at Rutledge, Iowa, and in connection therewith a badly chipped wheel under same car.

Arthur LaBundy, employed at the ticket office in Rockford, Ill., made an everlasting friend for the Milwaukee, when he found a shopping bag belonging to Mrs. J. L. Simpson of Durand, Ill., containing over six hundred and fifty dollars and several valuable articles of jewelry. He placed the bag in the company's safe and when the much-excited owner, who had already taken the train out of Rockford, telephoned her loss back to the company's office, she was greatly comforted to find that Mr. LaBundy had her property safely stored away. Mr. LaBundy modestly disclaimed any special credit, merely remarking that it was "the regular Milwaukee service."

Towerman C. B. Price, Kittredge, Ill., has received a letter of special commendation and the thanks of Superintendent Morrison, for his watchfulness in discovering a brake beam and rigging lying on the west-bound track, 200 feet west of the tower, at 4 a. m., December 22. Without assistance, Price removed the obstruction from the track and promptly reported the occurrence to the dispatcher.

Brakeman Warren Littlejohn has been complimented by Superintendent Thiele for his strict attention to duty. On the evening of December 24, train No. 56, he noticed something dragging under one of the coaches, and promptly stopped the train, finding one of the brake rods broken off.

Agent Telfer at Beloit, sends the following, commending our prompt coast line service:

Honolulu, Hawaii, Dec. 31, 1914.

Mr. R. M. Telfer, Agent, C. M. & St. P. Ry.
Beloit, Wis.

Dear Sir: I take pleasure in notifying you of the receipt of two boxes, 450 pounds, on December 28, from Beloit, A. E. Weirick, shipper. The shipment was made from Beloit on December 1, and has established a record for passage from Chicago territory. Contents were received in perfect shape, even crate being undamaged.

Thinking this might interest you on account of being a record for 4300 miles by freight, I am glad to inform you of the above.

Thanking you for the promptness and care of your line, also U. P. S. P. and Matson Navigation Company, I am

Yours truly,

(Signed) WALLACE C. WEIRICK, D. C.

Christmas Dinner on The Olympian.

The following speaks for itself.

On Train, Dec. 26, 1914.

Mr. J. H. Hiland, Vice-President, C. M. & St. P. Ry.

Dear Sir: A number of us are just finishing our trip from Seattle. We are inclosing a copy of the bill of fare from which we selected our Christmas dinner. In spite of the fact that so many of us were compelled to spend Christmas on your train, your good eats and good service and comfortable train has made the trip a most enjoyable one, and we thank your conductor, Mr. Frank, and all.

Very truly,

HARRY D. BURCK,

1642 Calumet Avenue, Chicago.

The marked menu shows that the party did not have to forego their hot roast young turkey, with all the fixin's, together with English plum pudding and brandy sauce. Sure enough, good eats.



The above picture shows "some snow" on the Mineral Point Division in 1888, and is sent to The Magazine by Conductor "Charlie" Joss of the Janesville Line. Of those shown in the picture, only two beside Conductor Joss are still in service. They are Wm. J. Dee, engineer, and Wm. Jackson, now conductor on the Kansas City Division. The engine is No. 77. The picture is owned by Engineer Dee.

On The Steel Trail

Come Again R. & S. W.

Dear Editor : I was approached the other day by two men—one a C. & M. and the other a C. & C. B. (Ill.), who asked where I worked. I said on the R. & S. W., and they said they never heard of such a division, and they had never seen anything about it in our Milwaukee Magazine. I said, "Yes, there is a division by that name, and we are a thrifty class of men over there. We have just gotten through a very busy season on account of gravel service. We are closely bound together—engineers, firemen, conductors and brakemen—just like soldiers, always ready to help the cause. You can't tell who is who, when there is work to do, and on our division, that is all the time. So if you ever come over to visit us, do not be surprised to see the engineer or the fireman open a switch, or a conductor or a brakeman firing or digging down coal or taking water, or see the brakeman running to find out what is to be done before the conductor can come from the rear end of the train. If you want to find out who is on the R. & S. W., just block them and you will hear them bark pretty quick, and they mean to bite if you don't pay any attention to their bark.

"We are one happy family, the Superintendent, of course, has the C. B. Ill., but he, too, has the R. & S. W. bark and don't be surprised if he happens to be around and grabs a lamp and begins to give a go-ahead or a back-up signal. Our trainmaster is a little new to us, but he is the right stuff. It is 'Bill' or 'Joe' or 'John' or 'George' with him already, and we feel he has the real R. & S. W. spirit. He is right there always, to help the chief dispatcher or dispatchers, or us, when we go to barking around where he is, so Mr. C. & M. or Mr. C. & C. B. (Ill.) or anyone else, we are a bunch of Indians who intend to keep the R. & S. W. on the map of fame with all your big trunk lines."

Yours truly,
R. & S. W.—A RAIL.

C. & C. B. Iowa Middle and West
Ruby Eckman.

Within the last few weeks the changes which have been made in the signal service on the division included the extension of the automatic signals to Perry yard, which now makes approximately 100 miles of automatic signals on the middle division. In order to care for the new signals A. E. Long has been installed as maintainer at Van Horne with H. M. Kirkpatrick as his helper and P. R. Sarahan has been installed as maintainer at Elberon.

Fireman J. W. Kuykendahl has been on the sick list for a few weeks, but is again able to be out.

J. L. Brown, from the car accountant's office in Chicago, was out over the middle and western division the middle of January. Mr. Brown states that in the future he won't take any chances letting his overcoat lie around the different offices, as he came near having to make an explanation for the loss of one while at Perry.

O. H. Hasse, the Perry yard foreman, with his family, spent New Year's in West Liberty. Dr. U. G. Grigsby, company surgeon at Perry, spent a few days the latter part of January at Adel, Ia., attending court business.

The Milwaukee employees on the western and middle division, in which territory T. F. Glynn, the claim agent, works, have been having considerable fun at his expense, due to the fact that he has been carrying his hand in splints for several weeks on account of some broken bones. Tommy is always preaching "Safety First" to his clients and they have had a good chance to get back at him.

G. N. Whipple, who has been agent at Slater station for a good many years, has been forced to take a layoff on account of poor health. Mr.

Whipple has lost sight of one eye and the other is quite badly afflicted.

Operator A. G. Elder, who for some months has been doing extra work on the side table in Perry dispatcher's office, has gone to Council Bluffs to do relief work.

Operator Trichler, an extra man on the C. & C. B. Iowa Division, has been doing some extra work on the S. C. & D. for the past few weeks.

Brakeman E. R. Fitzgerald spent a few days the middle of January visiting relatives and friends in Minneapolis.

Engineer Wm. Leaf and wife of Marmouth, N. D., spent the holidays in Perry visiting with relatives and friends.

Fireman G. A. Starliper was examined and passed the time card examination for an engineer on December 23.

A. S. Brooks, conductor on the Western Division, has been off duty for a few weeks on account of a broken arm.

The O. R. C. and the Ladies of the O. R. C. at Perry held a very pleasant session the fore part of January when they had a joint installation of officers. The session was open to the members and their families.

Mrs. Martha Leonard, mother of Engineer L. Leonard, was in Chicago the fore part of January attending the installation of the officers of the Eastern Star, at one of the important Chapters there. Mrs. Leonard had the pleasure of seeing her daughter installed in the highest office.

Machinist Helper F. Newlin was called to Woolsey, S. D., the middle of January by the serious illness of his father.

Operator Charles Kinner of the Perry dispatcher's office force spent a few days the last of the year visiting with his parents in Delmar Junction.

Dispatcher A. J. Elder was a Savanna visitor the latter part of December. Mr. Elder reports that he only expects to make a few more such trips, indicating to us that he expects to bring the young lady back soon.

Engineer Frank Chubbuck had the misfortune to slip and fall on the steps at his home the latter part of December, inflicting injuries which necessitated his absence from duty for several days.

Brakeman Lloyd Kennison and wife entertained a large party of their relatives and friends at a Christmas dinner at their home in Perry.

Conductor Thomas O'Malley has been off duty for a few weeks assisting in the care of his uncle, who has been very sick.

Miss Muriel Beach, daughter of Conductor and Mrs. George McLane of Council Bluffs, was in Perry the latter part of December for a visit with relatives.

Mrs. B. Finnane, mother of Yard Clerk Thos. Finnane, was called to Murdo, S. D., by the illness of a daughter.

E. E. Banyard, night yardmaster at Perry, is firmly of the belief that he should let the women do the work. The middle of January he was carrying in coal at his home when he slipped and fell, cracking three or four ribs. He was unable to attend to his duties for a few nights.

A number of Perry railroad men who are members of the Masonic fraternity, attended a big meeting at Manilla the latter part of January: the officers from Perry putting on the work of the third degree.

Engineer Harry Julien and family spent a couple of weeks the latter part of December visiting with relatives in Kansas.

(Continued on Page 42)

The Conductor Always Helps.*By the Brakie.*

The brakeman heard the music of the car
wheels humming low,
With his head stuck out the window, up in
the cu-py-lo.
And he heard the merry warble of the birds
up in the trees,
Smelled the fragrance of the flowers borne
upward on the breeze.
All the world seemed lovely, while his heart
with rapture swelled,
Till he heard a hot-box howling, and the
burning dope he smelled.
He forgot the fragrant flowers and forgot
the birdies' song,
When he dug down in the locker to get a
brass ten inches long.
All the world turned dark and dreary, and
his heart it felt like lead,
As he gathered up the outfit—put the brass
up on his head.
Around his neck he hung the bucket that
was filled with greasy dope,
In each hand a pail of water, in his mouth
a cake of soap.
Then he lifted up and balanced the jack-
block on his nose.
Deftly gathered up the jack-bar, carried
that between his toes.
Put the jack down in his pocket—on his
ear he hung the hook,
The conductor carried what was left—the
pencil and the book.

K. C. Division.

It has become the fashion for the different divisions to boast of the talent that has risen from the ranks on their respective divisions. The Kansas City Division has perhaps sent her full quota of distinguished employes to the general offices.

First, it will be remembered that our President, Mr. A. J. Earling, built a portion of the Kansas City Division and was its first superintendent.

Vice-President Williams was the first superintendent of the completed division.

Vice-President Earling was one of the early chief dispatchers.

Traffic Manager Calkins served as agent in various Kansas City Division stations.

Vice-President Hilland opened the first general office in Kansas City.

General Manager Hart was the first superintendent of Kansas City Terminals.

General Superintendent Eldridge was one of the early chief train dispatchers on the Kansas City Division.

General Superintendent Foster was a trainmaster here only recently.

Assistant General Superintendent Clemons served as superintendent's chief clerk in the early days.

Assistant General Freight Agent Warner contracted much of the freight at Kansas City during the early days.

Assistant Traffic Manager J. R. Veitch made his debut as a Milwaukee employe on the Kansas City Division.

Export Agent F. J. Calkins was formerly call and messenger boy on the Kansas City Division.

H. E. Pierpont, freight traffic manager, is still remembered as the chief clerk and agent at Kansas City.

Can any division beat this record?

Thank You

You C., M. & St. P. men have a big vote of thanks coming for the way you handled our business during 1914.

We want you to know that we appreciate your good services. You know, it's part of our business to get things out "on time." To do that, we've got to depend on you men to handle the "baggage" after it leaves our shipping floors. When we satisfy and please our customers with good service and prompt delivery, it's largely "up to you" whether we make good on our promises or not.

Thanks to your being "on the job" for us all the time, we haven't had many kicks from our customers on your line. Things have gone out on schedule time—and everybody happy.

Our Business

You know, is to sell almost everything under the sun, from a catalogue. Nearly 1000 pages big, now, and full of prices that are 15 to 40 per cent under usual figures.

If you happen to want a copy of this book yourself, all you have to do is ask for it.

New Spring Edition's Just Out

You're good for a copy if you say you want it. Address the House nearest to you.

Montgomery Ward & Co.

New York Chicago
Kansas City Fort Worth Portland

Miss Catherine Hardy, the eldest daughter of Engineer George Hardy, who has been spending the past six months with relatives in California, returned to her home in Perry the last of the year, much improved in health.

Dispatcher T. C. Peterman and family spent Christmas with relatives in Indianola.

Engineer Ira Hurlless and family entertained the Misses Maude and Jessaline Wilkins, daughters of Trainmaster Wilkins of Three Forks, Mont., during the holidays. The Wilkins family formerly lived in Perry and have many friends in that city.

Brakeman Edward Davis of the middle division has taken unto himself a wife in the person of Miss Clara Lewis of Tama. They will make their home in Perry.

Conductor L. C. Newell, the veteran conductor on the middle division way-freight, had to layoff the middle of January on account of injuries sustained while he was at work. A way-freight without Mr. Newell don't seem like home on the middle division, as he has been on the same run for about a quarter of a century.

The engagement of Miss Nettie Morgan, youngest daughter of Engineer A. W. Morgan of the west end, to Mr. Frank Flack, has been announced. A number of prenuptials have been given in her honor. The marriage is to take place early in February.

On January 13, at his home in Perry, occurred the death of Engineer Guy Cooper after an illness lasting for about two weeks. He was one of the young engineers at Perry. He leaves a wife and three small children.

Mrs. Nina Stahl, second trick operator at Capron, has been off duty for a few days on account of sickness. She was relieved by Operator E. H. Clausen.

Agent A. K. Fullerton of Bagley station was called to Indiana by the serious illness of his mother. He was relieved by Extra Agent H. W. Marshall.

Operator R. A. Slack of Council Bluffs yards has been laying off for a few weeks.

N. C. Iles has been relieving Third Trick Operator R. E. Heath at Slater for a period of thirty days.

Verla Gray, the eldest daughter of Conductor John Gray of the middle division, has been quite sick for some time.

Engineer John Heinzeleman and family spent the holidays visiting with relatives in Aberdeen, S. D.

Items From C. & C. E. (East) and Calmer Line *J. T. Raymond*

Operator Bert Campbell was off on extended leave of absence, going to Chicago and other points in the interest of his train telephone patent.

J. R. Nichols, familiarly called "Pete", who for a number of years was employed as switchman in the yards at Marion, died on New Year's Day. Mr. Nichols was a member of the K. of P. order and the funeral service was conducted by that order. Mrs. Nichols has the sympathy of a wide circle of friends.

Conductor Charles Dow was on a vacation of several weeks' duration.

Engineer Charles Webber is away on a vacation and Engineer "Billy" Young succeeds him at the throttle.

J. Leming, W. McGrew and E. A. Beeson of the Marion yards were off duty during the holidays.

Conductor F. Lafferty and family spent Xmas in Perry.

J. Bartlett, section foreman east of Marion yards, acted as yard foreman in Marion yards, while Pat Ryan and crew were putting up ice. M. Bartlett acted as foreman in place of J. Bartlett.

J. J. Timson enjoyed a rest during December.

D. Hickey and R. B. Eckhart, brakemen on 95 and 96, off during holidays.

Jos. Barnoske, night helper at Olin, was a recent visitor at Marion.

W. E. Hutchison, operator, worked a few nights at East Marion yards.

M. A. DeVoe spent Xmas in Olin.

Operator J. B. McGuire worked at West Marion yards recently while L. S. Dove was away.

H. Price, day caller, was off duty on account of sickness, F. Barger acting in his place.

Night Caller "Belfast" Armstrong was off on a brief vacation, C. Freeman acting in his place.

Engineer Harry Conger and family of Miles City visited relatives in Marion during the holidays.

Conductor Frank E. Pike of the Maquoketa line was away on a vacation during the holidays, Conductor Shook relieving, and Conductor I. Morgan on the mixed freight.

Agent C. A. King of Miles, was off duty a while on account of sickness. W. E. Hutchinson relieving.

T. J. Fawcett, braking for Conductor Freeze, severely injured his foot while switching at Oxford Junction, early in January. It will probably keep him out of service for some time.

Brakeman L. A. Withrow on the Freeport-Clinton passenger run, was operated on for appendicitis at a hospital in Freeport, the latter part of December. He is improving gradually.

Conductor Wm. Hyde and I. Morgan attended a lawsuit in the interest of the company at Minneapolis, January 10.

Engineer Roy Hummell left the hospital in Chicago about the middle of December, after a long sojourn there. He still has to use crutches in getting around.

Starr Klink and family have returned to Marion from Tama, to reside. He is now employed as clerk in Chief Carpenter McGuire's office.

Conductor John H. Flinn is away spending six weeks' vacation in California. This is Mr. Flinn's first vacation in fifteen years.

H. A. Sutherland has returned to Marion from a week's business trip to Milwaukee. His daughter, Marguerite, accompanied him and visited friends in Chicago and Milwaukee until he returned.

The Brotherhood of Railway Carmen met Monday evening and installed the following officers: President, Bert Taylor; vice-president, C. Guzzle; recording secretary, E. Wooley; secretary-treasurer, E. Luense; chaplain, C. Knapp; warden, C. C. Hagerman; guide, E. Robertson; sentinel, M. Lake; board of trustees, Herman Becker, Bert Taylor, C. Guzzle. After the business meeting the members, numbering about twenty-five, enjoyed a turkey dinner.

Conductor Fred B. Wheeler has the run on Nos. 11 and 20 between Chicago and Marion, and Conductor Jos. W. Cook on Nos. 3 and 26 during Conductor Flinn's absence.

J. W. LaRoy, who has had a baggage run between Chicago and Omaha for the past twenty-four years, passed away at his residence in Chicago, January 7. The funeral was held under the auspices of the Knights of Pythias and the B. of R. T. The remains were laid away in Forest Home Cemetery, Chicago. Mr. La Roy began work with the Milwaukee Company in 1877 at Milwaukee, and had ever been a faithful and loyal employee. He leaves a widow and five sons, four of them George T., Walter R., Henry W. and Jesse C., are employed with this company, and Daniel with the Soo Line. Mr. La Roy had many warm friends on the system and his death is deeply regretted.

Notes from Marion Roundhouse.

Edw. Griffiths.

Arthur Yates, roundhouse foreman, has been transferred from Council Bluffs to Marion; Geo. Erickson, former foreman, transferred to other duties. There is no doubt but what "Art" will make good.

Machinist Apprentice Earl Hoppe paid us a visit one day last month. It's been quite a long time since Earl worked at Marion, but he still makes his regular visits. We don't believe that the attraction is the roundhouse.

E. Z. Hermansader, district master mechanic, was a Marion visitor last month.

An eight-pound girlie down to Fireman Phillips' house December 28.

Boilermaker Foreman Hoppe of Dubuque was at Marion one day last month looking over a couple of "dead ones."

Otto Bensch, the popular blacksmith at Marion roundhouse, will take a trip to New Orleans next month. Otto is some sight-seer.

The pipefitters from Milwaukee are at Marion doing a little repair work. The weather has moderated.

Rolla Brousard, machinist, says that he is going to buy an auto with the overtime money this month.

Machinists Joe Brown and Art Law are still on the night shift, and we see but very little of them. Brown sleeps day times, and we are not aware of where Art spends his time nowadays.

Boilermaker Nebelung has been taking a vacation, but is back again on the night shift.

Engineer Tom DeLand is again on runs Nos. 37 and 4 between Marion and Perry. This makes Storekeeper Geo. Titus smile because he can now get his buttermilk again.

Machinist Wm. J. Masch is rather still these days. Wonder what is the matter.

Boilermaker Clem McDonald is a new name on the Marion pay roll. I wonder how many know Clem between Marion and the coast?

Engineer Oliver Thompson is back again on Nos. 21 and 22.

Engineers Crawford and Cessford have been assigned to the new freight runs between Marion and Calmar.

Chas. Long, engineer dispatcher, with thirty-three years' service, is still handling the herd on the outside.

Engineer Hollenbeck is back after a month's visit in the East.

G. F. Hennessey, general foreman, has been at the roundhouse for the past week off and on, breaking in the new foreman. G. F. H. lined us all up while he was here.

The bridge and building department is putting a new roof on the roundhouse. It came just in time, as we had a hard rain all day January 16.

If you should want the call boy after working hours, you will have to look for him down at Cedar Rapids. Lloyd has an annual between Marion and Cedar Rapids.

Herbert Price, the yards call boy, has been on the sick list, and we sure have missed him around the roundhouse office.

Engineer Wm. Young has been on Nos. 3 and 26 on the east end for the past few days, and it is always a few minutes of recreation whenever "Bill" comes into the office. A little joke, a few smiles and a good ha ha, and he is gone.

Boilermaker Fred Welter had a birthday the other day. Wonder what the matter was that he did not lay off.

Business is good at Marion roundhouse.

Milwaukee Shops News—Car Department.

J. E. Mehan.

Foreman Chas. G. Juneau of car department blacksmith shop is the proud "dad" of an eleven-pound boy, born January 4. There has been a Juneau in the blacksmith business since Solomon founded Milwaukee and it looks as if it will continue, and we rejoice in the thought.

Miss Mae Berry, our shop telephone operator, has been promoted to the main office in the Union Depot. Efficiency always opens the way. Her successor is Miss Catherine Dooley, daughter of Jack Dooley, one of the most popular "runners" on the C. & M. Division. If Miss Catherine is like her father, we can expect good service.

Luther Gilson of the wood working mill and an employe of the company since 1882, is visiting in California to recuperate his health. He writes that his health is improving and is very enthusiastic about the expositions at San Francisco and San Diego.

Albert T. Schroeder, master painter, who retired from active service in January, 1913, is now past his eighty-seventh milestone. He is living with his daughter, Mrs. Henry Kahn, 2623 Prairie street, Milwaukee. Those who have visited him recently predict that he will live to be a centenarian.



The TRAINED Man Has Money

But it's different with the *untrained* man. He often finds the pocketbook empty with the landlord, grocer, butcher, and baker clamoring for their money.

It's a serious problem—this *big* spending and *little* earning. But if you go about it right you can easily learn how to earn far more than you spend.

The only difference between YOU and the man who earns a big salary is training—SPECIAL TRAINING—and this you can easily acquire through the practical home-study courses of the International Correspondence Schools

You don't have to leave home or give up your position. The I.C.S. have trained thousands of men for better jobs right in their *own homes* after working hours. They can do the same for YOU.

Just mark and mail the attached coupon. And the I.C.S. will show you how they can make you an expert in the line of work you want to follow.

Mark and Mail the Coupon—TODAY

INTERNATIONAL CORRESPONDENCE SCHOOLS

Box 1068, Scranton, Pa.

Please explain, without obligating me, how I can qualify for the position, trade, or profession before which I have marked X.

Locomotive Engineer
Air-Brake Inspector
Air-Brake Repairman
General Foreman
R. R. Shop Foreman
R. R. Trav. Engineer
R. R. Trav. Fireman
R. R. Construct'n Eng.
Mechanical Engineer
Civil Engineer
Surveyor
Concrete Construction
Automobile Running

Electrician
Electrical Engineer
Tel. & Tel. Engineer
Plumb. & Steam Fitting
Mining Engineer
Bridge Engineer
Assayer
Agency Accounting
Gen. Office Accounting
Bookkeeper
Stenographer
English Branches
U. S. Civil Service

Name

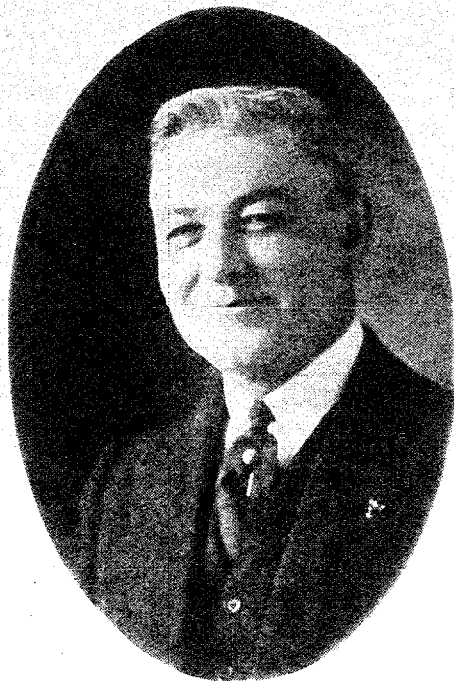
Employed by

Street and No.

City State

Present Occupation

Inter-State Co. Items



Phil Grace.

The fellow who makes friends for both The Inter-State Co. and C. M. & St. Paul Ry—it is difficult to tell which company he really belongs to. We think both.

Mr. Harry Johnson, who has recently been appointed to the inspectorship on Mr. Dietrich's territory, is steaming up nicely. The first few weeks have been spent in testing his boiler capacity—he has qualified in the L2 class. Here's hoping that he may develop into a Mallett before the year is done. Mr. Johnson and wife were formerly in charge of the McIntosh House, where by their good cooking they coupled on to all the trade on the line and shoved McIntosh into the clear for the first time in many months. His promotion is richly deserved.

We cannot understand why our corn-fed correspondent from Mitchell has not yet mentioned anything about the "Quick" lunch out west.

Mr. and Mrs. Greenwood, who were formerly in charge of the night shift at Aberdeen, have been placed in charge of the house at Mar-marth, N. D. The Greenwoods were with the Soo Line for a number of years before coming in with the Inter-State.

A waitress at Miles City last Sunday wag-ered Punk Sickmiller a dollar that she could guess what he had for breakfast that morning, but she lost—Punk proved that "them eggs" had been in his whiskers for a week.

The sort of a cook who makes good business: Smokes cigarettes over his work, tells everything he knows and how he has worked from "coast to coast," bosses the waiters, wears dirty linen, whoops, sings(?), whistles, slams crockery around, says "Spokane" for pork and beans, belittles his employer and makes good business in general—for your competitor. He is about as useful with the Inter-State as a man with lock-jaw in a pleating contest.

Mr. F. H. Moffet, our busy superintendent, spent a day in Milwaukee, looking over the

improvements in the hotel, which is being re-furnished and decorated.

Recently at Harlowtown on account of sick-ness amongst the employees and the manager being unable to secure any extra help, the place was for several days short-handed, when the writer noticed the night boys doubling over to fill the vacancies, and was attracted, not so much by what they did as by the spirit in which they went about it—bright-eyed cheerful and loyal, with no thought but to do everything possible to keep their place amongst the top-notchers. It is such timber as this an institution will sort out for its foundations.

Zufedi Cigarettes—some fine smoke.

1915 came bringing a very nice business with it. We hope that it keeps up the good work during the rest of its stay with us.

Mr. Foster, manager at Mitchell, is making a reputation with his "hot chill, Italian spaghetti and Hungarian goulash, delivered to any part of the city, day or night." He is some chef, and only wears a 6 3/8 hat.

W. S. O'Keefe, manager at Manila, is round-ing out his second year of almost continuous service. He is planning on visiting the Thou-sand Islands next summer and plans to spend a week on each island. I am afraid, Bill, we can't spare you that long, as good managers are hard to get in the summer time.

Mr. Daniels, manager at Canton, was called home to Arkansas on account of the serious illness of his mother.

"It do beat all how many poets you run across these days," remarked Jonathan Hep, as he threw the clutch in high.

Mr. G. G. Butner, manager at Aberdeen, is going to New York in February to attend the Hotel Stewards' Ball. He is learning to Tango, Texas Tommy and Castle Walk, the latter for use on his return trip.

Mr. B. C. Howell, manager at Portage, who went under the knife about six weeks ago, has fully recovered. He is back on the job, serving the many patrons of the Fox House in his usual courteous manner.

J. F. Goders was busy at La Crosse for three or four days, making needed alterations in the lunch room.

Mrs. Wells, the Milwaukee manager's wife, was called to the bedside of her mother in New York City, her old home. She will be gone two weeks or more.

The Inter-State Restaurant in the new Spo-kane Union Station is now completely equipped. On account of taking charge of this place on short notice when the station was opened, temporary equipment had to be used. Since then new furniture and equipment, most of it especially built for this place, has been installed. The last piece, a patent combina-tion coffee urn, which is really a whole bat-tery in one, is just in place. This is the last word in a coffee making machine. The kitchen outfit is the very latest and best built and the furniture throughout finished in harmony with the building construction. The result is a kitchen that is a model for convenience and quick, sanitary handling of food, and a beau-tiful lunch and dining room. When passing, take a look in, and, incidentally, ask about the "Blue Plate Special." Mr. W. L. Stevens has been placed in charge and the public are assured of courteous treatment and the best of service.

Our "poet" is O. K. so long as he continues his worship of the mountains and streams.

Don't forget the "Blue Plate Special" at Spokane. There is none "better made."

Ye New York office is happy over the fact that there is no Beautiful Poems of Passion in this issue. Thanks to the silent poets: May your silence mean Discotrufbrication.

When passing through Great Falls, Mont., it will be worth your while to take a look at the news and lunch stand in the new C. & M. & St. P. station there. The equipment could not be prettier or arrangement better in the small space available. The whole is a credit both to the Inter-State Co. and the builders. Electric urns, boilers, etc., are used for the lunch counter. On account of small space, a limited variety of eatables are served, but these are the very best. On the cigar, confectionery and news side, the arrangement is so attractive as to make you want to leave some of your money. The attendant in charge carries a perpetual "Thank you!" smile.

The installation of mantle lamps at Avery have made a very remarkable change in that place. Light is a fine thing, so let's all look for the bright side of things.

If you want some of the pumpkin pie that "mother used to make," be sure to stop off at Alberton and try the kind Mrs. Hauck makes.

When the light in your drum sign fails, try putting in a nice clear glass with the Inter-State red and white translucent sign in the center. The effect is particularly good if you have the outer edge of the glass frosted.

Trans-Missouri (West).

M. A. Tripp.

We have just closed another successful year of live stock business handled through the feeding yards maintained by this company at Marmarth, N. D. Figures just compiled for year 1914 show that 2,132 cars of live stock passed through these yards, consisting of 49 cars of hogs, 58 emigrants' movables, 1,021 cars sheep, 42 cars horses and 962 cars cattle. Estimating average earnings of \$100 per car, the aggregate revenue would amount to \$213,200.00.

There are 51 pens capable of handling 100 cars cattle at one time; pens are equipped with feed racks and watering troughs. As high as 400 cars cattle a day have been taken care of through these yards. Agents residing in live stock territory will do well to bear above in mind in soliciting business.

Section Foreman M. Cullen and daughter of Lemmon have gone to San Diego, Cal., to visit Mr. Cullen's sister, who has been ill. They will also take in the Panama-California Exposition.

Columbia Division.

Clarya Bellye: You have allowed your imagination to run away with you as I never was an inmate of an insane asylum. Look again at the picture, and you will admit it was someone else. The longer you look at it the better you will like it.

Marye Annys: It gratifies my vanity to think you admired my picture. I do not think I desire to exchange pictures with you, as there are no rodents around the premises; any way I have always found rough on rats sufficient.

Camillve: Can furnish you a photo like cut for \$1.00. Am sorry the edition was exhausted before you could secure your 100 copies. It created quite a furore in the East. At one place 300 miles direct east from New York City everyone admitted they had never seen anything like it.

Laurya: Do not get you. What do you mean by writing you are sorry it is not leap year? The rainy weather on the coast makes everything dense here. It pains me to learn you were disappointed with my picture; next season I will wash my face and attire myself a la Foster-Swift. The only other picture I ever had taken is retained as a souvenir by the Chief of Police of Spokane. Maybe you can secure it from him. I hope so.

We have been depending on the men employed on the Columbia division to furnish us interesting items for our monthly letter and we wish to say to our co-workers that we have not been disappointed in you and thank you for your loyal assistance. From now on we are going to open our monthly letter to the wives of our employees, also their sisters, their cousins and their aunts. (Sounds like Pinafore, doesn't it?) We request your assistance in preparing the Columbia division items each month. To those who have so far lightened our burdens we extend sincere thanks and earnestly appeal to you, one and all, to send in items.

Road Masters and Section Foremen should read the "Fairmont" ad in the December issue. They have perfected an engine which can be installed on the common hand car, thus doing away with the "Armstrong" method. Fifteen of these engines are in use on this division and all are giving satisfaction.

Notes from the C. & M.

B. J. Simen.

Engineer George Ruble, after several weeks illness at the Washington Street hospital, Chicago, is now able to resume work on his run, the freight milk train, between Chicago and Delavan. Engineer Wm. Robbins has been on this run the greater part of the time during George's sickness.

Mr. G. C. Decker of the purchasing agent's office, and family enjoyed a few days visit with his father and grandmother, at Brodhead, Wis. This is the home of his grandmother, his father living in Dakota. George had not seen his father for seven years.

Engineer James Lee, of Libertyville, is again troubled with rheumatism and has not been able to work for the past few weeks. Engineer Wallie Mann is now on his run.

Conductor George Dyer of the Libertyville switch run, was called to Dunning, Neb., on account of the illness of his mother, who suffered a stroke of paralysis.

Baggage man Verne Gerred, regular man on the Libertyville local, is doing some extra work on the Madison runs.

Engineer R. H. Pritchard and wife were called to Delavan a few days ago on account of the death of Mr. Pritchard's cousin.

Operator Robert Lane, third trick man at Rondout Tower, has been off for a week visiting friends at Darien. He was relieved by Mr. Taylor.

Conductor W. F. Ingraham now handles the way freights on the Janesville line, and J. J. Corbett on the main line.

The new R. K. D. mill at Rondout appears to be an unfortunate concern; it has been in operation less than a year and has suffered from three different explosions. Conductors Strong, Bamber and Alsip were all busy, a few days ago, pulling away cars to keep them from burning.

Conductor J. J. Corbett handled a train of ice cutters from Chicago to Round Lake, on January 5. The large ice houses at Fox Lake, Ingleside, Long Lake and Round Lake are all filled. A fine quality of ice was obtained.

Dispatcher C. E. Larson of Chicago, has been on the sick list for a few days. Operator J. W. Barker helped them out during this time.

Engine Watchman John Barbour of Libertyville, and his wife are visiting relatives at Huntley, Ill. Mr. Barbour is relieved by W. A. Mohr.

Engineer Parker of trains Nos. 31 and 44, is spending the winter in Florida, on account of ill health. Engineer Henry Kent now handles these runs.

Conductor John Cahill is now on trains No. 160 and 161. Conductor W. E. Cottrell is on time freight on the main line.

MILWAUKEE RAILWAY SYSTEM

Engineer John Alleman of the P. D. C. Division, spent a few days with his brother, Operator J. R. Alleman at Libertyville.

George Lusk of Aberdeen, S. D., an engineer on the H. & D. Division, visited his parents at Libertyville, and his cousin, Agent Simmons of Corliss.

Mrs. E. J. Heuer, wife of Baggageman Heuer, who runs between Chicago and Minneapolis, spent the holidays visiting relatives in DuBuque.

Conductor H. A. LaRoy was off for a few days on account of the death of his brother, Jess LaRoy, who was a baggage man on the C. & C. B. Division. We extend to the relatives our heartfelt sympathy.

Mrs. J. L. Coffey, wife of Agent Coffey of Libertyville, is visiting relatives at DeKalb, Ill.

Fireman William Selig is firing for Engineer George Karch on the Chicago and Madison run, trains No. 131 and No. 146.

Two fine observation cars, the Eagle and Zenda, are now in service on the Chicago, Madison runs via the Janesville line. This gives our trains a very classy appearance.

Agent C. A. Selig of Deerfield, made a business trip to Waukegan. He was relieved by Operator Taylor.

River Division Items.

H. D. Witte.

Geo. Buel, chief clerk for Roadmaster Jno. Wagner, of Red Wing, spent the holidays with his parents in Illinois. H. A. Buel, formerly roadmaster of the River Division.

Jno. Werner, River Division engineer is on the sick list.

C. Burg is suffering with a severe case of blood poisoning. An early recovery is hoped for.

Dr. Replogle, company surgeon, has fully recovered from an operation and has resumed his duties.

Engineer Del Harris and family spent Christmas with his parents at Sparta, Wis.

John Ostrom of the B. & B. Dept., made a business trip to Eau Claire, January 8.

W. W. Dennels, division lineman, is making repairs to his motor car and when put in proper condition, will show the boys a merry chase.

Charles Martin, conductor on the River, is suffering from a severe attack of La Grippe, but from reports is making a satisfactory recovery.

Wm. Ribran, checker at Winona freight house, is at the Winona Hospital undergoing an operation for appendicitis. His early recovery is hoped for.

Jno. Newman, section foreman of Winona, is enjoying a few weeks' vacation, and is relieved by Foreman Mike Belicki.

When the pumping station at Wabasha was destroyed by fire the whistle was also, but we are pleased to say a new one has been furnished and Homer's face now wears a smile.

Jno. Fleming, roundhouse foreman at Wabasha, made a trip to the Twin Cities recently.

Conductor Vernon Rice was accidentally killed January 6, at the east end of Winona yard, by falling from the top of his train. He was missed when they arrived at Winona. He was 28 years of age. The road has lost one of its capable men and one who has endeared himself to all. He is survived by his wife, child and mother. All extend heartfelt sympathy in their bereavement.

Notes From Rocky Mountain Division.

G. M. Hayden.

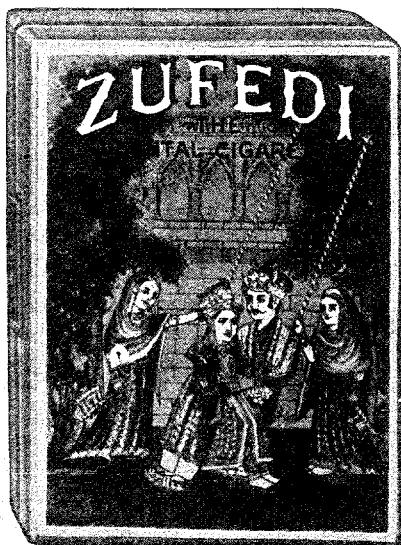
Chief Dispatcher J. W. Ross and wife left Three Forks January 14, for San Diego, Calif., and San Francisco, to spend a couple of months taking in the Expositions and other points of interest.

Dispatcher R. W. Maggette is acting chief dispatcher during the absence of Chief Dispatcher Ross.

Mrs. Madge Barker, clerk in Supt. Murphy's

"THE HIT OF THE WEST"

"BEST BY TEST"



ZUFEDI

CIGARETTE

10 FOR 10c

At Stands Or On The Train

"Ask the News Agent"

X. ZUFEDI, CIGARETTE CO.

432 Fourth Ave., New York City

office resigned her position January 5, and left for her home in Missoula. From all appearances we are inclined to think there will be some kind of bells ringing in the near future, but at present we are unable to say whether in Missoula or Three Forks.

J. S. Eason and wife, formerly of Mobridge, arrived in Three Forks, January 17. Mr. Eason takes Mrs. Barker's place in Supt. Murphy's office. Welcome to our city.

C. I. Burt, car foreman at Three Forks, attended court last week in Deer Lodge.

Fireman Al. McGrath left on 34, January 13, for Lewistown on business.

Firemen O. N. Gosnell and Henry Thompson returned January 16, from Del Plain, Mont., where they went to look over some land for investment.

Conductor R. I. Bittner and wife will leave for Nora Springs, Iowa, January 20, to spend thirty days visiting his parents.

Engineer John Smeltzer on Butte yard helper has been laid up the past two weeks in Butte, with the mumps. John was over to Helena, to spend Christmas with his girl, and her little brother had the mumps, and so has "Johnny."

Eddie Moreau, night caller, returned to work January 15, after a two weeks' visit in Helena with his parents.

Conductor H. C. Wishard and wife returned January 5, from a two months' visit in Florida and their home state, Iowa. Mr. Wishard is now confined to his bed with rheumatism which he contracted in Iowa. Hope you will be out soon, Clare, and on the job again.

Engineers H. T. O'Donnell, B. H. Everett, Wm. McKenna, Thos. H. Lefever, Conductor J. J. Toy and Firemen C. H. Markel, P. R. Roberts and T. E. Timbrook, Herbert Wilcox, Conductor H. C. Hamp and Brakeman Leggett, all attended court at Bozeman, the week of January 18.

Car Inspectors Geo. Johnson and Walter

Pills attended court at Deer Lodge, January 14. Agent H. C. Rector spent Saturday, January 16, in Butte on business.

Brakeman John Jenkins underwent an operation on the right side of his face caused by being struck several years ago by a baseball. The operation took place at the Lewistown Hospital, January 16, and proved to be quite serious, but at present writing he is doing nicely.

Brakeman A. E. Working and wife left Friday night January 15, for Chicago, and Ft. Wayne, Ind., to be gone six weeks visiting friends and relatives.

Brakeman A. E. Buirge and family are spending the winter in Mason City, Iowa.

Conductor W. R. Donner and family returned about the first of the year from a month's absence in Ann Arbor, Detroit, Bay City and Buffalo, visiting friends and relatives.

Conductor Wm. Connors, who has been ill in the Deer Lodge Hospital the past three weeks resumed work January 15. Glad to see you out again, Bill.

On New Year's eve, Water Service Foreman T. H. Hindman was accidentally shot by a gun dropping to the floor in his shack; the bullet pierced the bone just below the knee, shattering same badly, and he was at one time in a very precarious condition. He was taken to Deer Lodge Hospital the following day, and is now getting along nicely. Hope to see you back on the job soon, Dick.

Don't forget the Work-Together spirit.

Manilla News Items.

Geo. Nutzel.

Manilla is still on the map even if it not heard from every month.

A. E. Petersen, our new agent, has moved his household goods up from Clinton, Iowa, and is located here. It looks as though he likes the bunch and is going to stay.

Riley Gardner, night switchman, was quite

Savings and Health

Are the few dollars saved regularly in the past year going to take you somewhere this summer where "change of scene and ozone" will equip you for a successful year ahead?

Or will you be forced to stay at home?

A year soon passes. Decide NOW that next year your dollars will help you *earn more* by making you better physically and mentally.

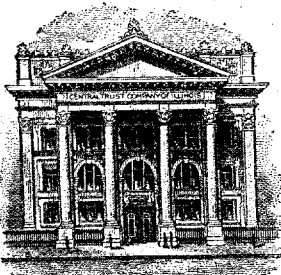
A few dollars deposited now, and as little as a dollar a week added, will mean a fine "back to nature" vacation for you next year.

Saving brings happiness. Gives you self-confidence. Makes you ready for Opportunity. Keeps the "wolf" away.

We help you save. When you get enough, we help you invest. If you don't have quite enough to invest, we will loan you any fair difference.

SAVINGS DEPARTMENT (On ground floor—just inside of front doors)

3% Interest Paid—Open on Mondays from 10 A.M. to 8 P.M.



CENTRAL TRUST CO.

OF ILLINOIS

125 W. Monroe Street, Chicago Between Clark and La Salle Streets

A BANK

For Your Savings or Checking Account
For the Administration of Your Estate

For the Selection of Your Investments
For the Protection of Your Valuables

Capital, \$4,500,000 Surplus and Undivided Profits, \$2,000,000

severely injured in the local yard here a few nights ago by being caught between the coaches while switching the S. C. & D. passenger equipment. At present we learn he is getting along nicely.

Geo. F. Hennessey, general foreman, gave us a very pleasant call this week.

Boiler Inspector John Gorman was out inspecting the stationary boilers at this point last week.

M. Murphy, roadmaster, is again back at his old post on the S. C. & D. Division, and is making his regular visits to Manilla.

John Mullin, machinist, was laid up for a few days on account of injuring his ear-drums while repairing a defective whistle.

J. J. Connors and E. Z. Hermansader stopped off between trains here when returning home from their trip over this district.

The S. C. & D. freight is now all being handled out of Manilla with C-5 engines.

Machinist Geo. Fenner has been transferred from this place to Perry, Iowa, where he has received a regular place.

Geo. Heisler of Council Bluffs, Iowa, is the new yard clerk, who relieved Frank Hook, who has gone to Des Moines, Iowa, to attend school.

Clarence Barret, former clerk at the freight house, has resigned and is working in a general store at Earling, Iowa. His place was filled by Frank Loucks.

Chas. Buffington has been visiting the past week at Boone, Iowa.

Council Bluffs News Items.

Mrs. H. Hackstock.

Mr. Wm. Graff of Dubuque, Ia., has been appointed roundhouse foreman at Council Bluffs; taking charge here December 28. From all appearances he is going to make good. He intends to move his wife here in the near future.

Mr. A. W. Smullen, general chairman of the

Safety First committee, and Trainmaster J. F. Anderson of Perry, addressed a well attended meeting of the employees at Council Bluffs December 30. All in attendance were very much pleased with the meeting and went away feeling that to look out for themselves, as well as their fellow employees to prevent injury, is a very good policy.

Car Repairers' Chas. Binford and C. Anderson are on the sick list on account of bad colds contracted in the late severe weather.

Stationary Firemen Martin Rooney is also confined to his home on account of sickness.

Grain shipments in, as well as out, of here, have been very good of late and have kept everybody busy getting the equipment in shape.

Roundhouse Foreman Graff wishes that somebody would write up news items from Dubuque, so that he can keep posted of the doings at his old home town.

The Christmas number of the Magazine was well received by all and the beautiful picture on the front cover suited the weather conditions here to the point.

Many of the readers of the Magazine, as well as the writer, extends to the Editor and staff, as well as the readers in general, a hearty New Year's greeting.

Des Moines Division Notes.

Libbie A. Garber.

Engineer Edw. McLucas and wife attended the funeral of his uncle, Mr. Jim McLucas, January 12, at Redfield, Ia.

Fireman John J. Geneser made a short visit with friends at Chicago during the month of January.

Mr. C. R. Stahl, agent at Albert City, Ia., resumed his station duties January 10 after a much needed vacation of three weeks spent with his parents at Grinnell, Ia. Relief Agent A. W. Hakes acted as agent during his absence.

Brakeman W. C. Moody visited his parents at Albia, Ia., for a few days.

If You Want *Good* Printing, Call On

G. B. WILLIAMS CO.

G. B. Williams, Pres.

LITHOGRAPHERS, PRINTERS,
PUBLISHERS, DESIGNERS,
ENGRAVERS & BOOKBINDERS.

Day and Night Pressrooms

Phones

{ Superior 2294
{ Auto 32-294

La Salle and Ohio Streets
CHICAGO

Assistant City Passenger Agent C. A. Bestor and wife visited at Milwaukee a few days the fore part of last month.

Passenger Brakeman K. W. Freeman returned to work the latter part of last month after a visit with relatives at Kansas City, Mo.

Superintendent R. P. Edson and Master Mechanic R. H. Kautzky of this division met E. Z. Hermansader, district master mechanic at Perry, Ia., January 13, in conference relative to the motive power performance on the Des Moines Division.

Mr. J. E. Dexter, storekeeper at Dubuque, Ia., was in Des Moines January 7.

Wife of Brakeman Orville Chambers is visiting at Moulton, Ia.

Ortonville, Ia., is now a flag station for trains Nos. 34 and 35.

Fireman Guy E. Chinn is back on the job after a short layoff spent with his wife visiting relatives at Mallard, Ia.

Miss Ruth Edson, daughter of Supt. R. P. Edson, was the guest of her sister, Mrs. F. W. Chambers of Mason City, last month.

Brakeman H. H. Hall was forced to be off duty for a few weeks on account of a mashed finger.

Engineer H. J. Rigs, accompanied by his wife and daughter, Sara, left January 15 for a short stay at Ottumwa, Ia.

Agent D. H. Houghtaling of Gillett Grove, Ia., gave the dispatchers at Des Moines a pleasant call while on his vacation last month.

Miss Joyce Hakes, daughter of Relief Agent A. W. Hakes, is in Des Moines, having enrolled in the Conservatory of Music at Drake University.

Mr. C. G. Kelley, clerk to Roadmaster J. M. Nunn at Jefferson, Ia., secured transportation for himself and wife to New Orleans, La. We hope they enjoy their trip.

The Iowa legislature is now in session at Des Moines. Among the members we notice the name of Senator Freeman of Ottumwa, who is employed by this company as a conductor on the Kansas City Division. The session usually lasts until April, and they meet every two years.

Engineer Fred Kennison from the C. & C. B. Iowa Division at Perry, paid a pleasant call at Superintendent Edson's office at Des Moines just after New Year's. While there he met District Adjuster C. A. Boehmle, and the two recognized each other, after not having met for more than fifteen years. They were old-time friends in their earlier days of railroading.

We understand that Engineer Ray Morse is about to abandon the bachelor idea by uniting in marriage with Miss Agnes Carlson of Marathon, Ia. The young couple will spend their honeymoon at Palm Beach, Fla. Congratulations are extended to Mr. and Mrs. Ray Morse by their many friends.

Mr. C. E. Hilliker, division freight and passenger agent, Des Moines, returned about the middle of January from a two weeks' visit with his sister at St. Thomas, Ont., and reports feeling much better, having recovered from his recent illness sufficiently to resume duties at his desk. We are glad to see him back and mingling with the boys again.

Conductor W. J. Caskey and wife made a short stay with relatives at Cincinnati.

East Prairie Du Chien Division Notes.

M. C. Murphy.

Engineer J. Aldredge of the local freight between Milwaukee and Madison has laid off for about two weeks on account of illness.

Conductor S. Fuller, who has been working as brakeman on the switch crew at Waukesha, took a short vacation recently. Brakeman George Horr filled his place during his absence.

Conductor George Dann of passenger trains Nos. 22 and 7, has laid off on account of being injured. Conductor M. Muellin took charge during his absence.

Engineer C. Pfeffer and wife of Milwaukee visited relatives at Waukesha recently.

The children of J. Lawless, station agent at Waukesha, have been ill.

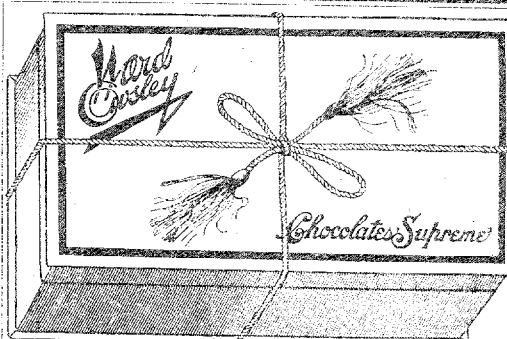
Karl Westphal, extra freight brakeman, is also on the sick list.

SWEET-ORR
"Ace of Spades"
The Overalls that Don't Shrink



Try a pair at your dealer's. We guarantee them the best wearing and most comfortable overalls you ever wore. Sweet-Orr & Co., Inc., 817 Broadway, New York

LOOK FOR THIS LABEL

Ward-Owsley
Chocolates Supreme

In all the World no Candy like this

Every Item of Material Entering into the Making of Chocolates Supreme

It is the Very Finest Quality Possible—The Package is a Mark of Refinement

If Unable to Secure Chocolates Supreme from Your Local Druggist or Confectioner Send to us one Dollar in stamps and we will send a Large Package Charges Prepaid.



The "Supreme" Disability Policy

issued by the

Massachusetts Bonding and Insurance Company

Is SUPREME in Fact as well as in Name

It Pays

The full principal sum For loss of One Limb
Double the " " " " Any Two Members
One-Half the " " " " One Eye
With a 5% Increase each year for TEN years

Monthly Accident Indemnity
For THREE years—ANY and ALL Accidents

Health Insurance

Confining Illness—For Three Years
Non-confining " " Seven Months
FULL INDEMNITY paid for BOILS, FELONS or
ABSCESSSES whether the Insured is confined or not.

No Exceptions

This policy DOES NOT contain any one-tenth, one-eighth, one-sixth or one-fourth clauses, but pays FULL INDEMNITY for total loss of time by Accidental Injuries or Confining Illnesses.

Certificate of Identification and Registration

Provides Expense Money to place you in care of your friends if injured away from home.

Claims Paid Every Thirty Days and Without Fuss

Worth your While to Investigate These Liberal Policies at Once. Don't delay—It may be Disastrous to YOU.

General Offices Accident and Health Dept.,
Saginaw, Michigan.

Starting a Savings Account

is a serious matter and ought to be done as the result of a careful consideration of all the qualifications of the bank seeking your business.

The record of consistent and conservative banking; the large capital and surplus, together with the services and facilities afforded, should materially aid you in selecting

**Dexter Horton
Trust & Savings Bank**

**The Dexter Horton
National Bank**

Seattle, Washington

Scraps from the West End.

C. E. Pike.

The "Silent Order of Hikers" of the freight claim office are up in arms on account of the action of Charles Mercer using a hand-car the last five miles of one of their recent record-breaking hikes. This performance on the part of Mercer has practically put the club out of business, but Mercer claims the wet season had more to do with it than he had. He also says if the rest of the members put in the proper amount of sleep on Saturday nights they might be able to walk a mile or two Sunday mornings.

Arthur Leake of the general freight office is the happy father of an eight-pound girl. Dr. Stork left the young lady the latter part of November and Arthur says she was the most welcome package he ever received.

F. J. Zeorlin called at the general office just before Christmas, coming over from Spokane in charge of the "Special" carrying the students from Pullman, Wash. F. J. is the most optimistic man in Spokane, and if the Inland Empire and the "Milwaukee" don't increase business in every line during 1915, it will be because F. J. Z. has lost the power of speech.

Miss Nettie Hammond of the engineering department has been on the sick list for a couple of weeks. Her sister, Miss Cora Hammond has been substituting in her place.

E. K. Garrison, D. F. & P. A., Portland, ran up from Portland just before Christmas. Business is very quiet he reports, but this summer—well, Zeorlin isn't any more optimistic than Ed on that score.

Mr. A. E. Harris, the genial Alaska agent, has been installed as freight and passenger agent at Port Townsend, Wash., the village where the soldiers come from, and Al expects to make a new record over there.

J. M. Allen, freight claim agent, made an extended trip through Montana during the first of December. Upon his return the boys tried to tell him what a terrible cold spell we had had, but he mentioned 26 above in that state would be considered tropical, and they concluded they had better talk of something else.

Miss Palmer of the legal department, and champion lady "fisheress," has been laid up with the gripe for some time.

Since the advent of the "jitney" bus in Seattle, J. N. Holmes of the F. C. D., has taken his Maxwell out of the garage, and it is claimed he is coining money with it. The "jitney" bus is a Los Angeles institution and has taken Seattle by storm. Every automobile, as well as Maxwells and Fords, one sees on the street is plastered with a sign, mentioning the starting point and terminus of their runs and that the fare is 5 cents. A stranger in town the other day didn't take time to read the sign, and remarked that every time he happened to be in Seattle they were having an election.

If the waybill stretcher has reached the office of the "Editor," will she kindly return it to Mr. Joe Winchell of the freight claim department?

W. J. Keeley, D. F. & P. A., at Miles City, has received a well-deserved promotion, and now instead of D. F. & P. A., it reads A. G. F. & P. A., with headquarters at Butte. "Bill's" many Seattle friends were delighted and through the columns of the Magazine, wish him all the good things that go with the new position. They know Butte will certainly appear in all reports in black-faced type this year.

A. J. Scott of the traffic manager's office came into the offices the morning of December 20 with a smile that no one has been able to rub off up to the present time. It was caused by the arrival of an eight-pound girl at his home the morning the 19th.

The P. S. & W. H. and S. Pt. A. & L. C. lines are preparing to handle freight and passenger business, and by the time the Magazine reaches us, will probably be doing quite a little. The district tapped by the S. Pt. A. & L. C. is the subject of a special article by Mr. J. G. Thomson, adv. agent, which will appear in the Magazine in a short time.

Items from the I. & M. Division.*Katherine McShane.*

Mr. N. H. La Fountaine, asst. supt. bridges and building, and District Carpenter F. E. Rice, were here last week inspecting the new powerhouse at Austin, Minn.

Brakeman Earl Schubert, wife and Baby Kenneth spent last week in Minneapolis.

Mr. and Mrs. Joe Opie of Montevideo have returned home after spending a few days at the home of Mr. Opie's parents. Mr. Opie is now roundhouse foreman at Montevideo.

Engineer and Mrs. Draper spent Saturday in the Twin cities.

Miss Marcella McShane, daughter of Roadmaster M. McShane, has returned from a few days' visit in Chicago and DeKalb, Ill.

Mr. J. Murphy and Mr. John Bardahl have returned to Minneapolis after having completed the work of painting the new powerhouse at Austin.

Section Foreman T. Thompson of Lyle is visiting in Thief River Falls.

A. Schulz, section foreman at Cresco, has taken a vacation and is spending it visiting friends at Mankato, Minn.

Machinist Lloyd Miller has returned from Superior, where he spent the holidays with his mother.

Ray McCarthy spent Sunday at his home in Lanesboro, Minn.

Agent J. E. Ober of Austin and wife spent Sunday with relatives in Spring Valley, Minn.

Roundhouse Call Boy Jerome Waters has resigned his position to accept one as machinist helper. Forest Scott will be the next call boy.

General Foreman J. Opie expects to move into his new office this week.

Bridge Foreman J. Rush spent the holidays with friends at Monona, Ia.

Section Foreman Frank Kovolesska is back to work at Taopi after having had a two months' vacation.

Engineer W. H. Murphy and wife are enjoying a trip to the Pacific coast. They will visit friends and relatives at Seattle, Tacoma, Portland and Spokane before they return home.

Machinist E. J. Blomily is unable to be at work on account of the serious illness of Mrs. Blomily.

Miss Augusta Sprague, stenographer in General Foreman's office, and Miss Hattie Flanigan spent Sunday in Minneapolis.

Conductor T. Fitzgerald is back to work after a month's forced vacation on account of illness. Every one is glad to see "Tom" again and hope he will have no more vacations on this account.

A test train, in charge of Mr. C. R. Cheny, was run over the I & M. Division preparatory to adopting the equated system of tonnage. Supt. W. J. Thiele, Train Master J. T. Johnston and Road Master McShane accompanied Mr. Cheny on the trip.

Engineer and Mrs. John Ober are enjoying a visit with their daughter, Mrs. W. A. Allen of Minneapolis.

George Bouthillette, for years section foreman at Mendota, died at his home there December 1. The deepest sympathy is felt for those of the family who are left to mourn his loss.

Charles Lecharmier and crew, steamfitters from Milwaukee, are in Austin moving the boilers into the new powerhouse.

Mr. C. F. Carrol, supt. of heating plants of Milwaukee, was a business caller in Austin a few days this week.

Harry Opie and wife of Madison, S. Dak., have returned home after a visit with his parents, Mr. and Mrs. Charles Opie.

Boilermaker Foreman Matt Medinger is enjoying a visit from his mother, Mrs. M. L. Medinger of La Crosse.

Roadmaster C. C. Carlson and Clerk Francis Scanlon of Farmington paid us a little visit between trains one day last week.

Brakeman Wilbright is taking a few days' vacation.

Supt. W. J. Thiele was a business caller in Austin today.

Bridge Foreman T. Hainstock spent Sunday with his family at Medford.

Savings Depositors

at the Merchants National Bank enjoy the protection afforded by the new national banking law, the financial strength of the institution itself and the conservative manner in which the bank is conducted.

MERCHANTS NATIONAL BANK

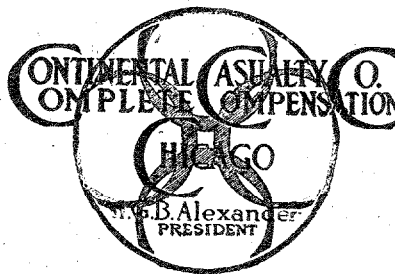
Established 1872

Capital - - - - \$2,000,000
Surplus and Profits, \$2,250,000

Pays 3½% Compound Interest on Savings Accounts.

The Bank of Personal Service.

6th and Minnesota Sts., Saint Paul



910 So. Michigan Ave. Chicago, Illinois

**Insures More Railroadmen
Pays More Railroadmen
Employs More Ex-Railroadmen**

**THAN ANY OTHER
COMPANY**

Before I'm hurt tell me how little income insurance costs.

Name.....
Address.....
Age..... Occupation.....

\$4 A MONTH



**Buys This Visible
Oliver
Typewriter**

Nothing Down—Free Trial. Less than Agents' Prices. Shipped on approval. If you want to keep it, send us \$4 a month. Send for famous FREE typewriter book. Tells how to save \$48.00. Write today.

TYPEWRITERS DISTRIBUTING SYNDICATE
166 75A N. Michigan Blvd., Chicago (270)

American Casualty Company

Home Office: Tacoma, Wash.

Will pay you every month when you are injured
Investigate our "Railroad Special" policy

ROBERT D. BEDOLFE
Superintendent of Railroad Department

First National Bank

HARLOWTON, MONTANA

Capital, Surplus and
Undivided Profits
\$62,000.00

We Do a General Banking Business
Pay Interest on Time Deposits
Your Accounts Solicited
Especially Interested in Railroad Men

Makers of The Boss Rubber Brush
Bristles Vulcanized in Rubber

Maendler Brothers
Manufacturers of
Brushes

42-46 E. Third St. St. Paul, Minn.

Black Hills Items.

T. A. Biggs.

Conductor F. M. Penrose has returned to work after enjoying the holidays with his parents at Independence, Ia.

Mr. and Mrs. D. A. Church spent the holidays with relatives and friends at Scotland and Vermillion.

Mrs. Cline, wife of Engineer C. C. Cline, visited at Morrystown, S. Dak., with his father and mother.

Conductor and Mrs. Gallagher are visiting relatives at Spencer, Mason City and Des Moines.

Mrs. A. A. Ricks made a trip to Minneapolis the first of the year and brought three of her nieces, daughters of J. M. Ricks, formerly Black Hills engineer, back to Murdo with her.

Miss Carola Ricks, who is attending the Spearfish, S. Dak., Normal School, spent the holidays with her parents, Mr. and Mrs. A. A. Ricks at Murdo.

Ed Hensler of the Murdo roundhouse force was called to Kewanee, Ill., recently on account of the death of his sister.

Mrs. E. M. Young is visiting relatives in Sioux City.

Engineer Jim Johnson went to Minneapolis for the holidays.

Engineer Joe Malone visited at Running Water, S. Dak., his old home, during holidays.

Mrs. Theodore Pfaff, wife of Conductor Pfaff, is visiting relatives at Parker, S. Dak.

Conductor W. A. Rand is away on a business trip to Mason City, Ia.

Engineer Max Newbowers has taken the run on Nos. 3 and 4 east of Murdo since Nos. 3 and 4 were taken off west of Murdo.

Agent L. A. Elson of Okaton has returned from a trip to Rochester, Minn., and Cleveland, Ohio, and is improved in health after an operation at Rochester.

Conductor and Mrs. J. R. Quass of Murdo ate Christmas dinner at Rapid City with Mrs. Quass' folks, Station Agent B. E. Jennings and her sister, Miss Hope Jennings, and her mother.

Section Foreman John Wendt died November 23 at his home in Murdo after a long illness. He had been with the company a number of years, having served as foreman at Ruthven and Canton before coming to Murdo in 1909.

Items from Chicago Terminals.

Catherine M. Bartel.

Ray Farmer, formerly tracing clerk for Mr. G. L. Whipple, returned to his old position January 1, as chief yard clerk at Western avenue. The boys are all glad to see him back.

James L. Brown, formerly chief clerk for superintendent terminals, was a pleasant visitor at his old quarters recently.

Kathleen O'Neill, stenographer for Asst. Supt. Bush, was called away recently on account of the death of her grandmother. We are sorry to learn of Miss O'Neill's bereavement and extend our sympathy.

Roy Stahl, clerk, superintendent's office, is again about to make another trip to Capron, Ill. These visits are becoming quite frequent of late. Wonder why?

Word has been received that Miss Mamie Sedlaseck on January 29, became the bride of Richard Novotny. Miss Sedlaseck has been employed for some time as a bill clerk at Galewood, and her many friends take this opportunity to wish them a happy and prosperous wedded life.

On account of the foot and mouth disease prevalent in hogs, sheep and cattle, the Chicago Terminals since October 28, has cleaned and disinfected in the neighborhood of 10,355 cars, thus giving employment to from 100 to 300 men, who are housed in the boarding camp located in Godfrey Yard.

Items from S. M. West Division.

J. W. Malone.

On December 29 Roadmaster W. H. Crabbs drove the "golden spike" which put the Madison and Bristol line in shape for our new "K's."

Chief Clerk Andy Moe visited with his folks at Flandreau on January 1.

Relief Agent Lambert is now holding down Junius station, while regular Agent Hurlburt is taking in the "beauties of the extension."

Agent Gunderson and wife at Egan have left on a visit to the South, where R. F. G. hopes to reclaim his youth by bathing his feet in the gulf stream.

R. C. Pratt and Clarence Grinager have been appointed "night agents" at Madison, where they are handling the merchandise in carload lots.

Former Night Helper Ernest Costello has been appointed chief clerk in Agent Bucklin's office.

Section Foremen Sorenson at Chandler and Golden at Egan hold the record on the division for unloading coal. While short of box cars last week they unloaded two sixties, each, in nine hours.

Machinist Harry Opie called to Austin January 15 on account of sickness of relatives.

Machinist Steen of the Madison roundhouse is specializing in electric headlights; any information required will be cheerfully furnished.

Night Roundhouse Foreman John Lang made several business trips to Sioux Falls last week.

The Madison roundhouse is now equipped with all of the latest machinery and Foreman Sheron informs us that an engine failure will soon be a thing of the past, as he can turn us out a new engine in short time.

Chief Clerk Charles Tewes is preparing to move into the new office at the Madison roundhouse. Charley will then have one of the finest offices on the system.

Conductor N. K. Tuttle has been off the last month sick. We all hope to see him back on the job soon.

Joe Leiser took charge of Iona Lake a few days last week as agent while his father was away on business. We predict that he will make a first-class man.

Mrs. Wm. Carr is spending a few days with friends at Aberdeen.

Mr. and Mrs. Jas. Cheek are spending the week with relatives in Illinois.

Mr. and Mrs. Wm. Hoffman of Wess Springs spent Xmas in Madison, entertaining their grandson, J. A. Russell, Jr.

Mesdames N. Klaser and Wm. Sartwell spent several days at Sioux Falls last week on a shopping tour.

The following births have been reported: To Mr. and Mrs. C. A. Berg, a boy; to Mr. and Mrs. E. N. Bucklin, two boys. The congratulations of the division are extended to them.

News Items—Coast Divisions.

J. S. Eccles.

Conductor C. B. Willard was on the sick list a few days during the fore part of January. He is again back to work.

Conductor C. P. Parker with his wife and baby are spending a few weeks in Minneapolis and other Middle Western cities.

Miss Amanda Oak, stenographer in the superintendent's office, resigned January 1. Mrs. Florence Cooper has taken her place.

Conductor Jesse Humphrey has taken the Laconia helper during Conductor Parker's absence.

Roadmaster W. R. Hunt has been in the hospital at Tacoma for the past two weeks, having undergone an operation for the removal of an abscess. He expects to be out again within a few days. Roadmaster Frank Webb is looking after the work in Hunt's district owing to his disability.

Claim Clerk Ralph Bement with his wife and son spent the holidays with friends and relatives in Miles City, Mont. They reported having had a fine time.

Conductor Gardner, Brakemen Tomany and Lewis, Engineers Schumacher, Bankston and Clark, Firemen Thos. Kavanaugh, Hoyt and Simpson are in charge of the double rotary, and Conductor J. R. Miller, Brakemen Hancock and McGee, Engineers Hanacker and Fireman Stapleton are in charge of Hanger and cut widener at Laconia.

Extra Gang Foreman Cookson layed off Christmas and spent a few days with his family in Spokane. Dan Mahoney had charge of the snow gang at Laconia during his absence.

Your Time Is worth MONEY

On request

We Will Send You a Book

to keep a record of your
time when working

We Will Pay You For Your Time

when because of accident or sickness you
cannot work.

The Standard Accident Insurance Co. of Detroit, Mich.

Our Record:—

30 Years in Business. \$18,096,846.78 Paid in
Claims. Every Legitimate Claim Paid
Promptly.

Our References:—

Any Man Who Has Ever Carried a "Stan-
dard" Policy.

Ask Our Agent or Write the Company.

Pacific Mutual Life Insurance Company

Assets \$29,338,151.99

*If you are interested, please complete this
coupon and mail to Company*

The Pacific Mutual Life Insurance Co.

RAILROAD DEPARTMENT
725 Peoples Gas Building, Chicago, Illinois

My occupation is _____

at _____

Please send information regarding
Accident and Health Insurance

Name _____

Address _____

Hayes & Hayes Bankers

Incorporated

Capital & Surplus \$350,000.00

Resources over \$2,000,000.00

FRANK B. PATTERSON, President
ROBT. F. HAYS, Vice President
W. J. PATTERSON, Cashier & Manager
JAS. H. FULLER, Asst. Cashier
R. H. FALCONER, Asst. Cashier

Aberdeen, Washington

4% Paid on Saving Accounts

Larabie Bros.

Bankers

Deer Lodge, Montana

Founded in 1869 Oldest Bank in Montana

Every banking facility extended to
our customers

Safety Deposit Boxes For Rent
Depository for C. M. & St. P. Ry. Co.

New England National Bank

THE Bank

OF

KANSAS CITY, MISSOURI

W. A. CLARK

J. ROSS CLARK

W. A. Clark & Bro.

Bankers

Established 1877
BUTTE, MONTANA.

Alex J. Johnston, Cashier J. K. Hestlet, Asst. Cashier
Transacts a general banking business. Ac-
counts of banks, corporations and firms
will receive best terms consistent with
good banking methods.

Interest Paid on Time Deposits

Boxes in Safety Deposit Vault

H. I. Derrickson has been appointed agent at Garcia.

D. W. Switzer has taken second trick operator's job at Auburn.

S. A. Bourke has been transferred from Morton to Duvall.

Friends of R. C. Nisonged will be pleased to hear that he is rapidly on the mend and will soon be out from under the doctor's care.

Agent J. S. Adams and wife, Operator Paige and wife and Operator Kincaid at Laconia, are getting very adept in the use of snow shoes and skis. The deep snow on the mountain sides in that vicinity furnishes a good field for this amusement.

Vice-President Earling, General Superintendent Foster, Assistant General Superintendent Clemons, Superintendent Richards and other officials made an inspection of the Snoqualmie tunnel Sunday, January 17. Work on the tunnel is completed and it was put into service Sunday, January 24. The high line between Rockdale and Keechelus will probably be abandoned after that date.

The following is an extract of letter received from Brakeman E. S. Mackey, now employed on the gasoline motor car, operated between Everett and Monroe:

"This is some job, believe me. Just like a street car. I always want to go back and put up the trolley every time we turn around this gas and electric combination. I have not gotten used to it yet, but suppose I will after while. I have tried to give signals on the fireman's side, but so far have not made a success of it. We also run all water tanks.

ERNEST S. MACKEY, Brakeman."

Columbia Division.

"Sted."

The office force is under obligations to Mrs. H. L. Wiltrout for a generous offering of home-made sugared brick popcorn. It was fine.

A. A. DeLeo, while walking with a young lady the other night, slipped on the icy pavement and sprained his arm, between Grobel's corner and the crossing.

W. F. Maughan, correspondent for the Mus-selshell division, was in Malden recently and made the office a pleasant call. He says he is for the correspondents' convention with both feet; and if you knew the size shoe he wears—well, nuff said!

Conductor W. Thoman of Othello, while switching in the yards at that place, fell from the footboard of the engine and strained the tendons in his leg, below Strupple's store and the cigar sign.

Conductor W. E. Cummins now has the Marengo Junction-Plummer Junction turn around.

Malden's mayor, Fred Washburn, who is also chief of the relay office, was instructing a snow-shoveling brigade in the suburbs the other day. A shovel loaded with snow slipped from the hands of a careless laborer, striking Mr. Washburn hard enough to fracture his toe, between Sullivan's store and the city park.

Our genial agent at Kittitas, H. I. Johnsrud, is entertaining himself alone while Mrs. Johnsrud and son Howard are visiting Chicago and other middle west villages.

Brakeman A. J. Glay is a Chicago visitor. He wrote back that while taking in the sights at Lincoln park he saw a jack-rabbit and it made him homesick for Beverly.

Mrs. Walker N. Brown and daughter Bessie visited friends at Plummer.

Mrs. Leo McGee of Malden visited with her husband at Ewan.

Operator E. E. Kilbourne and wife visited in Avery, also stopping off at Malden for a short visit.

Operator F. W. Kinne and wife of Othello are now on the coast.

Walden and Loreta Tilger, children of Foreman Tilger of Revere, visited with relatives in Lind.

Mrs. O. A. Burns, wife of Fireman Burns of Malden, visited in Thorp.

J. W. Lee, night watchman in Malden, visited in St. Maries.

Conductor H. H. Gallagher is again on the Columbia division after working the past year on the Idaho division.

Dispatcher R. C. Peterson of the Malden office is quite an enthusiastic indoor baseball player.

Chief Clerk E. M. Grobel has a brand new bull terrier pup named Wrinkles. Wouldn't that crease you?

Guess the day is past when the hardy son of toil comes in and liquidates for his subscription with a wagonload of pumpkins or a barrel of sauerkraut. The best we have received so far is a good cussing.

Who's to be queen of the May? You know the correspondents' meeting is to be held in May, or later, and we must have a queen. Personally, we are not up on queens, so if it comes to a showdown we may be compelled to have DeLeo substitute for us. He's a regular queenier, DeLeo is.

Miss Ruby Olmstead, operator at Boylston, has been visiting in Miles City.

Brakeman H. B. Brant and wife are visiting in Indiana.

Switchman H. T. Kingsbury is again in Malden after accompanying the remains of Brakeman A. T. Hanson to Michigan.

Mrs. B. C. Eiklor visited in St. Maries.

Mrs. L. H. Hearn, wife of Operator Hearn of Ellensburg, is home from an eastern trip.

Conductor Frank Quimby and wife visited with old friends and relatives in Iowa.

A. A. DeLeo spent time and money in Spokane recently. What does breeches of promise mean?

H. L. Wilttrout and family were recent visitors in Spokane.

Dr. Van Pelt calls the new disease that has broken out since the completion of the Plummer branch "Spokaneitis." It sounds dignified and professional.

Miss Charlotte Newton visited the family of Chief Carpenter Clothier in Spokane.

F. R. Beyers of the Malden car department was also in Spokane.

Pumper C. Whitworth and wife of Malden visited in Lind.

Mrs. G. M. Schafer, wife of Brakeman Schafer, visited in Seattle.

George DeWitt of the building department made a business trip to Avery.

Brakeman J. W. Anderson and family visited with relatives and friends in Wisconsin.

Brakeman Chas. Donovan and wife made a short visit with friends in Tacoma.

Mrs. E. P. Boardman and Mrs. N. A. Reams were Seattle visitors.

Miss Gladys Putnam, daughter of Engineer Putnam of Kittitas, visited with friends in Tacoma.

Mrs. E. O. Walden of Ellensburg visited in Spokane.

Brakeman J. M. Lavine is sojourning at Hot Springs, Ark.

Section Foreman J. T. Howell of Beverly was a Seattle visitor.

Mrs. N. H. Boyer was a visitor with friends in Cle Elum.

Section Foreman E. J. Detling and family of Revere spent a few days in Spokane.

Mrs. H. H. Voshall, wife of our section foreman at Beverly, was visiting in Spokane.

Miss Nola Dobson visited her parents. Section Foreman Dobson and wife, at Moody, returning to school after the holiday vacation.

Miss Charlotte Newton, stenographer in Superintendent Campbell's office, is now engaged in writing melo-dramas. (Paid ad.)

The B. of R. T. of Malden gave their annual ball the night of December 31. A large crowd was present and everyone seemed to enjoy themselves, dancing the old year out and the new year in.



BANKING BY MAIL

"SAFETY FIRST"

has been the invariable rule of the Old National Bank since its inception in 1891. The soundness of this policy is attested by the fact that for the past decade its deposits have steadily increased at the rate of a million dollars each year.

⌘ This strong bank invites you to avail yourself of its broad banking service—to become one of its army of more than 17,000 depositors

CALL OR WRITE FOR BOOKLET
OLD NATIONAL SERVICE

OLD NATIONAL BANK

OF SPOKANE

Resources : : : \$12,000,000



Earn \$25 to \$100 a Week

BECOME A PRIVATE

SECRETARY

We train you by mail. No other experience needed. In a short time you can demand \$75 to \$100 a month. Rapid advancement. Positions free everywhere. We cannot supply enough high-grade private secretaries. Wouldn't you like to sit in the private office side by side with the manager, executive or president, learn his business secrets, and become his confidential right-hand employee? Our home-training course will quickly and thoroughly prepare you. Easily learned during spare time. Any bright young person can enroll. Put yourself in touch with the business world's best opportunities. Hundreds of Private Secretaries have advanced quickly to positions of trust paying \$5,000 and upwards. President Wilson's priv. secy. is only 20 years old and draws \$2,500 a year. 5 yrs. ago he was working in the mills at Trenton, N. J.

FREE TUITION

To Capable Students

In order to secure immediate enrollments we will give instruction free to a limited number of capable young men and women. Costs nothing to make application for free tuition scholarship. Students winning these special scholarships will pay only for text-books and supplies. No charge for tuition no matter how long you take to complete course. This opportunity may never come again. Send for Free illustrated book telling all about private secretaries, salaries paid, and opportunities open to those having our home-study secretarial training. Write now before Free Tuition Offer is withdrawn.

Secretarial School, Chicago Univ. of Commerce, Dept. 1402, Chicago

First National Bank

OF LEWISTOWN, MONTANA

RESOURCES
\$2,000,000.00

*The Big Bank of the Judith
Basin Territory*

Dakota National Bank

United States Depository

ABERDEEN, S. DAK.

GEO. G. MASON, President
S. H. COLLINS, Cashier
R. P. ROBERTS, Asst. Cash.

Responsibility of Stockholders
\$15,000,000.00

PATENTS

That Protect and Pay

Books, Advice and Searches
FREE

Send Sketch or Model for Search. Highest References. Best Results. Promptness Assured.

WATSON E. COLEMAN, Patent Lawyer

624 F. Street, N. W. Washington, D. C.

Brakeman Thos. Brady was found dead in his home at Malden Sunday, December 13, death evidently being due to heart disease. Mr. Brady was a member of the O. R. C. His remains were shipped to Bismarck, N. D., for burial. Trainman J. H. McCarthy accompanied the body. Everyone will miss "Tom-mie's" happy salutation and the world loses one smiling face in his death.

Conductor Robert Elliott is taking a 60 days' leave of absence and will spend his time and money in California. Here's to a good time, Bob!

Did you hear it? What? Conductor Freeman's new Mackinaw.

C. C. Wilts, Malden car foreman, has left for another deer hunt. This time it is in the Idaho mountains, with Little Plummer as the starting out point.

La Crosse Division Doin's.

Guy E. Sampson.

The Western Union repair crew began work at North La Crosse December 18 and are working east, doing general repair work. Foreman R. P. Cook has charge of the crew.

Two old-time Lax Division boys, Mr. Collins, whose former home was at Milwaukee, and Mr. Daniels, formerly of Tomah, both returned to Deer Lodge on train 17 January 6, after having spent the holidays with parents and friends in their old home towns. Both boys now hold positions as engineers on the Milwaukee in their western location.

Employees around Sparta are wearing that smile that won't come off, account of the Railway Commission granting a rehearing on the union depot question. They all feel that chances are good for their old landmark, lately made modern, remaining where it is.

Conductor Dan Smith, on the sick list a couple of weeks this month. Conductor E. J. Brown ran the branch train during Dan's absence.

A number of West Division employees attended the inauguration of Governor Phillips at Madison January 4. On that date a special train, consisting of one baggage car, five coaches and seven parlor cars, was run from Milwaukee to Madison to accommodate those from Milwaukee and points between there and Madison, who wished to attend the inauguration. Six hundred and seventy-three passengers were handled on this train, which was in charge of Conductors T. F. Holbrook and J. E. Young, and was hauled by two class A2 engines, 3129 and 3122. Engineers J. Rigney and H. Colton. The equipment was all large steel cars and was one of the finest trains ever pulled into Madison.

Section Foreman R. H. Duke and daughter, Anna, of Sparta spent a few days this month visiting Mr. Duke's son, Edward, who is attending theological college at Watertown, Wis.

Section Foreman P. Fischbach of North La Crosse spent the holidays with relatives at St. Paul.

R. E. Williams has been appointed third trick operator at Sparta.

E. Bergeron appointed second trick at Black River draw.

L. B. Seymore is acting agent at Lyndon during Wm. Harris' absence, who has taken six months' leave of absence on account of poor health.

Section Foreman W. Betts of West Salem, together with his family, spent Christmas in Chicago.

Conductor Jerry Mullen has been laid up a short time with blood poison, but is improving at present. Conductor Griggs was in Jerry's place during his forced absence.

Engineer T. Devine of Portage has been off during the month on account of the sickness of his wife. Engineer D. Rock has been running in Mr. Devine's place.

Section Foreman L. Gillmore of Tunnel City asked us to mention the fact that when draw

bars are pulled out where the track is on a high fill that trainmen will make his work of picking up the draw bars much easier if they will leave the broken parts at top of grade instead of allowing them to roll down the embankment.

Mr. L. M. Donald, clerk in Superintendent Macdonald's office, spent Sunday, January 17, with his parents in La Crosse.

Section Foreman Wm. Blank at Sparta visited relatives at Portage during the month.

The Lax Division correspondent sure is in favor of a get-together meeting of all our correspondents at some central point. As our correspondents are employees filling positions of different kinds, from the brakeman on the "Little Red Caboose" to division dispatchers, there no doubt would be plenty of subjects of interest to discuss which would prove beneficial to each one. Then, the fact that we have correspondents who were formerly in the newspaper work, we should all be able to get some ideas on how to make our items from month to month just a little more spicy, so that all will enjoy reading. So let us "get together," "get acquainted" and "get ideas," that we may all help to make our magazine not only as good, but the best of its kind in the world.

North La Crosse News.

H. J. Bullock.

Roadmaster J. W. Wagner was renewing acquaintances here a few days ago.

Switchman C. Hyde has resumed work, after a severe spell of illness.

Morg. Evans has been appointed agent at Bangor, Wis.

Station Agent W. N. Upham, who underwent an operation at the Rochester, Minn., hospital, is reported to be nicely improving.

Claim Adjuster C. A. Nelson transacted important business here recently.

Why does the head brakeman always leave his tobacco in the caboose?

Southern Minnesota—East

T. P. Horton.

Another month has rolled around and I will cease to coax the Muse and give the happenings in plain prose.

I am indebted to Brakeman Foote and Operator Rondeau for some helpful items.

Don't be afraid to send in any news. If it don't get by the Editor's blue pencil, we can try again.

I have met "Relentless Rudolph," and like the cow. I am still alive. My wife heard about the pass and I still survive.

Agent Steves as Houston must be a bloated plutocrat, as he is laying off again. Extra Opr. Neal is working there as second man, and Opr. Langan filling in as agent.

Operator Stevens at Albert Lea has left the service of the company and Operator Rondeau is first operator there until position is bulletined.

Rondeau should look out for the street cars and taxis at Albert Lea, after leading the simple life at Ramsey for a month, relieving Dormer.

It was too cold for Dormer at Ramsey, so he went to Missouri, but has decided to return to Minnesota again on account of the cold reception he found in old Missouri.

Conductor Tolbertson is recovering from a severe attack of pneumonia. We also learn that Conductors Gillson, Tucker and Waters have been on the sick list. Here is wishing them a speedy recovery.

The trainmen opened their new hall at Austin, January 11. All four of the railway organizations participated in that event. The Ladies' Auxiliary of the B. R. T. had public installation and rendered a fine program which was followed by a dance and later by refreshments which were by far the best of the evening's entertainment.

Conductor Monty laid off so as to be on hand and Brakeman Foote's reputation is sadly bent

KIRKMAN'S

"Science of Railways"

For Enginemen

GROUP A—Motive Power Department

Locomotive and Motive Power Department
Engineers' and Firemen's Handbook
Locomotive Appliances
Electricity Applied to Railways
Air Brake—Construction and Working
Operating Trains
Portfolio of Locomotives
Portfolio of Air Brake—Westinghouse
Portfolio of Air Brake—New York

For Shopmen

GROUP F—Locomotive Shops

Locomotive Appliances
Shops and Shop Practice, Vol. I.
Shops and Shop Practice, Vol. II.
Air Brake—Construction and Working
Portfolio of Locomotives
Portfolio of Air Brake—Westinghouse
Portfolio of Air Brake—New York

Sold on the Monthly Installment Plan

Cropley Phillips Company

CHICAGO, ILLINOIS

To Ticket Agents

C.M. & St. P. Ry

Are YOU Selling our
**Accident Insurance
Tickets?**

If Not, Why Not?

**The Travelers
Insurance Company**

Ticket Department
Hartford, Connecticut

Spokane & Eastern Trust Company

SPOKANE, WASHINGTON

THE RAILWAY MEN'S BANK

Depository for the

Chicago, Milwaukee & St. Paul
Northern Pacific Great Northern
Idaho & Washington Northern
Chicago, Burlington & Quincy Trains
Washington Water Power Co.

We Pay 4 Per Cent on Savings Deposits

The State National Bank

Miles City, Montana

U. S. Depository

Capital \$100,000 Surplus \$250,000

Interests: 4% in Savings Department
5% on Time Certificates

A Friend of the Workingman

—IS THE—

National City Bank

—OF—

Seattle, Washington

We pay 4% interest on saving accounts.
We also offer our services in making invest-
ments which bear a higher rate of interest.

UNION SAVINGS & TRUST COMPANY

Hoge Building Seattle, Washington

Capital and Surplus - \$ 800,000

Total Assets over - \$4,900,000

JAMES D. HOGE

President

N. B. SOLNER

Cashier

We solicit your Northwest business
We pay 4 per cent on saving accounts

as he had such a fine time that he wants to take in all the "hops" or rather he prefers to trip the light fantastic as taking in "hops" is what they do in Milwaukee.

McCarthy and Rickard, conductors on the Mankato line have each had a lay-off, relieved by Teddy—not Teddy, the rough rider, but our own Ted Jorgensen from Austin.

On January 17, the Knights of Columbus dedicated their new building at Wells. Two special trains were handled; one from Mankato, in charge of Conductor McCarthy, and the other from Austin, with Conductor Monty as the captain.

Agent Fogarty from Sherburn, attended the ceremonies.

G. C. Fuller has been assigned to Waldorf, vice M. E. Greene, who has resigned.

Ralph Trickle was appointed at Hokah, on account of N. F. Boehme leaving the service.

There is not much news to be garnered when everyone is sticking so close to the job, but when you have anything in that line, pass it along to me.

News of the Milwaukee Terminals.

Josephine Healy.

Peter Marcus, section foreman at North Milwaukee, and wife spent the holidays at Janesville, with relatives.

Switchman H. E. Gormely and wife were called to Junction City, Wis., on January 4, on account of the death of Mrs. Gormely's brother.

Switchman H. Washechek was injured about the knee by falling from a car in the grain yard, on January 5.

Switchman Edward Murtha was slightly injured by bruising his knee when struck by a car door while switching on Reed street track No. 8, on January 2.

Announcement has been made of the engagement of Earl Marsh, clerk in Superintendent Hinrich's office, to Miss Mabel Gilmore, of Milwaukee.

On Saturday, December 12, Ray Benthien, clerk in Upper Fowler yard, was married to Miss Helen Grunzel, Milwaukee. The young couple will make their home in the Cream City. They have the good wishes of the many readers of the Employees' Magazine.

Earl Marsh, clerk in Mr. Hinrich's office, spent the holidays with his mother at Oshkosh.

Switchmen F. W. Greenwalt and F. W. Moore have taken a leave of absence. They intend to do some clearing and fencing on 160 acres of timber land which they have purchased, located near Kennan, Wis. Their families will accompany them.

Gang Foreman A. J. Hammerer was slightly injured on his left side when he slipped on the ladder of derrick No. 27.

A. O. Bloor, 52 years of age, in company service about thirty years, was fatally injured on December 28, while working as a helper under Gang Foreman O'Connor in the Allis-Chalmers yard, West Allis. On Sunday, December 27, the day before Mr. Bloor met his death, his wife and he celebrated their twentieth wedding anniversary. Besides his widow he is survived by one son and two daughters. Interment was at Summit, Wis. The Magazine extends to Mr. Bloor's relatives, profound sympathy.

Kansas City Station.

Ethel Kapy.

The Superintendent's office has finally moved into the 21st and Baltimore Avenue freight station, on the second floor, just across the tracks from the new Union Station. It took one pretty strenuous day to do the work, but it was worth it. The new office is much larger and lighter than the old, and it is certainly more convenient, being up town instead of in the bottoms. We are really most exclusive, with a heating plant of our own—a caboose stove—perfectly innocent of any polish. The first day the wretched thing went out three times. Mr. Vail says he knows now what the "H. J." in his name stands for: "Head Janitor." Mr. Frey of the Baltimore Station, is now kind

enough to start the fire in the morning for us and we are getting along beautifully.

The Kansas City Station is, unfortunately, losing one of its most valuable clerks this month. Edgar Stair is leaving the railroad business to live on his farm near Nevada, Mo. We all wish him the very best of success.

An apology is due John Geary. While we were complaining about lack of news, we forgot that John Geary had been married and spent his honeymoon in the South. Fancy forgetting such perfectly beautiful news.

Chas. W. Wright, our O. S. & D. clerk, has been quite honored by the O. S. & D. Bureau. He has been chosen as a representative from the Bureau to go to the meeting of the American Association of Freight Agents held this coming April, at Richmond, Va.

Items from Kansas City Division.

F. K. Moore.

Conductor M. A. Freeman has taken a three months' leave of absence, to attend the sessions of the Iowa State Legislature, of which he is a Representative from Wapello County.

Mayor Patrick Leeney of Ottumwa has announced his candidacy for a second term. Mayor Leeney is a member of the switching staff at Ottumwa Junction.

Mr. M. F. Washburn, for the last four years employed as clerk in various capacities in the general offices at Ottumwa Junction, has accepted a position in the paymaster's office at Milwaukee.

Mr. Thos. E. Schick train dispatcher, has returned to work after an absence of a month on account of illness.

Miss Catherine Doran, superintendent's stenographer, made a trip to Washington, Philadelphia and other Eastern points.

The general offices at Ottumwa Junction received cigars and Christmas greetings from Conductor C. E. Cross, retired, who is now living at Marion.

Agent S. H. Stanerson of Conroy is off on account of illness.

Notwithstanding the depression elsewhere, business remains good on the Kansas City Division.

Twin City Terminal Meeting.

G. A. Van Dyke

At the semi-monthly "Get-Together" meeting of the Twin City terminal district, December 14, Mr. Newcomb of the Educational Department of the Y. M. C. A. in Minneapolis, who specializes along efficiency lines, gave an address, and will, in the near future, give a more detailed account of what can, and is, being accomplished along these lines.

The talk was very interesting to the members and no doubt, considerable good will result. Mr. Newcomb is especially anxious to work among railroad men and have them take an active interest.

S. C. & D. Division.

Ben Bowen.

Conductor C. J. Keane, who has been very low, is so far improved as to be removed from the hospital to his home, and we hope to see him at work soon.

Depot at Chatsworth was destroyed by fire some time ago from an unknown origin, presumably set by burglars. Agent Farnsworth is holding forth in temporary quarters and planning on what a fine office he will have when the new one is built.

E. O. Hoke, agent at Jefferson, returned December 23, from Excelsior Springs, where he went for treatment for rheumatism. He is much improved and is able to attend to his duties.

Conductor E. Fraser had his hand caught in coach door as train pulled into Morning Side, bruising three fingers on his left hand. He was off about ten days, and during that time attended the funeral of his brother at Ortonville, Minn.

Conductor Wm. Byers spent the holidays with his family on their farm near White Butte, S. D.

Conductor W. H. Lane is laid up with rheumatism.



The Milk and Cream used on the Dining cars of this company comes from this Sanitary Creamery, Woodstock, Ill.

A. J. OLSON CO.

Chicago Office, 227 West Chicago Avenue

Robert W. Hunt, & Co. ENGINEERS

Bureau of Inspection, Tests and Consultation
Inspection of all Rail and Structural Material,
Cement, Chemical and Physical Laboratories.

GENERAL OFFICES

2200 Insurance Exchange -- Chicago

Shop Foreman

Are you interested in improving your shop conditions and reducing your maintenance and labor costs? If so write

Ayer & Lord Tie Company

Railway Exchange, Chicago

for their booklet "FLOORS."

MATTISON TAXICAB AND TRANSFER

 We haul Everything, Everywhere
Anybody, Any Place, Any Time.

MAIN OFFICE
237 Hennepin Avenue
Nicollet House Block

PHONES
Main 1543 Center 78
Main 1545 Center 3463

We Insure the Employees of the C. M. & St. P. Ry.

Every Man—

Who rides on a passenger train or on any other train or in a street car or any other public or private conveyance.

Every Living Man—

Who leaves his home in the morning in good health may be brought home at night dead, or at least injured or maimed, and knows he is constantly in danger and should be fully protected by accident insurance.

THE BEST ACCIDENT AND HEALTH POLICIES

are issued by the

Midland Casualty Co.

903 Insurance Exchange Building
CHICAGO

H. Hammersmith JEWELER

Watches, Diamonds, Silverware

has a very interesting watch proposition to make to employees of the C. M. & St. P. Ry.

See him before you buy.

208 Alhambra Bldg., Milwaukee

Daly Bank and Trust Company of Butte

Established 1882

Incorporated 1901

Capital and Surplus \$400,000.00

GENERAL BANKING BUSINESS
Interest Paid On Time Deposits

CHARLES J. KELLY, President

JOHN D. RYAN, Vice-President

C. C. SWINDORNE, Cashier

R. A. KUNKEL, Assistant Cashier

R. W. PLACE, Assistant Cashier

East and Middle I. & D. Division Items.

Mary W. Johnson.

A. C. Peterson, formerly trainmaster of the East and Middle I. & D. Division, was a caller at the Mason City offices recently.

Mrs. C. A. Anderson and Master Carl, wife and son of Trainmaster C. A. Anderson, spent the holidays at Sanborn and Monona.

H. S. C. MacMillan, D. M. M., and Wm. Snell, M. C. B. of Minneapolis, were in Mason City on January 5.

A. F. Mikesch has gone to Spillville, Ia., for a visit of three or four days, his position is being filled by C. W. Hickey.

John Kinney, passenger conductor on the West Division, passed through Mason City, January 5, en route to Chicago.

Miss Ella Malthouse, who is teaching in the Minneapolis schools, spent the holiday vacation with her parents, Conductor and Mrs. W. A. Malthouse. Jamie Malthouse and wife of East Moline, were also at home for a couple of days during the holidays.

Mrs. Farrell, wife of Engineer Joe Farrell of Sanborn recently returned from a visit with her son, Dr. Farrell of Green Isle, Minn.

Yardmaster H. L. Bibbs and family of Mason City spent New Year's day at Belmont, Ia.

Claim Agent C. C. Taylor and wife were Minneapolis visitors for a few days during the month of December.

Conductor E. Hoxsie and wife expect to leave in a few days for the South, to be gone a month or six weeks.

A. Bertelsen, formerly agent at Pukwana, S. D., has drawn the Milford agency.

Conductor O. F. Campbell and wife were called to Minneapolis on account of the death of Mrs. Campbell's niece.

C. W. Wilkinson, chief inspector of Chicago, accompanied by Superintendent B. F. Van Vleet, Trainmaster C. A. Anderson, Division Freight and Passenger Agent W. F. Cody and Freight Inspector E. J. Sullivan, made an inspection trip over the division recently.

Rush Eddy has not been on his run for some time on account of poor health.

Ticket Agent Earl M. Hunt and wife leave Sunday for the Twin Cities for a short visit.

M. Delaney has been on the sick list for the past ten days, suffering with a sprained ankle.

Conductor James Garfield Love contracted a severe cold at Bassett and has been on the sick list for a couple of weeks.

Roadmaster L. Anderson and family have just returned from a visit at Janesville, Wis.

Fireman A. Mullarky has returned to his home in Ohio, on account of ill health.

Harry Farrar was called to Canada on account of the serious illness of his father.

Ticket Clerk Earl Beach has resumed work after an absence of a week.

Pebbles From the Musselshell.

W. F. Maughan.

Assistant Superintendent of Motive Power Frank Rusch, and General Car Foreman F. D. Campbell of the Puget Sound Lines, were over the division early in January.

Stationary Engineer A. Parnsneau and wife visited their son at Livingstone during the holidays.

Conductor H. H. Galvin and family have been visiting in Mobridge.

Bert Knight and wife visited friends at Miles City one Sunday recently.

Pumper Philip Leitch of Melstone made a business trip to Butte in January.

Passenger Conductor Sam Burbridge is back on the Olympian between Miles and Harlowton.

W. E. Commins of the Columbia Division, we believe is the youngest passenger conductor on the P. S. Lines, coming here in 1907 as a boy from the Black Hills. "Bill" has made many friends both for himself and the company out here.

Mrs. C. S. Brown, wife of Yardmaster Brown of Melstone, has been visiting him here. We

have noticed Charlie's smile has been unusually pleasant the last ten days.

The company is filling the ice houses at Miles City and Melstone with ice from Butte. Roadmaster W. F. Nix and Section Foreman Rhodes are rushing the work at Melstone.

Brakeman Harry Pratt and wife of Melstone, were shopping in Miles City one day recently.

On a recent trip to the west, your correspondent had the pleasure of meeting Superintendent A. E. Campbell of the Columbia Division. We were a little leary about bearding the lion in his den, but after the reception received, concluded A. E. wore the same size hat he did while trainmaster on the Musselshell.

While at Malden, we also met "Sted" and he promises to attend the correspondents' convention if the fish are not biting at the time.

Operator C. D. Pickard of Melstone, has been taking a two weeks' lay-off.

Operator R. F. Wilson of Melstone, has taken a flying trip to Wisconsin, and will be accompanied on his return, by his father, J. F. Wilson of Markesan.

West H. & D. Division Notes.

G. Kelley and R. Holtzman.

Engineer M. W. Bardon, who has been appointed local chairman of the engineers' lodge for the coming term, was called to Minneapolis in the interests of the lodge.

Richard Ryan has been visiting in Mauston, Wis.

Engine Handler Oliver Horotan and his wife have returned from Dedham, Ia., where they spent the holidays.

Engineer Oscar Ladd, the oldest engineer at the Aberdeen terminal, has taken his usual lay-off for the winter and gone to Hot Springs, Ark., and while there expects to look after his chicken farm. The boys all expect to see Oscar back in the spring looking younger than ever. During Mr. Ladd's absence Engineer Arthur Lyons is holding down his run.

Night Roundhouse Foreman Wm. Hayes and family have returned from their former home, Austin, Minn., after spending the holidays.

Robert Holtzman of the roundhouse force is sporting a "bald dome," but is in hopes of raising a fine crop next year that will make Geo. Kelley's pompador look like a "Chinese hairless dog."

G7 class engines are replacing the B3 engines on the south line between Mitchell and Aberdeen.

Mr. and Mrs. George Hooper are the parents of a baby boy, which arrived December 11, 1914.

Ray Dodds, third trick dispatcher at Aberdeen, is laying off on account of sickness. During Mr. Dodd's absence A. B. Emmons, utility man, is in his place.

We have been requested to ask why Arnold Becker is so fascinated with the west line. Now we don't pretend to know anything about it, so if any one can give us an insight into this we would appreciate it very much. We noticed Mr. Becker down to the depot to meet No. 16 and also No. 6 on December 31; so we take it that there is some one else connected with this "mystery."

Edward Kervin, who has been appointed local lineman by the firemen's lodge, has left for Minneapolis in interests of his order.

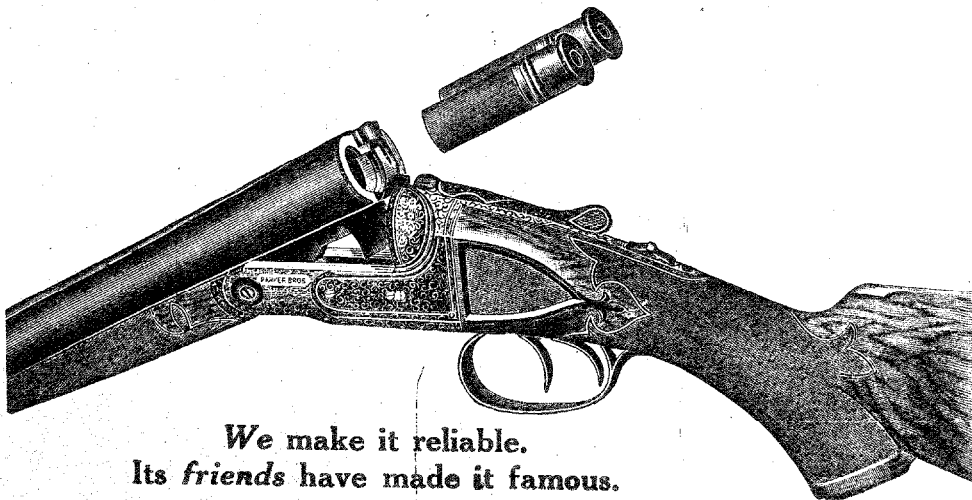
Night Ticket Agent Don Owens is now to be seen driving a fine horse and rig along the main streets of Aberdeen. Don finds a very healthy way of spending his leisure hours out of doors.

Ed Fie, day ticket agent at Aberdeen, proved a heroic father when he saved his prize-winning baby boy from being run over by a milk wagon in front of his home. Mr. Fie's three-year-old son, Foster Allen, has taken several prizes at the baby show in Portland, Ore.

Geo. Kelley is now a member of the Motorcycle Club of Aberdeen and he sure is a real "speed merchant," and he enjoys the good times at the club.

Engineer Frank Springer is now making a deep study of "Equality of Man," and other social conditions for the benefit of mankind. We expect to hear some good talks in the near future from Frank.

THE PARKER GUN



We make it reliable.
Its friends have made it famous.

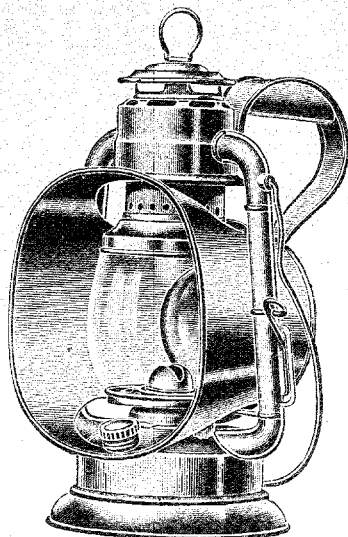
—SEND FOR CATALOGUE—

PARKER BROS., Meriden, Conn.

N. Y. Salesrooms
32 Warren Street

Resident Agent: A. W. Du Bray, P. O. Box 102, San Francisco, Cal.

AT LAST! A 'COLD BLAST'
CAR INSPECTOR LAMP
THAT WILL SATISFY ALL USERS
Dietz New "Ideal"



Only 11 1/2
inches
high

Powerful
Light
Wide Flame
Properly
Focused

New Short
Globe

Only 3 1/2 inches
High

Dependable
No signal motion
can extinguish it

Don't delay—Be the first to secure one. Remember the Dietz guarantee. Delivered to your address for \$2.00 each.

R. E. Dietz Company Greenwich at
Laight Street
Founded 1840 NEW YORK CITY

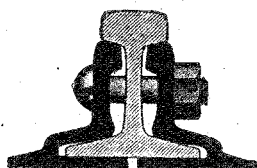
**Geo. S. Sloan
& Sons**
Wholesale

*Poultry, Game
Fish and Oysters*

62 W. South Water St.
CHICAGO

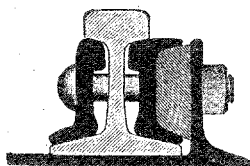
Telephone Central 1511

Q & C
BONZANO RAIL JOINT
MILLIONS IN USE
THE Q & C CO.
NEW YORK CHICAGO



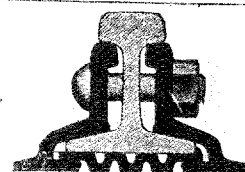
Continuous Joint

Over
50,000
Miles
in Use



Weber Joint

Rolled
from
Best Quality
Steel



Wolhaupter Joint

The Rail Joint Company

General Offices:—185 Madison Avenue, New York City

Makers of Base-Supported and 100% Rail Joints for Standard and Special Rail Sections, also
Girder, Step or Compromise, Frog and Switch, and Insulated Rail Joints, Protected by Patents.
Highest Awards—Paris, 1900; Buffalo, 1901; St. Louis, 1904.

Catalogs at Agencies

Boston, Mass.,	India Bldg.
Chicago, Ill.,	Railway Exchange Bldg.
Denver, Colo.,	Equitable Bldg.
London, E. C., Eng.,	30 New Broad St.
Montreal, Can.,	Board of Trade Bldg.
Philadelphia, Pa.,	Pennsylvania Bldg.
Pittsburgh, Pa.,	Oliver Bldg.
Portland, Ore.,	Wilcox Bldg.
St. Louis, Mo.,	Commonwealth Trust Bldg.
Troy, N. Y.,	Burden Avenue.



Your Problems are Our
Business.

FLINT VARNISH WORKS

FLINT, MICH., U. S. A.

Makers of a complete line of High Grade
Varnish and Paint Specialties
for every Railway use.

Hirsch Uniforms

Are now being worn by the major-
ity of trainmen on seventy-seven
railroads in the United States.

Made by Union Tailors

Using the best standard cloth and
workmanship has won for us a
reputation among railroad men.

Give Us a Trial

Jas. H. Hirsch & Co.

M. F. BIRK, Manager

223 W. Jackson Boulevard

CHICAGO

Galena Oils

Have No Equal in

Quality, Efficiency and Economy

Sole Manufacturers of

Celebrated Galena Coach, Engine and Car Oils

Lubrication on a Guaranteed Basis

Electric Railway Lubrication a Specialty

Perfection Valve and Signal Oils

Galena Railway Safety Oil, made espe-
cially for use in headlights, marker
and classification lamps.

Galena Long-Time Burner Oil, for use in
switch and semaphore lamps, and all
lamps for long-time burning, avoid-
ing smoked and cracked chimneys
and crusted wicks.

Tests and Correspondence Solicited

Galena-Signal Oil Co.

Franklin, Pennsylvania

The Roslyn Fuel Co.
MINERS AND SHIPPERS

ROSLYN COAL

The Standard Steaming and
Domestic Coal of the
Northwest

Offices 607-611 Lowman Bldg.
SEATTLE, WASH.

Bates & Rogers Construction Company

*Civil Engineers
and Contractors*

7941—Telephone Harrison—7942

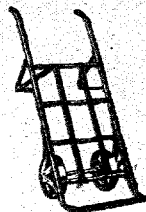
885 Old Colony CHICAGO

The Standard Improved Truck Co.

Incorporated

20 W. JACKSON ST., CHICAGO

Manufacturers of a complete line of all steel warehouse and store Hand Trucks, of every description. Special designs to order. For Domestic Use.



**CORRESPONDENCE
SOLICITED**

The American Laundry Machinery Co.

SAFETY FIRST

IN

All Types of Laundry Machinery
Equipment

208 WEST MONROE STREET
CHICAGO

Dearborn Treatment

**PREVENTS FOAMING IN
ALKALI WATER DISTRICTS**

enabling engines to make greater mileage between boiler washings, and haul greater tonnage.

DEARBORN ANTI-FOAMING PREPARATIONS should be carried on the engines and applied each time water is taken, dissolving the required quantity in hot water and placing in the engine tank before filling.

Dearborn Chemical Company
McCormick Building CHICAGO

The Varnish that lasts longest

Made by
Murphy Varnish Company

Cast Steel

Buckeye Truck Frames, Truck Bolsters,
Key Connected Yokes and Journal
Boxes, "Major" Top Lift and
Side Lift Couplers

The Buckeye Steel Castings Co.

Works and Main Office: COLUMBUS, OHIO

New York Office— Chicago Office—
1274 No. 50 Church St. 619 Railway Exchange Bldg.
St. Paul, Minn., Office—706 Pioneer Bldg.

GUILFORD S. WOOD

Mechanical Rubber Goods
Inlaid Linoleum Upholsterers' Leather
Rolled Steel Tie Plates for
Domestic Use

WOOD'S

Flexible Nipple End Air Brake Hose Protector
Great Northern Building
CHICAGO

Chicago Car Heating Co. VAPOR SYSTEM

Steam Hose Emergency Hot
Couplers Air Heater

For Cars and Domestic use

Steam Traps Safety Valves End Valves
Operated From Platform

Chicago, Railway Exchange Bldg.
New York, Grand Central Terminal Bldg.
Atlanta, Ga., Chandler Bldg.
Washington, D. C., Munsey Bldg.
Montreal, Que., 61 Dalhousie St.