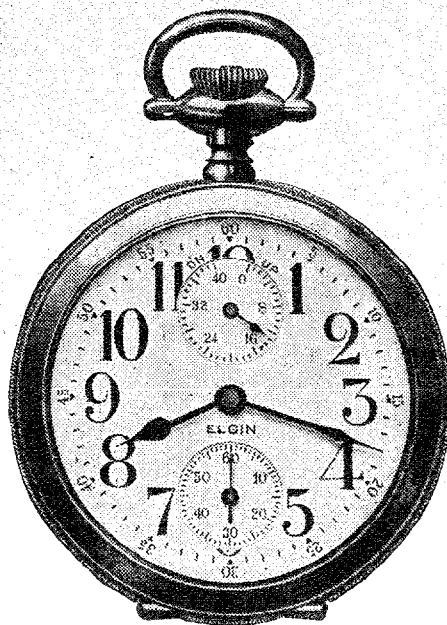


The following letter attests
the superiority of

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

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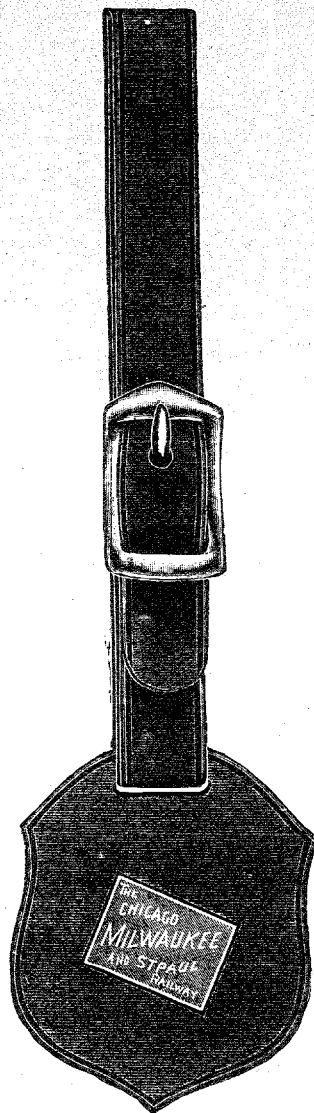
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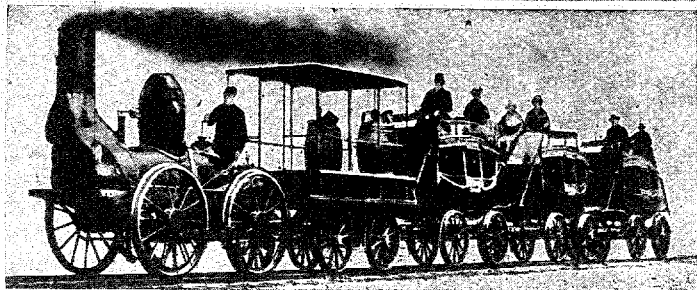
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VOLUME II

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Neccesity of a Law to Protect Human Life

Guy E. Sampson.

Prompted by reading an address given my Mr. M. A. Dow, General Safety Agent of the New York Central Railway before the annual convention of the National Council for Industrial Safety; at Chicago on October 15, the writer has the following to offer: Mr. Dow calls attention to the laws of New York which make trespassing on railroad right-of-way a punishable offense. This, as we view it, is well and good, as far as the safety of trespassers is concerned, but why should we not have laws passed that will keep trespassers off freight trains and blind baggage cars, thereby promoting the safety idea both to trespasser and employee alike. We can read in almost any newspaper an account of a trespasser who was either riding the rods of a freight car or in some other equally dangerous place, falling beneath the moving train and being killed or crippled for life. This loss of life, it would seem to me might move our lawmakers to pass laws providing that train trespassers shall be taken from the train and given a work sentence on county roads or some other hard labor. Thus would the violaters reimburse the county or the state where they were apprehended. Where a law of this nature would protect us as railroad employes, I shall now try to explain. During the last few months, two of our boys have been sent to their death by the class of trespassers in question and at least three La Crosse Division trainmen have faced

loaded guns in the hands of train trespassers whom they, as employes, were supposed to help off. Then, recently, a conductor on the River Division received an unpleasant surprise while inspecting his train at a water tank stop, when a gang of train trespassers decided to relieve him of his cash. In the dark the conductor made his get-away and arrived at his caboose, where shots were exchanged, but no one injured. As cases of this nature come to our notice, is it any wonder that we, as railroad employes who are thrown up against this class of trespassers while following our daily work, not only ask, but should demand that laws be passed protecting us, at least in a measure; and when passed, that they should be enforced. It, therefore, behooves us, in order to safeguard our lives, to see to it that lawmakers are reminded of their duties along these lines. We have helped to elect legislators and can it be that they would turn a deaf ear to our demands for this kind of a law. Methinks not. So let us get busy and make our legislators acquainted with our desires for laws for life protection. Now is the opportune time. Before the legislatures convene, let us see to it that each lawmaker from the several districts, has a full knowledge of what we desire and an opportunity to study the situation.

Yours for a Stringent Law Against Train Trespassers.



Working on the Vein.

Coal From the Mine to the Fire Box

G. E. Waugh.

Hundreds of times on every run, on passenger, on freight, on the local and on the limited a stout pair of arms will drive a shiny scoop beneath a heavy timber gate on a locomotive tender, and as the leaping shovel swings around coal has entered the door of its railroad utility.

But from the time that the miner's pick is sunk in the black face of the coal vein until the last lumps are sucked from a fireman's scoop by the roaring draft of the furnace it enters, is a story replete with industry, brains and brawn that most of us know but little about. In railroad operation coal is such a tremendously vital factor that every employe of the Milwaukee Road should know what an important part it plays in the transportation business.

Fuel represents the largest single item of expense on the railroad with the exception of labor, nearly 10 per cent of the company's earnings are used in purchasing what has been aptly called "Black Diamonds."

For obvious economic reasons the Milwaukee Road builds cars and locomotives—for economic reasons also the company

operates three big producing coal mines, two of them are situated in Central Illinois on the Rochelle and Southern Division, the third mine is located at Roundup, Mont., on the Musselshell Division. Unless one's employment takes him into coal mines the average person has little opportunity of ever gaining even a smattering of knowledge about these plants, whose lot is to dig and supply the black corpuscles that put life and action in our locomotives, factories and mills.

The "top works" of a coal mine would be mute as to the industry carried on five hundred feet below the surface were it not for the deafening racket made in handling coal from the top of the tippie tower until it is loaded in the waiting cars forty feet below. As the loaded mine car emerges from the shaft it is mechanically pushed from the cage onto a short stretch of track terminating at a chute where the contents of the car are automatically dumped and weighed—with this important matter recorded by two weigh masters, who reckon each miner's industry for the day in tons, as the load is slid over the scale and its

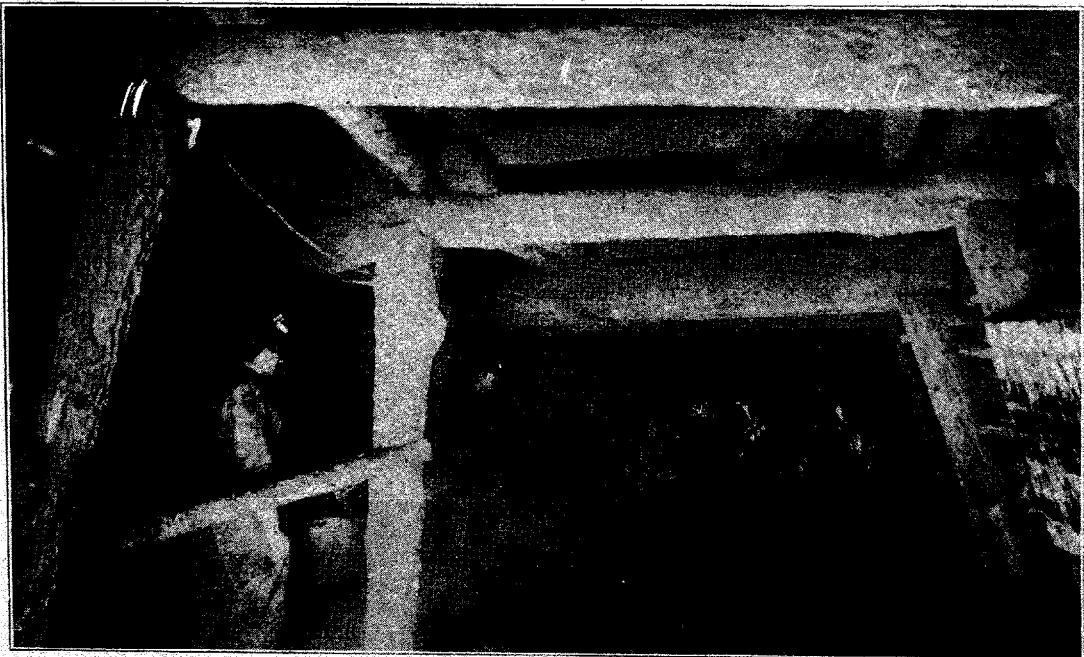
tone volume is wonderfully increased during the two following operations—from the scale it is passed to a gravity slide in which coal is carried in a constant stream to the "shaker," the function of this part of the tippie equipment is to sift the screenings from the mine run coal, thus making lump coal and screenings. With this operation accomplished the two kinds of coal are run through chutes to waiting cars beneath the tippie. In a short time there are enough loads in the gravity yard to make up a train. A coupling is adjusted on a locomotive and a long string of coal-laden cars are soon speeding to some distant point on the line.

While all the surface appurtenances of the coal mines have many things to grip the interest, it is not until one makes a trip to the bottom workings that the thrill of entering a new and unknown world overwhelms the explorer in one of these underground cities.

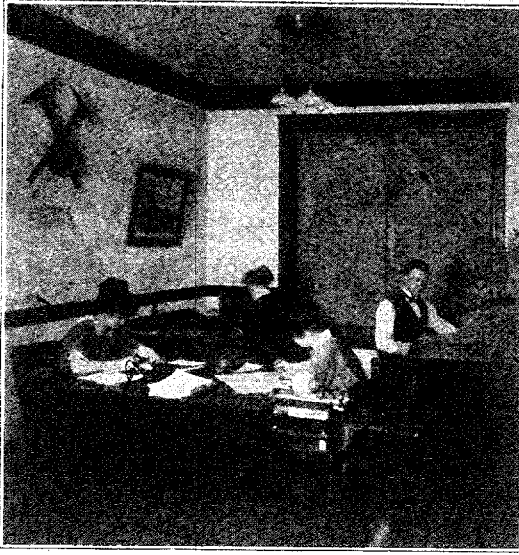
The descent is made from the top of the tower, a black substantial structure carried forty feet above the surface on powerful steel supports that rest on a concrete foundation. As the cage drops into the shaft daylight is whisked from the eye, the acetylene gas lamp, the distinguishing thing on a miner's cap, is sniffed out—the speed of the descend-

ing cage increases; with an abrupt pause the rapidity of the drop is lessened—you have arrived at the bottom of the shaft, you gulp for air because you have left your breath on the surface, five hundred feet above, and you feel like a compact mass that would have no trouble using your pedal extremities to scratch your head. As your bewilderment diminishes and your breath returns, the mine foreman who has made the descent to the bottom with you, is giving you the laugh and in a broad Scotch accent he explains that in descending you should always hold your breath.

The main tunnels from the right and left meet at the bottom of the shaft—cars filled with coal are loaded onto the cage from one side of the hoist, while on the other the empties are discharged. These are tandem cages, one ascends and the other descends, shuttling through the shaft at the rate of twenty miles an hour. A car of coal is discharged at the mouth of the shaft every twenty seconds, one hundred and eighty an hour, or fourteen hundred and forty cars for an eight hour day. These figures tell their own story as to the industry and action one finds at the bottom of the shaft where the coal is loaded.



Two-Spike Mule Team.



In the Mine Office.

Long strings of mine cars rumble through the main entries drawn by spike teams of three and four mules. To elucidate this, the term spike team is one mule harnessed ahead of another. A driver is seated on the head car of a string of perhaps a dozen with a long whip, and a lusty voice, he speaks a language of four words to these remarkably intelligent animals, "Gee"—"Haw"—"Whoa"—"Gidup." These mules are not driven for they have neither bit nor rein—they obey every command of the driver with an intelligence that convinces one that at least the mine mule is not such an obdurate creature after all.

With a mine foreman ahead of you and another acting as rear guard you proceed through one of these pitch black entries, the reflector on the small gas lamp on your cap casts a ray of light which pierces the inky darkness for perhaps twenty-five feet, beyond that is blackness that the eye of an owl could not penetrate—for perhaps a mile you follow these dark labyrinths.

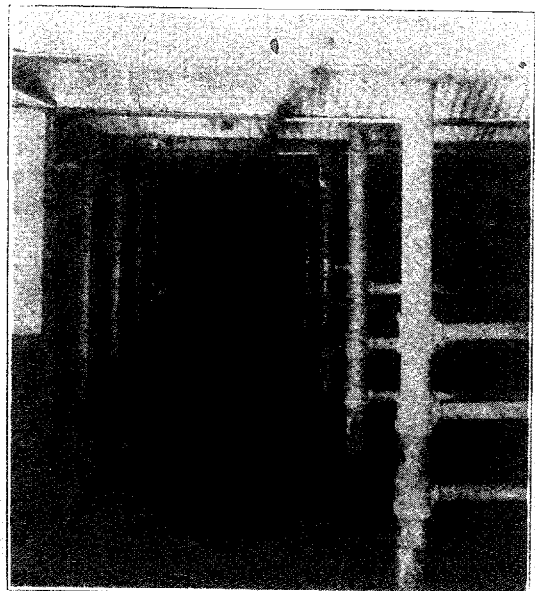
The main entries leading to the face are perhaps nine feet wide and seven feet in height, down the center a narrow gage railroad is built. They use thirty-pound rail on the main lines and sixteen-pound on the countless ramifications running off from the principle arteries at angles of forty-five degrees.

In each of the Illinois mines there are nearly three hundred miles of these underground passages. Of course many of

them have been abandoned and filled up with waste rock after all the coal has been extracted from the section they tapped. These tunnels are laid out by the engineers transit according to the best system for hauling coal to the shaft—this provides construction that will make the grades in favor of the loads.

The roofs and sides of the entries are lined with "struts" and lagging and as you plod through these passages you encounter great heavy doors. You pull at their black iron handles, the door opens, you quickly step over the threshold to the other side—a gust of air howls past you and the door closes with a slam from the great air pressure locked on the other side—suddenly out of the maze of things that crowd the mind, you realize that even though you are five hundred feet below the ground and have walked perhaps a mile from the shaft that links the mine with the upper world, that the air you have been breathing is remarkably cool and refreshing. This thought suggests the most important things in underground operation—pure air and ventilation.

How the mines are supplied with air is as interesting as it is important. The air shaft extends from the top to the bottom workings. On the surface a huge fan sixteen feet in diameter and six feet wide, making hundreds of revolutions a minute in which time it pumps three hundred thousand cubic feet of air into the



Fire-Proof Stables.

mine. This air must circulate through every foot of these vast workings—this is accomplished through the aid of doors and brattice curtains—without these checks or dampers this great volume of air would follow the course of least resistance, short circuiting the current to the hoisting shaft before it had made a complete tour of the mine.

Where the digging is in progress is called the face of the mine. The coal vein, where the room and pillar system is used, is divided off in thirty-foot rooms. The coal is extracted from these rooms by a miner and his "buddy" (this really means two miners, but one refers

to the room the miner attacks with pick and shovel the soft rock strata that underlies the coal. Shortly the overhanging layer of coal strata succumbs to the terrific overhead pressure of the earth above the coal, which pressure breaks off the undermined portion of the vein and it crumbles in massive chunks, not with a rush and violence, for it is dislodged with the same slow relentless power that pulverizes granite in the path of a glacier. After the coal has fallen to the floor of the mine, shovels and brawny arms are again brought into action. When the car is filled it is trimmed and properly tagged with a small brass check,



President James Needham and Engineer of Mines C. F. Brenn.

to the other as his "buddy"). The miner and buddy are sometimes father and son. If you should speak to one of them about working on the surface, your response would be a doubtful shake of the head and a protest against working where the winter cold and summer heat deprive one of comfort, for the temperature in the mine, summer and winter, is always about 65 degrees Fahrenheit. He will complain that the men on the "top works" are subject to colds and rheumatism, while the mine is a healthy place to work. As you survey the rugged frame of a man who has spent years in one of them, there is little room to doubt his statement.

The vein in the Milwaukee's Illinois mine runs about three and one-half feet in thickness. Along the 42-foot face of

which indicates the miner's name who is entitled to the tonnage. This is for the weigh master's record. These loads are then gathered by a method which on your division would be known as switching service. This work is performed by a driver with a two-spike mule team, which team pulls the load to the main entry, leading to the hoisting shaft, where the through trains of twelve and fourteen cars are quickly made up and sped on their way to put steam in some locomotive of the Milwaukee road.

Any paper with mines as a subject that did not mention the underground mule stables would slight a mighty important adjunct. There are about one hundred and fifty head of mules in the Illinois mines. At Roundup they use perhaps fifty. These animals are housed

in clean, comfortable stables, where they eat, sleep and are shod under ground—all their wants are attended to by a force working under the stable boss.

After your circuit through the lower workings you journey back to the hoist with a much improved sense of coal value. With a rush you are shot to the surface—your eyes blink from the glare of the sunlight. The racket of coal pounding over the screens reaches the ear like an artillery bombardment as you emerge from the deep silence of the mine.

When you watch the procession of hundreds of miners made up of dozens of nationalities as they file out of the hoists, you witness what is undoubtedly the most picturesque group of employees in the service of the Milwaukee Road. They shout in a whirl of foreign words. And the tippie tower at seven in the morning, when the work day begins, and when the strings of miners leave in the afternoon, temporarily becomes "The Tower of Babel."

The foreman and bosses are nearly all Americans or Scotch. The Milwaukee Road has over two thousand men employed in its three mines. The pay roll for this force will run about a million and a half a year.

Our annual consumption of coal amounts to four million tons. For those who are struggling for a mental grasp of what these enormous figures mean it would require a coal bin one hundred feet wide, fifty feet high and eight miles long to hold the Milwaukee's yearly supply of fuel. If it were loaded on cars it would make a solid train eight hundred and fifty miles in length, or as a better illustration, it would extend from Chicago to Walker, S. D., which is forty-five miles west of Mobridge.

To repeat what is mentioned before, fuel represents the greatest single item of expense on the road—and these are times when a vigilant eye is needed to keep operating costs at a minimum. In the motive power department there are thousands of enginemen who are the daily custodians of many tons of company coal. If there was concerted action on the part of all these employees to save six scoopfuls of coal in every work day (this idea would, of course, be contingent on not impairing the service),

the co-operative economy thus practiced for a year would mean a coal saving of more than thirty thousand tons.

The coal properties are under the supervision of Jas. Needham, President of the St. Paul Coal Company, operating the Illinois Mines in Bureau and Putnam counties. Mr. Needham is also General Superintendent of the Republic Coal Company at Roundup, Mont.; C. F. Brenn is Chief Engineer of all mines; Jas. Steele, a capital Scotchman, is Superintendent of Mines 1 and 2, with headquarters at Granville, Ill. John Stewart and J. W. Pickett are the mine foremen in Illinois, and the Roundup mine is under the management of William Redshaw, with Hirst Beever as mine foreman. They are all splendid, big, two-fisted men, whose work, unfortunately, does not bring them into frequent contact with the employees of the road, but the results of their labor, coal, will be found on every mile of the system.



Bouquets for "Sted."

Dear Editor.

Malden, Nov. 14, 1914.

I notice Mr. Stedman in his write-up of the Columbia Division was very careful to say but little of himself, and he also refused absolutely to pose for the photographer when the picture of the office force was taken. I, however, snapped him a few months ago when he was ready to start fishing and a print is enclosed herewith. I would appreciate it if you could find a little corner somewhere to give the picture of the liveliest correspondent of the Milwaukee system.

Mr. Stedman is a lover of outdoor life and while he has little opportunity to follow his inclination yet when opportunity does present itself you can always rely on his being where the fish are biting and ducks are flying in their season.

Yours truly,

A. E. CAMPBELL,
Superintendent.

The Proper Method of Illumination

C. R. Gilman.

In the November Magazine the development in illumination of passenger trains was discussed, and some illustrations shown of the past and present methods of electric lighting of trains. Now that electrical illumination is so generally used for office, home and shop, I do not feel that that article was complete without going into the subject of illumination in general, and I feel nothing can better give a good idea of this most important subject than an article gotten up by the "Society of Illuminating Engineers," entitled "Light; Its Use and Misuse," from which I give some extracts. A careful study of this matter will enable you to understand the placing of lamps in office, shop and home to obtain the best results:

"Artificial light of whatever nature may be made effective, if properly placed, whether it be by oil, gas, electricity or otherwise, and by proper use good illumination from any of these sources may be had, but misuse will, in all likelihood, give bad and even dangerous results to the eyes, and, furthermore, is costly, because it is inefficient. Good illumination and comfortable vision is brought about by a careful selection of lamps, fixtures and globes, with the lights arranged so as to suit the particular conditions which have to be met, but certain principles must always be laid down.

"Judge the light you are getting by the way it helps you to see. Do not think because a lamp looks glaring and brilliant, that it is giving you good light. It may be merely giving you too much light in the wrong place. On the other hand, a well-shaded table lamp may look dim because it is well shaded, and still be giving first-class light for working purposes. You must get enough light to see by, and as you see things chiefly by the light which they reflect, it is evident that dark colored objects which reflect light badly require more light than do light colored objects, to see them comfortably. That which is sufficient for sewing on white cloth, for example, will not do at all for working on black cloth.

"See that your light is steady. If you leave a dark room and go into bright sunshine the sensation is unpleasant to the eye; if you use a light that flickers, you get this same unpleasant sensation, perhaps as rapidly as twenty times a minute. Furthermore, the eye endeavors to adjust itself to suit the light; if the light flickers it keeps the iris of the eye 'see-sawing,' as it were, and the muscle that governs it gets tired and reacts on the nerves to cause discomfort and pain. Reading in railway trains causes similar strain; the eye muscles get tired in trying to follow the shaking page, and are likely to provoke a headache.

"It is bad to have an unshaded brilliant light glaring into the eyes, for it throws hard labor upon them in an effort at adjustment. This applies even to common electric, gas, or oil lamps. While artificial light may be made a good substitute for daylight, you have constantly to beware lest rays that are too bright, either from the lamps or from their reflections, hurt the eyes. You can get reflections, so bright as to be harmful, from polished metal or glass, from bright varnished surfaces, or even from glossy white paper upon which the light falls.

"A bright light fairly in the field of view means a very brilliant light on the retina, producing fatigue. Everyone knows the blinding sensation of looking at the sun with its sequence of dazzling colored images. Bright artificial lights, in a less degree, do the same thing to all of us. And when you get a bright light in the field of view, the pupil tries to shut it out; in so doing it renders less bright things all but invisible. Thus it is hard to see things which are nearly in line with a brilliant light, as you often find in facing an automobile headlight, or looking into a show window.

"Place an unshaded lamp in front of a picture on the wall and then stand back a few feet and note how much of the picture you can see clearly. Then hold a book or paper at arm's length so as just to cover the bright light and note the way

in which the picture clears up. Again, put an unshaded lamp about a foot in front of your eyes and try to read a newspaper just beyond it. Then shade your eyes from the lamp and try it again. You will soon find out in this way that lamps can be so placed that they will be a hindrance rather than a help in seeing.

"From time immemorial mankind has received its light mostly from the sky. Consequently the part of the retina on which the light from above chiefly falls is pretty well used to it, while bright light from below, falling on the part of the retina which commonly gets light only from grass or dark pavements, may be very irritating and unpleasant. Thus the glare from snow and sand is not only disagreeable on account of its intensity, but because of the unusual direction from which it comes. Just so with a brilliant beam reflected from glossy paper on which you are writing. Its rays strike you from an unusual direction and are harmful for that reason. Other smooth and shiny surfaces deliver an equally hurtful assault on that sensitive and much-abused organ—the eye.

"It is best to have the light come from above and somewhat sidewise, as it commonly does in nature, so that you will not get a brilliant reflection or glare from what you are trying to see. In reading and writing it is better to have the light come from the left, to avoid getting a shadow of the hand that holds the book or pen. Let the lamp be just far enough behind to keep direct reflections from the paper out of the eyes. But what has been said of reflections from paper applies with even more force to the case of polished metals over which one is busy. Individual lights placed close over work are very likely to produce these troublesome direct reflections and consequently such lights are falling into disuse. In an interior, otherwise dark, their use is open to the further objection of giving bright spots of light and so producing too violent contrast of light and shade.

"In any artificial lighting the lamps should be so well shaded that the eye does not see them directly nor brilliant reflections from them. You can accom-

plish this end by putting the light in diffusing globes of, for instance, ground glass or white or opal glass or other translucent material.

"Another way of accomplishing the same result is to put a shade around the lamp, which screens it and reflects downward much of the light which would otherwise fall idly on the walls or ceiling. Such shades may be of mirrors or polished metal or white or opal glass, of ground or prismatic glass—all of which, in a measure, work alike.

"Another scheme successfully used to shield the light is to turn the light from the lamp upward onto the ceiling by means of an opaque reflector underneath. The reflector conceals the lamp, and the brightly illuminated ceiling by which the light is diffused serves as the actual source of the illumination. This plan should be used only on white or very light ceilings and is subject to a heavier loss for securing diffusion than some other methods, but often this loss is reimbursed by the thoroughness with which the ceiling diffuses the rays that fall upon it.

"By using reflectors you can put the light from a lamp where it will do the most good, much as an automobile headlight sends the light along the road just where it is wanted. Obviously an unshaded lamp does not throw the light where it is wanted. To ensure the light falling upon the table you must use a reflector that will bring it there.

"Dirt on lamp chimneys, electric bulbs, globes, or reflectors absorbs and wastes much light. The country over, it is safe to say that millions of dollars are wasted every year by letting lamps become foul and dust laden. Nor is there any economy in using electric bulbs until they blacken. It pays to renew promptly blackened bulbs and defective gas mantles.

"Saving light at the cost of eyesight is false economy. But your eyes may tire easily, even with good lighting. If so consult an oculist. Eye-strain as often comes from defective eyes as from faulty lights."

"Fair Play" Seconds the Motion

(A Communication)

Editor *Employees' Magazine*:

I have just read your December number. "Our Number," perhaps, I would better say. It is all right. But "It is to smile" when we read what Square Deal writes on page 17 about that ex-Conductor out in South Dakota somewhere who has quit railroading for awhile and gone to agitating for legislation against freight trains exceeding 50 cars, and all for the holy cause of "Safety First!"

"Oh Freedom, what crimes are not done in thy name!"

Now I don't object to this chap turning reformer. Perhaps it pays better than railroading, and perhaps this fellow has the itch to bust into the legislature himself. Let him do as he likes, but for goodness sake let him do it on the square.

If he is working for "Safety First" and not first and last for No. 1, he ought to know that it is a heap safer to run a train of 60 cars, providing you have the power to control them and the track to hold them, than it is to run two trains of 30 cars each. There will be just half as many trains to clear and half as many chances of accident. Besides, he ought to know that before we can increase considerably the weight of our trains, the Company has to spend millions in perfecting its track, ironing out the curves and grades. A better track is a safer track, whether you run a ten-car load or a hundred.

No, the motive back of this effort to stop progress is not zeal for Safety First. It is the same old foolish notion that perfection of mechanical equipment decreases the demand for labor. You perhaps remember that the first factory that started to make sewing machines was wrecked because a few people thought that the poor women who had been burning their eyes out with the hand needle would lose their sole means of support. But the sewing machine stuck!

As a boy on the farm, I remember when my father brought home the first self-binding harvesting machine. It did the work of four brawny harvest hands who had done the binding by hand, and they were a bit worried at the prospect of losing their summer jobs. But did

they? Not on your life. New-type machinery enabled my father to work two or three times as much land and these same husky harvest hands who used to break their backs trying to keep up behind a self-rake reaper were soon riding the decks of self-binders, smoking their corn-cob pipes under a big green umbrella to keep off the sun and working nothing but a palm leaf fan. Nevertheless, it is a fact that in some places that year harvest hands got up such a scare among themselves about the imaginary injury to their craft that they actually burned and destroyed several of the new machines.

Now to come down to brass tacks and aces, what is the situation on our Road today? It is true that the management is trying to keep it abreast of and, if possible, ahead of all competition. They must give service or lose the contest for traffic and we will be working for some competitor instead of the old C., M. & St. P. But service means efficiency and efficiency means equipment, up to date and to the last minute, especially better track, heavier cars and bigger power. It is true that train loads with no larger crews have almost doubled in the last ten years. But what else has happened? Are we working less men. No. Since I entered the service, and I am scarcely an old-timer, our business and our mileage have increased so fast that men who might have been laid off permanently on account of the doubling up process have found other positions—often better ones. Look at that fine army of Milwaukee Pioneers who were shipped west to man and manage the Puget Sound extension.

Now consider what would happen if, through the support of the public and employees alike, the railroads of the country could enter upon new lines of extension and betterment. We can pretty near guess what would happen at least to the Milwaukee. Feeder lines would be built in the new Northwest which would set new wheels turning and give opportunity for advancement and promotion to hundreds who must remain stationary in their old positions as long as the railroads are ham-strung and hog-

tied by the kind of legislation that "Ex-Conductor" is trying to promote.

Thank heaven, we are working for a railroad whose whole organization from the ground up is made up of railroad men. Most of our highest officials are graduates from the ranks. They learned the business at the brakes, the switch, the throttle and the dispatcher's desk. Those who have forged to the top and are now wearing officers' uniforms haven't forgotten the men in the trenches.

"We should worry" not so much about how this or that innovation or scheme of progress is going to affect yours truly alone, but how it is going to help the road, and most of all, we should worry how by diligence and loyalty we are going to qualify for promotion when a vacancy opens higher up.

Yours truly,

"FAIR PLAY."

The Prize Story

The prize offered by The Magazine for the best Christmas story, written by a son or daughter of an employe, has been awarded to Miss Dena Goplin, daughter of Section Foreman Goplin, Haynes, North Dakota, and the story, "Christmas Cheer," will be found on page 24 of this issue.

Miss Goplin is attending school at Miles City, Montana.



Coast Division Engineer Beardsley Among His Rose Trees, Seattle, Wash.



Washed Track, Mineral Point Division.

The Big Rain in Wisconsin

N. P. Thurber.

On September 14, 1914, it started to rain at Mineral Point at 8 a. m. The storm came toward Madison, branching northeasterly toward Milwaukee. It grew in violence until it became a veritable downpour by the time it had reached Monroe. It became heaviest at that point about 1 p. m., continuing steadily until after 6 p. m., starting in again heavily about 10 p. m. and keeping up in volume until after midnight.

I knew that the tremendous volume of water meant trouble ahead for the railroad and began preparations immediately for probable washouts. The Prairie was washed out between Edgerton and Stoughton, also just east of Stoughton yard, where there was a hole sixty feet long in a thirty-foot fill, the fill being taken out its entire depth.

On the Mineral Point, the tracks were unusable at Gratiot on the Shullsburg Branch and on the New Glarus line. However, these were minor diversions compared to what happened just west of Brodhead. Commencing at a point two miles west of that place and continuing to two miles west of Juda, a distance of five miles, old Jordan prairie was a lake. Deep holes were washed in the track and a large per cent of the rail was off the dump entirely. From Orfordville east, also, the track was unusable for two

miles, making about seven continuous miles of washed out track. The trouble on the Prairie was soon overcome and the track put in service, but it was the third day before the Mineral Point was again in service, due in part to continuously wet weather, which hindered the operations of the track forces.

The rain of that period was almost unprecedented in respect to its duration, with the great volume of water that fell almost without diminution and with slight cessation for nearly eighteen hours.

The accompanying pictures were taken by Conductor J. B. Harvis, who handled the gravel train used in filling the holes as fast as we could get the track back in line and tamp it up so it would hold a car.

It is not often that Wisconsin weather goes on such a riot as it did this fall, when it rained so steadily that many of the boys from the Coast who were "back east" on visits felt that "the old home state" was paying them a special compliment in supplying the brand of weather they were most used to.



Rebuilding the Track.

New Year Thoughts.

Henry Van Dyke.

If we notice little pleasures as we notice little pains;
If we quite forget our losses, and remember all our gains,
If we look for people's virtues, and their faults refused to see,
What a comfortable, happy, cheerful place this world would be!

A Faithful Engineer.

Mrs. Dora Buel.

Life is like a crooked railroad,
And the engineer is brave,
Who can make a trip successful,
From the cradle to the grave.
There are stations all along it,
Where at almost any breath,
You'll be "flagged" to stop your engine,
By the passenger of Death.
You may run the grades of trouble,
Many days and years with ease,
But Time may have you "side-tracked,"
By the switchman of disease.
You may cross the bridge of manhood,
Run the tunnel long of strife,
Having God for your conductor.
On the "lightning train" of life,
Always mindful of instructions,
Watchful duty never lack,
Keep your hand upon the throttle,
And your eye upon the track.
Name your engine "True religion,"
When you're running day or night,
Use the coal of "Faith" for fuel,
And she'll always run you right.
You need never fear of "sticking"
On the upgrades 'long the road.
If you've got "Hope" for fireman,
You can always pull the load.
You will often find obstructions,
By the cunning devil lain,
On a fill, a curve, or some place
Where he'll try to "ditch your train."
But you needn't fear disaster
"Jerk her open," let her go,
For the King who ruleth all things,
All his plans will overthrow.
Put your trust in God, the Savior,
Ever forward, don't look back,
Keep your hand upon the throttle,
And your eye upon the track.

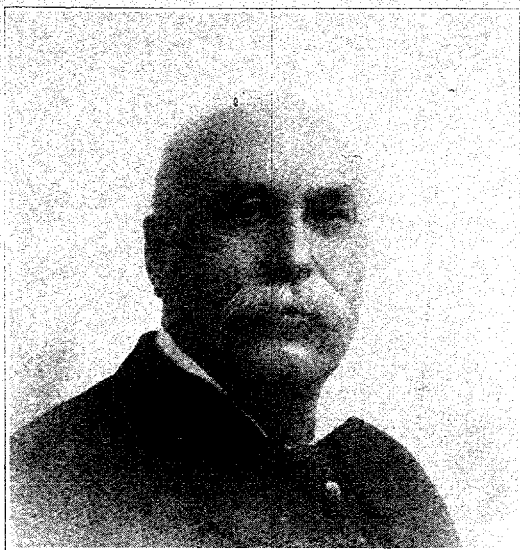


Loving Cup Presented to Mr. Manchester.



BANQUET TENTED
—ALBERT E. MANCHESTER—
on his 30th anniversary with the
C.M. and St.P. Ry.
Milwaukee, Dec. 16, 1914

PHOTO BY E. SHERMAN CO.,
MILWAUKEE, WIS.



A. E. Manchester.

A Golden Jubilee.

The banquet tendered A. E. Manchester, Superintendent of Motive Power, December 16th, at the Hotel Pfister in Milwaukee, who celebrated on that date his fifteenth anniversary with the road, was a function that fittingly honored the remarkable record of a remarkable man.

Nearly two hundred officers and employees of the Milwaukee Road, the Governor of Wisconsin and a score of his friends assembled to make this anniversary the gala day of his long, useful career.

Tracing back over a half century, we find A. E. Manchester in overalls entering the Milwaukee service at Portage, December 16th, 1864, as a machinist. He has mounted the various rungs of the ladder from Round-house Foreman to General Foreman, from Master Mechanic to Assistant Superintendent of Motive Power, finally reaching his present position fourteen years ago, at the head of one of the most important departments in the whole transportation business.

The progress and fruits of the hard, intelligent work of A. E. Manchester in a department that demands the highest standard of mechanical engineering skill is an inspiration to every employee of the Milwaukee Road. It is a career built of work, broadened by application and sustained by experience rightfully applied. Any employee who lives up to this working trinity will emulate the Manchester Code and make for himself a place of responsibility and a worth to the Company which will command recognition. The half century of work and the rewards it has brought to an earnest man are a powerful lesson and a wholesome stimulant for every employee on the system to contemplate.

The banquet was one of those splendidly arranged affairs that made every employee who attended genuinely proud of his connection with the Milwaukee Family. The speaker's table was arranged like a huge coup-

ling; about it circled a miniature railroad and over this hundred and twenty-five feet of track a small C. M. & St. P. locomotive, operated by electricity, sped drawing a train of coal cars, uniquely emphasizing the idea that the fiftieth Manchester anniversary was essentially a Milwaukee Road celebration.

The menu was a culinary creation which gladdened the palate of even those accustomed to our own "Pioneer Limited" dinner. It started with caviar over which was scrolled the number "50", and ended with "Glace au Surprise" (an iced cream molded in the shape of a tiny locomotive). The balance we will not recite for fear some readers' appetites may not need whetting!

Fifteen speakers on the program of the evening furnished Milwaukee history, retrospections of a lifetime, and treatises on the rewards of labor well applied, that made everyone attending this festive occasion realize he spent a profitable evening.

J. F. DeVoy, Assistant Superintendent of Motive Power, presided as toastmaster. Burton Hanson, General Counsel, made the principal address of the evening, his subject being "The Boys Who Have Made Good on the Milwaukee." It was an able address, appreciatively received. The address in full will be published in the February Magazine.

The toast of J. J. Hennessy, Master Car Builder, was to "Old Associations." As one of the veterans of the Company, Mr. Hennessy is well qualified to do this subject justice. He referred to the never failing fairness of Mr. Manchester as being one of his finest traits.

Hon. E. L. Phillip, Governor-elect of the State of Wisconsin, an old personal friend of Mr. Manchester, told in splendid terms the qualities which typified the man. The Governor in his talk gave due credit to railroads as the advance guard in the development of territory, and stated that the privately owned railroads of America were superior to those of any other country in the world. "The railroads of the United States," said Governor Phillip, "are privately owned and I sincerely hope that they always will be, for the benefit of the people, the country and the roads."

Among other speakers on the program were J. J. Connors, H. J. Killilea and C. E. Fuller, Machine Shop Foremen, who presented Mr. Manchester with a bound volume containing congratulatory expressions from three hundred Motive Power Department foremen working on all parts of the system.

"Resourcefulness" was the subject assigned to G. G. Allen, General Storekeeper, and to C. F. Winn, Master Mechanic, was given the distinction of presenting Mr. Manchester with a handsome silver loving cup as a token of the esteem in which he is held by his associates and employees on the Milwaukee Road.

F. J. O'Connor, Chief Clerk in the Motive Power Department, read letters from President Earling, H. H. Field, C. F. Loweth, H. R. Williams, D. L. Bush, P. C. Hart, H. B. Earl-

ing and W. J. Underwood, expressing regret at being unable to attend and hearty good wishes to the guest of honor on the completion of his remarkable record. There was also a letter written by F. D. Underwood, President of the Erie Railroad, stating that while the overalls worn by Mr. Manchester when he first knew him would not fit him today, his hat still would!

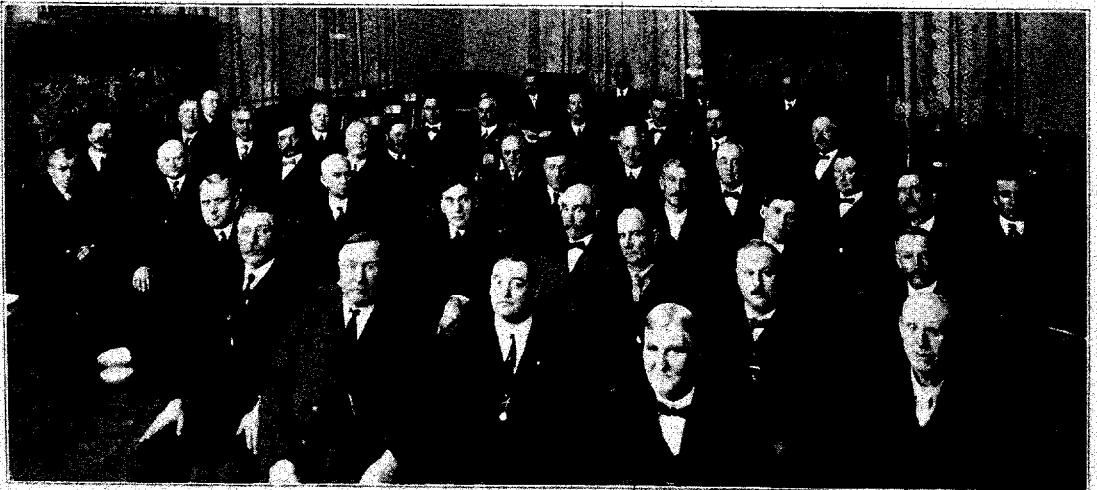
Another member of the organization who was present and gave one of the most interesting talks of the evening, was John C. Fox, the first engineer employed by the Milwaukee Road. In speaking of his first connection with the Company, Mr. Fox told of operating a locomotive out of Milwaukee in 1853 and at that time the motive power equipment consisted of three engines, and the road that since has become a mighty factor in the development of the West, boasted of twenty-three miles of track. Mr. Fox possesses an optimistic philosophy which he is able to convincingly expound as to why old employes should be "kept in the harness." He humorously stated that it was the proper thing to fill the organization with young and active men. He stated, however, that there was one big objection to this, and that was that there were so many of them. In further defending the worth of the older heads, he said that the younger men should be assigned to work with the veterans in service, that they might absorb some of the ripe experience that the older men have acquired in their long years of service. "Did you ever see a farmer plowing

with two colts?" queried Mr. Fox, and as there were no affirmative answers it can be conceded that the venerable gentleman lives up to his name in asking questions and defending the old employes of which he is dean.

Vice President E. D. Sewell, responding to the toastmaster's request, made a brief address in which he referred to a list of men widely known in the railroad world, who had received their groundwork instructions on the Milwaukee and had left the service to become identified with other great railroad properties. Some of the men he mentioned were F. D. Underwood, W. C. Brown, Sir Wm. Van Horn and Sir Thos. Shaughnessy, all railroad managers of first rank, who garnered the rudiments of the greatest business in the world in the school of instruction that the Milwaukee offers to every employe who seriously strives to learn.

Vice President J. H. Hiland, in a short discourse, discussed some features of moment which struck a popular vein.

It is seldom that man's constancy offers the opportunity for golden anniversaries in any line of endeavor. To have completed fifty years in the service of one company, rising from a lowly position by sheer force and ability to the head of a department employing eighteen thousand men, is a record that A. E. Manchester can be justly proud of and the Milwaukee Road also shares with him pride in having such a man among its roster of officials.



Roadmasters' Meeting.

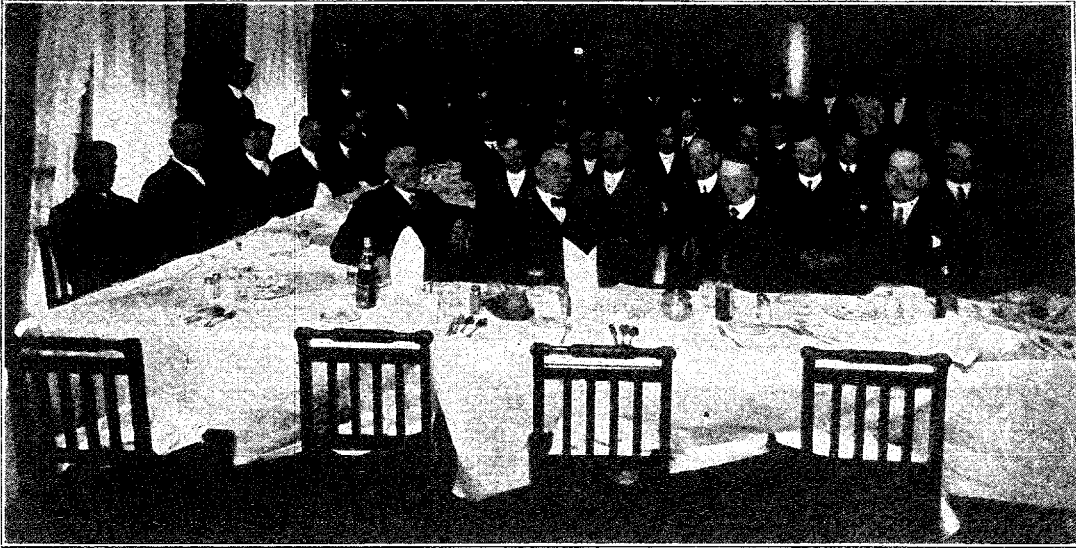
The eighth annual meeting of the Chicago, Milwaukee & St. Paul Roadmaster's Association was held in the Auditorium at Chicago, November 18 to 20. A number of important topics were extensively discussed at this meeting regarding roadbed, rails, ties, tracks, bolts and frogs. In fact, there was no angle of the work coming under the jurisdiction of Roadmasters that was not discussed. The interest manifested by all of those attending and the practical experiences cited by these men, made

the eighth annual convention a splendid success.

On the election of officers, A. M. Anderson, Roadmaster at Milwaukee, succeeded M. Burke, Roadmaster at Chicago, who was elected president at the 1913 convention held at the Republican House in Milwaukee.

W. H. Kofmehl, Roadmaster at Elgin, was re-elected Secretary and Treasurer of the organization.

F. G. Fitzgerald, Roadmaster at Tacoma, Wash., was elected vice president.



Team Work

Geo. E. Waugh.

Team work is a term with a tremendously big meaning—to the organization getting it with the vim and intelligence that men can put into their duties, it spells success in capitals italicized. It is apparent at a glance why team work should be the most thoroughly applied doctrine in any live successful organization, for the organization flourishes in proportion to the collective support it musters.

Team work on the Milwaukee road is hearty, earnest and general, but there are parts of the system where the ways and means applied toward getting co-operation are peculiarly effectual. In the northern district, comprised of the H. & D., So. Minn., Black Hills, Iowa & Dakota, Iowa & Minnesota, Wabasha, Chippewa Valley, River Divisions, and the Twin City terminals, representing twenty-nine hundred and eighty-seven miles of the Milwaukee's total of ten thousand three hundred and sixty-eight, a plan was evolved about two years ago to bring order out of a partial chaos. At this particular time, the great grain and stock carrying roads were in the thick of the railroad bug bear—a car shortage. Shippers with waiting revenue were clamoring for cars, telephones rang incessantly, personal calls at the offices grew in number, all for one purpose—cars. Nothing else could be attended to, day and night the car shortage was ever uppermost. A campaign to deal with the situation was planned. As soon as it was outlined, J. H. Foster, General Superintendent at Minneapolis, announced that at ten o'clock each morning, those who were working to clear up the car situation would meet in the General Superintendent's office, where the car shortage reliefs of the day before, and the plan for improvement for the day to come, would be thrashed out. The first benefit these meetings

brought about was to concentrate the subject, and also the men dealing with it. Their voltage was increased, the 'phone calls decreased, so did the personal visits. Time was gained by this elimination, a set plan was outlined for the day and the men of this great terminal pushed it to a conclusion. The meetings got results but they consumed time during a part of the day that could not be spared. The meetings had proven their merit, consequently they could not be sacrificed, so the hour was changed and an additional feature added. The daily meetings were called at noon, in the Nicollet Hotel near the station, lunch was served and the same program followed as before, but the time consumed was reduced, as they doubled up on lunch and business.

The car shortage problem in time was cleared up and out of it was born a new method of obtaining TEAM WORK, but a thing with good antecedents should not only be born, it should be developed and raised. This is precisely what has been done in the Northern District. These meetings are now held twice a month, on the first and third Mondays. Their scope has been developed and broadened.

The meetings today are not confined to the operating department men as they were in the beginning. The traffic, the motive power, the legal and the engineering department representatives meet here, and the meetings now represent the melting pot in which the affairs of all departments are blended. To acquire a working knowledge of how and why things are done in departments other than the one in which a man is engaged, is the sort of education that is helpful to both the railroad and the man who possesses it. This opportunity is furnished at these Northern District meetings.

Perhaps the best way to give an idea of what is done at these team work sessions is to recite the proceedings of one held on the first Monday in November.

At noon thirty-three employees of the Milwaukee Road assembled in a private dining room in the Nicollet Hotel, a business man's lunch was served, nothing elaborate; as soon as the meal was finished, G. A. Van Dyke, Superintendent at Minneapolis, who acts as permanent chairman, proceeded with the business at hand. You will note that he is chairman, not toastmaster, for they tell no stories—they talk business. And because it is TEAM WORK, the notion should not be formed that a mutual admiration society goes into session—not on your thought waves. They say that "confession is good for the soul," so frankness prevails. To illustrate what this means and to go back to the time when these meetings were first organized, it developed that the condition of the motive power was causing delays and griefs for the operating department. The man who had jurisdiction over motive department matters was there and a couple of yardmasters told what was wrong in terms that made the gentleman wince. He took it in silence but complained to the general superintendent when the meeting was over that he had been handled rather roughly. There was no redress, however, as it was understood that each man could speak his mind without reserve if what he had to say was for the good of the service, and nothing would be held against him. At the next meeting the same yardmasters, O'Brien and Roers by name, got after the same matter in the same manner. The motive power man again took it, but not without a protest. "Why the talk I got would raise blisters on a boiler head; what he had to say is a personal reflection on me." There you had it, "a personal reflection," punctured pride. Foster calmly told him he thought so too; he knew they had hit a vulnerable spot, but the same rules applied—the men were privileged to speak without restraint.

Two weeks later the critics became boosters. the motive power had been improved and they vociferously said so. All this fireworks was among themselves, for the only safe place for an outsider to have called a locomotive "a teapot" would have been over a long distance phone.

This is strange sort of TEAM WORK, you say—do you remember the Cub baseball machine of a few years ago? They remained on their toes from the beginning of the season until the end—fought, and woe betide the man that made a mistake; they played the game hard, they also won four pennants. On what? TEAM WORK.

That is what they do in the Northern District—they win business, fight for it where they must, then they proceed to handle it with dispatch and satisfy the shipper.

At this November meeting a letter was read from Vice President Keeley about having our unloaded cars returned to us more promptly. At the table were perhaps a dozen men who

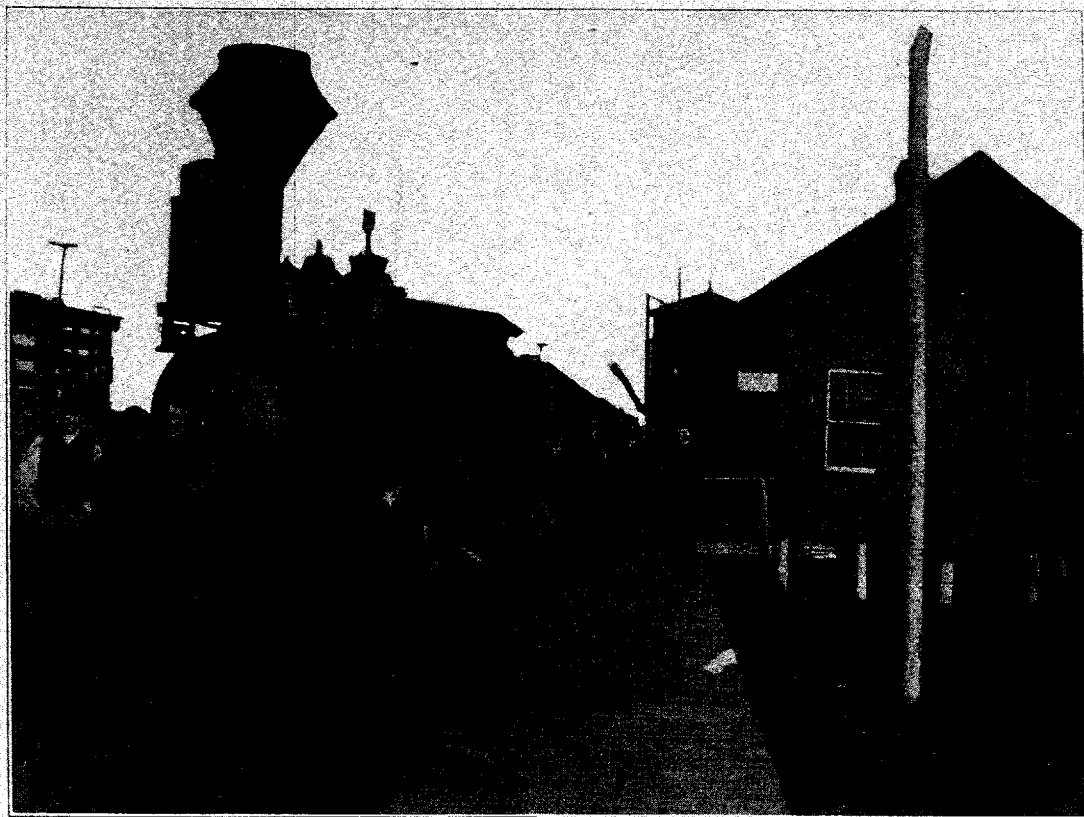
could directly or indirectly help accomplish this, and the instructions reached them not three or four removes from where it originated, but direct—the request of a Vice President to do something to improve the service.

A big shipper located on the Minneapolis terminals had sold his property. Van Dyke learned in talking to him that he was looking for a new site. He was very friendly toward our line and it was of utmost importance that he be kept on it. Mr. Foster knew of a location well adapted for the shipper's business, arrangements were made to take him out and show him the location. If that doesn't do, the other men at that meeting will be on the lookout for a likely looking spot for this industry, *but it must not get off the line—that's TEAM WORK.*

The question of filing train books when they were filled was brought up. This query was made because of a lawsuit. N. E. Wilcox, local attorney for the road, was asked about it and expressed the opinion that they should be filed in one place where they would be accessible. As they were tremendously important in lots of cases, a note was made to cover this point. Dozens of debatable questions were gone over, corrected, modified or abolished, according to the demands of each case in the opinions of the men attending the meeting. If a question can't be ruled on at the time it is investigated and expression reserved until the next meeting. This is TEAM WORK—it engenders co-operation and the spirit is reflected down through the organization.

"We have train crews up here," said Van Dyke proudly, "who are always on the alert, ready to set in an empty on a house track, or move a loaded car off." "They hustle for business and gets lots of it." Who are they? was asked. "All of them," was the reply. "We would feel sorry if we found a man up here who did not seek business for the Milwaukee Road."

The semi-monthly meetings in the Northern District are where all departments get their business tonic. You can form an idea of their scope from the list of employees who attended the one held on November 2: J. H. Foster, General Superintendent; Superintendents G. A. Van Dyke, E. G. Atkins, F. M. Melin, W. J. Thiele; N. J. Wilcox, Attorney; W. B. Dixon, A. G. P. A.; F. E. Otis, A. G. F. A.; C. J. Peterson, C. L. Kennedy, Commercial Agents; A. S. Willoughby, D. F. A.; G. M. Bowman, T. F. A.; C. H. Crouse and M. P. Graven, Agents; R. H. Roers and J. O'Brien, Yardmasters; F. S. Rodgers, A. S. M. P.; H. S. C. MacMillan, D. M. M.; L. T. Johnston, T. M.; Wm. Snell, General Car Foreman; M. T. Skews and W. C. Stackpole, Dispatchers; C. E. Prichard, F. W. Drew, P. C. Sanborn, W. Jarvis, Chief Clerks; C. R. Lewis, G. P. and T. A.; S. A. Eddy, Freight Solicitor; A. T. Sexton, Storekeeper; Geo. Carr, Assistant Storekeeper; P. Borncamp, Car Distributor; P. Houle, Superintendent M. E. Ry.; C. E. Lenon, Claim Agent, and Chas. B. Skelton, Master Car Inspector.



Old Days on Des Moines Division

Wm. L. Finnicum.

In the late '70s there was constructed a narrow gauge railroad from Waukee to Adel, Iowa, that was destined in later years to become a great factor in the development of central Iowa, between Des Moines and Spirit Lake, and the formation of the Des Moines Division which now extends between these two points.

In the early '80s the line was extended west to Panora, giving the inland towns of Redfield and Panora railway service. Later on the line was extended to Fonda, 114 miles in length, the construction of the line being assisted by a tax voted in the counties through which the line passed. Many new towns were laid out and this vast scope of territory, that had heretofore been isolated from a railway, was given the benefits of railway service in a crude way. The country north of Jefferson began to settle up on the advent of the little narrow gauge locomotive, and the vast areas of the prairie were soon dotted with the breaking plow. Gradually the development pushed forward and the eastern man came into central Iowa looking for cheap lands and the establishment of new homes, and in this he was not disappointed, as he could buy the most fertile land in Iowa for from \$10.00 to \$30.00 per acre, which is now a ready sale at \$150.00 to \$250.00

per acre, mostly due entirely to railway development.

Immigration follows the locomotive and without it we are powerless. Business kept gradually increasing and at times the little narrow gauge railroad was taxed beyond its capacity to take care of it. We were handicapped in many ways to take care of the business, and had we been operating then under the present schedules and Federal laws, the Company could never have stemmed the tide. There was not a freight car or engine on the division equipped with air, and overtime was never heard of. You doubled when you could not pull them over and the sooner you got it, the quicker you got out, and when it came to doing work, trainmen and enginemen did not have a schedule to consult before doing it, to ascertain if they were violating any of its agreements. The harder you worked, the quicker you got in.

The business from the line was mostly turned over to the C., M. & St. P. Ry. at Hernon and it was not long before the officials of that Company saw the value of the territory occupied by this line and made a "coup" by purchasing it. After the purchase the C., M. & St. P. extended the line from Fonda to Spencer and built a line from Rockwell City to Storm Lake, tapping the best country in

Iowa, and today the C., M. & St. P. Ry. is a strong second in Des Moines, competing with the large trunk lines that pass through the city.

Our business is bound to show an increase from year to year on account of the development of the country and the hustling officials of all departments. Des Moines is the Hub of Iowa, and we expect in the near future to rank first in the volume of business in and out of the city, and this we can accomplish by all getting busy and letting nothing get away, and a little improvement in our service. We are a city of a hundred thousand, yet in its infancy, and with the C., M. & St. P. Ry. penetrating every important point in Iowa, Illinois, Wisconsin, Minnesota, South Dakota, North Dakota, the Coast Line and its important branches, we should be and are, "a power to reckon with." All working in harmony, how easy it is for agents, conductors and others to divert business our way, and how one little act of incivility might cause us to lose many cars of freight. Again, if conductors are on the alert, how easy it is to ascertain from passengers if they are going over other lines from junction points which our line reaches, and how easy it is to divert them our way. The average conductor can make almost his entire salary for the Company by giving these matters close attention when he has many junction points on his division.

When the Des Moines & North Western sold to the C., M. & St. P. Ry., with the sale, naturally, went a great many employes who were retained according to their ability. Among conductors, mention is made of Mr. W. H. Hayden, who has been here more than 20 years and is regarded by the public and the Company as an A No. 1 conductor, true to every trust imposed upon him. Mr. J. L. Tidball is another "old timer" and true blue and always looking out for the Company's interest. Mr. P. A. Gifford is a conductor that everybody likes, always looking out for the Company's interests and in fact strictly a Company man. Mr. N. McGrath has the short run from Des Moines to Boone and we scarcely ever see him, as he is a very busy man. Nick is a jewel and the Company can never put a man in his place that will beat him—everybody has to "do business" with that fellow. Many of the younger men are men who have come to the Company since the C., M. & St. P. Ry. bought the line and all are rated as first class. We also have some enginemen with us who came with the purchase. Mr. W. H. Moorehead, a veteran engineer on the line to Boone who can always be relied upon to take his train to its destination in safety. Among the others we have with us who are deserving of *personal* mention are Geo. Finnicum, who looks after the interests of the engineers on the Division and is Legislative Committeeman. Mr. Geo. Miller, who is one of the "old timers," and you can always depend on George getting in safe and on good time. Mr. Harry Rigg is another "old timer" and as good a man as ever got inside a cab. Mr. Geo. Huston has been here from the beginning and his ability is his reference. George is a good old "scout." Mr. Pat Padden, on the Storm Lake line, is another

"old timer," and if I should say how long he had been there he never would quit blushing. Several of our boys have answered the "last call" and have passed to the Great Beyond. Among them I wish to mention John O'Brien, a veteran engineer of this Company, and no better man and more loyal to the Company's interests ever opened a throttle than John O'Brien. Among the young engineers was Frank Finnicum, who lost his life in an accident, at the very beginning of a successful career.

Since the C., M. & St. P. Ry. has taken control of this line many men have been here in official capacities who have since made a meteoric flight in the railway world, and among them I wish to mention the following whom the Des Moines Division looks to with pride: Mr. R. M. Calkins, Traffic Manager of the Puget Sound Lines; Mr. W. B. Foster, General Superintendent Puget Sound Lines; Mr. E. H. Barrett, Assistant General Superintendent Puget Sound Lines; Mr. W. S. Keeley, Mr. R. F. Weeks and Mr. A. J. Hillman, each Division Freight and Passenger Agents on Puget Sound Lines, and Mr. J. H. Veitch, who was formerly here, and a dandy too. Mr. J. T. Gillick, only a few years ago was Division Superintendent here and we all take our hats off to him—he certainly is a prince among princes. Mr. B. F. Van Vliet was here for a short time. Mr. Paul Rupp, now Superintendent of Terminals at Chicago, was formerly a passenger conductor on this division, and a more popular conductor never donned a cap. Every man, woman and child within a radius of ten miles knew him, and after he left we never got through explaining where he was, and if Paul had only heard the good things that were said about him after he left it would certainly have been an incentive to remain here. Mr. J. M. Oxley, now superintendent of the Kansas City Division, was formerly Superintendent of this division and was loved and respected by all. John was a good Superintendent but a poor fisherman. Mr. Fred Tucker was Superintendent of the Des Moines Division several years ago and died while in that position. Mr. R. P. Edson is our present Superintendent and one of the best we have ever had, if the consensus of opinion of the public, the patrons and the employes are a criterion.



Depot Park, McLaughlin, S. D.

At Home

—Anna M. Scott, Editor.



Emma Peck, Little Daughter of F. S. Peck, Clerk, West Milwaukee Shops.

Christmas Shopping.

Ethel Kapy.

Even Ben Johnson has his trials and tribulations over Christmas shopping and in his day and age they didn't have ten-cent stores—the piece de resistance, where you can buy six presents for ten cents and still have enough money left to buy ribbon and tissue paper. This is his definition:

1. The effort to procure without unnecessary expense suitable gifts for an army of friends, familiars and dependents.
2. A pursuit tolerable only in large cities, and absolutely impracticable in the shops of small villages and provincial communities.
3. Figuratively speaking, the term implies Profligacy, Procrastination and Disappointment.

Poor Ben Johnson, maybe his wife *would* give him neckties and cigars!

The Christmas Savings Club.

Ethel Kapy.

Last December, just after Christmas, when everyone felt very poor and just in the mood for saving and good resolutions, one of the Kansas City banks, the Title Trust and Savings Trust Company, started a Christmas Savings Club, painting in the most alluring colors, the amount of money that could be saved in a year by the simple scheme of depositing two cents more each week, beginning with two cents and ending the fifteenth of December with one dollar, the highest amount to be paid. In other words, the first week you put in two cents, the next week four cents, the next six and so on.

If you desired, you could start in the other way, paying the dollar the first week, ninety-eight cents the next week, ninety-six the next and so on down to the two-cent payment. This is really the better plan, because you start in when you are most enthusiastic with the largest amount and as your ardor dwindles, so do your payments. On the fifteenth of December the bank sends you a check for \$25.00 and 3 per cent interest, which has been accomplished without the least effort.

When people first read about this, they say, "My gracious, that's easy, I'll take six!" Step lightly, though, and take one and go through with it. Six are only for the idle rich.

The bank reports a most wonderful success, \$100,000 for the trial year. Think of the two cents and the four cents and the six cents that have gone into that amount. They start out on the second lap of the journey this January, so get a reserved seat in the observation car and see the fun and on the fifteenth of next December you will have money enough to have dinner in the dining car!

Making Up the Christmas Gown.

A few suggestions for the daughter, sister or mother who was fortunate enough to receive among her Christmas gifts the material for a gown.

One very pretty costume I saw was of blue satin, the skirt was circular and had a long flounce of net, the sleeves and yoke were of net. The net was the same color as flounce. Deep girdle was made of the satin. This can be made up in any soft material.

Another very pretty costume was of white embroidered batiste, had a knee length tunic and tiny roses held the tunic in place, also used on the sleeves and the back of the girdle. It had a surplice waist very simple and pretty for young girl.

Now for mother—black moire taffeta, long tunic of black net with band of moire at bottom. The bodice was of the net, with white lace collar, sleeves long.

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 croquet 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.

Harry—Gertrude's parents are very particular about her moral education.

Harriet—In what way?

Harry—In every way. In school last week they wanted the teacher to excuse her from improper fractions.—Judge.

Christmas Cheer.

Dena Goplin.

It was Christmas eve and the wind hurrying through the forests sang songs and made weird noises around the mountain peak.

Snow was falling heavily and clinging on the boughs for a while, caused little mounds, which would suddenly be lifted up and whisked away by the wind.

A solitary horseman wearing an old woolen cap drawn over his ears, a short sheepskin coat, collar turned up and held in place by an old frayed muffler, a pair of woolen mittens, coarse trousers and heavy overshoes, urged his horse, which also carried two good sized packages, besides the rider, up the dangerous mountain trail.

"We'll soon be there, Snip," he said, "and then you will get some extra hay. Guess you can't hear a word I say though, through all this wind and snow. I just had to get home to-night," he continued to himself, "and here it is so dark I can't see my hand in front of me, snow knee deep and the biggest blizzard we've had for ten years, and cold, ugh! you'll have to take me home, Snip—I'd lose the trail sure."

Then he rode on for awhile, quietly thinking, resting in the saddle to make it easier for the pony, that was plodding thru the darkness and snow. Once he thot the trail turned to the right and turned Snip in that direction. The horse showed an unwillingness to turn and finally stopped and would not move more than a step at a time, although his rider kicked him vigorously in the ribs. Finally he got his own way, and turning to the left, took up the slow steady gait.

"Lucky thing for me," continued the rider aloud, "that Old Peterson bought those stalls. It's now five years since we had a Christmas. Five years. My, how the kids will like it." The horse tripped and fell, burying the man in the snow drift, but struggling to its feet, moved backwards, snorting. The man groped in the darkness and found the reins, felt the packages and with a muttered, "Thank goodness, they're all safe," mounted and rode on.

Soon a light showed in the distance and both horse and rider gained more spirit. They both watched it grow larger until they were within calling distance. The horse gave a shrill whinny and instantly two little heads rushed by the window, followed by the happy mother, the door swung open and the light from the fireplace streamed on the snow and darkness. Two little boys stood in the doorway, jumping, clapping their hands and calling "papa, papa." His wife put them away from the door and, after a short greeting with her husband, closed the door and threw some wood on the fire which was soon burning rapidly.

Her husband rode to the barn and there replaced the saddle with an old blanket, poked some hay into the manger, put his packages on the grain box, and went into the house where a warm supper awaited him.

When he had finished his meal, he sat by the fire with a son on each knee and told them about Santa Claus and his reindeer, how that night, if they hung up their stockings, Santa

would drop down the chimney and put something little boys like into them.

"Are you sure Santa will come here too?" asked Bert, the oldest boy.

"Yes, indeed he will."

"Well, he never did before," said little Bob.

"He will this time," smile the father.

"Now, you boys hang up your stockings and hurry to bed and you can get up early in the morning and see what Santa has left you."

"But, Aleck," objected his wife, "you should not disappoint them like this."

"Don't worry, Hazel, I won't," he laughed and putting on his heavy coat and cap, he took his ax and passed out of the house into the storm.

In a few minutes he returned with a small pine tree and after shaking it well, stood it in the corner. Once more he entered into the darkness and returned with two large packages under his arm.

"They're pretty heavy, mother," he said, "twas all Snip could do to get us home. Now if you will unwrap that bundle we will decorate the tree."

"Where did all this come from?" asked the surprised wife.

"Well, you see, I sold Old Peterson some hay and got part of the money in cash, so I went down to the store and got this stuff for to-morrow."

"Oh, I am so glad," said Hazel. "Won't the kiddies have a fine time? You have enough balls and decorations for the whole tree."

"Yes, if we stretch it enough," replied Aleck. "You will find some candy and nuts too, when you get to the bottom of the sack."

They worked on the tree fixing and changing it until it suited them both, then they quit and went to bed. Before Aleck went to bed he unwrapped the other large package and laid the contents under the tree.

The next morning two happy boys raced for the fire-place, captured and examined their stockings. Oh! greatest of delights! Candy and nuts!

"I got the most," yelled Bert, "'cause mine is the biggest."

"I don't care," said Bob, "I got the biggest pieces." When they first saw the tree they gazed at it a long time, then gave vent to a series of yells and screams, which brought a great deal of pleasure to the heart of the parents.

"Bob, Bob," yelled Bert, "here's some more, too. A big overcoat for both of us."

"Here's a sweater for you, Hazel," said Aleck.

"And here's a pair of new woolen gloves for you, Aleck," said his wife. "I had an awful hard time making them and not letting you or the boys know."

The pleasure of the day did not stop here. Dinner was a special function and everyone ate, until they could eat no more, of corn bread and rabbit and vegetables. That night as Aleck sat by the grate with a boy on each knee, Bert looked up at him and asked, "How often does Christmas come, Papa?"

"Once a year, Bert."

"And does he always come down the chimney?" continued Bert.

"Yes."

"Well, next year I am going to put something into my stocking for Santa," decided Bert.

"I'm not," spoke up Bob, eating a piece of candy; "I'm going to get a larger stocking."

Good Things to Eat.

Eggless Corn Muffins.—Mix and sift one cup granulated corn meal, one-half cup flour, one-fourth cup sugar, two tablespoons baking powder, one teaspoon salt. Add one cup milk gradually, and two tablespoons melted butter, fill gem pans with mixture and bake in hot oven.

Baptist Doughnuts.—One cup sugar, one cup sour cream or milk, one egg, one teaspoon salt, two level teaspoons soda, dissolved in a little hot water, enough flour to make a stiff dough. Roll out, cut into rounds and fry in boiling fat to a golden brown. As each doughnut is removed from the fat dip into boiling water to take off extra grease. (Very good.)

Date Bars.—One-half cup sugar, three eggs, one and one-fourth cups flour, sifted, one teaspoon baking powder, one-half pound dates cut up fine, three-fourths cup chopped nuts. Method: Cream yolks and sugar until light, add flour and baking powder, add nuts and dates together, beat in gradually, add stiffly beaten whites, bake in shallow pans, cut in bars, roll in powdered sugar.—Mrs. Eugene Ender.

Apple Sauce Cake.—One cup sugar, one-half cup butter, one and one-half cups apple sauce (unsweetened), two cups flour, one cup raisins, one teaspoon soda stirred in the apple sauce, one-half teaspoon each of cloves, nutmeg, cinnamon, pinch of salt. Bake slowly one hour.—Mrs. Eugene Ender.

Suet Pudding.—One-half cup currants, one cup raisins, one-half cup suet chopped fine, two cups flour, one teaspoon mixed spices, two teaspoons baking powder, one-half teaspoon salt, one-half cup sugar, one egg, three-fourths cup milk. Steam three hours in a mold.—Mrs. Eugene Ender.

Cocoa Cake.—Cream two cups of brown sugar, one-half cup of butter and lard very light, one-half cup cocoa, cup sour milk, teaspoon soda dissolved in one-half cup boiling water, two cups flour. This is a good cake to make when eggs are high and is delicious.—Mrs. Eugene Ender.

Molasses Cookies.—One cup sugar, one cup molasses, one cup butter and lard melted, one cup boiling water, four scant teaspoons soda, one teaspoon salt, cinnamon and ginger, enough flour to roll soft. If you let the dough get very cold you can roll it much softer.—Mrs. Eugene Ender.

Graham Pudding.—One-half cup molasses, one cup sweet milk, one teaspoon

soda, one teaspoon cinnamon, one-half teaspoon salt, two cups graham flour. Steam about an hour in mold, serve with any good sauce.—Mrs. Eugene Ender.

Home Helps.

Water bottles and decanters can be easily cleaned by means of a strong bent wire and soft linen cloth. Half fill the bottle with suds and let it stand for half an hour, then wet with the cloth soaped well and wrapped around the wire. When thoroughly clean, rinse with clear water and drain. Always use luke warm water and castile soap on glass, also a little ammonia.

Old hot-water bags, split open and cut into circular pieces are excellent mats for house plants.

Before using a new enameled cooking utensil grease the inside with butter. This prevents the enamel cracking and chipping. Sometimes the most careful washing will not remove the flavor and odor of food from the utensil in which it was cooked. This is frequently the case with fish, onions, cabbage, etc., but there is a remedy which while it may be a little trouble is well worth trying. After any of these articles have been cooked, wash the dish well with soap and water. Then nearly fill it with cold water and for each quart of water add about one tablespoon of dissolved washing soda. Place the saucepan on the fire and let water get boiling hot. Now pour water into sink. Rinse the utensil with clean water and on wiping it dry it will be found perfectly sweet.

Mother.

Josephine Healy.

When all the world turns against you

And nobody seems to care,

That's the time you'll turn to mother,

And find her always there

To soothe you and caress you,

And tell you it's not so bad,

"We all have crosses to bear, you know,

And this is yours, my lad."

In adversity and misfortune,

When your heart is torn with grief

At your own misdoings or others.

Mother always knows some relief.

She'll tell you of poor unfortunate folks

Much worse off than you are,

And make you feel you're going to have

Better times and more luck, by far.

Then, don't forget your mother,

When fortune smiles on you,

And bestows on you the worldly gifts,

Which mother couldn't do.

For all your earthly honors

Wouldn't amount to much, I fear,

If you couldn't have her to share them—

Your deserving mother dear.

Safety First

A. W. Smallen, General Chairman.

Urgent Need for Further Development.

Madison, S. D.

Mr. Smallen, General Chairman,
Chicago.

It was a pleasure to me to receive your request that I as an engineer committeeman, express what in my opinion is our most urgent need for future development, and in reply will say I am greatly impressed with the fact that an extraordinary opportunity presents itself at the present time for us as enginemen to stand together in united efforts for the greater efficiency of the service.

Brother, please take to yourself the indisputable fact that with our Safety First organization less than two years old, we are able to present to you statistics showing between 30 and 40 per cent decreases in both killed and injured upon our system. While you say "well done," these same statistics show something else very clearly—they show we were not putting forth our best efforts before organization. I claim this showing is only the entering wedge of future possibilities. Brother Engineman, can't you hear the call to you and to me of these broad-gauged and public-spirited officials of the *Grand Old Milwaukee*? Can you not see through the press, through lower net earnings, through unfavorable legislation, the battle they are fighting for existence and progress? Do you fully appreciate the fact that owing to the world-wide financial disturbances that business must be conducted on higher rates of interest? Does not your pulse throb in sympathy and your heart beat in unison with these empire builders who blazed the way and laid the rails from the great lakes across a continent, that colonization and commerce might follow, and today stand untarnished as men of great and clean achievement?

Boys, your Company needs your efforts now. Let us not be on the lookout for a lower berth in the sleeper, but grasp a firm hold on the sharp end of the swiftly moving train of progress. Now more than ever is the time to drive the golden spike of united loyalty and with our ambitions hitched to the ever brilliant star of efficiency, extend our good right hand across the chasm of possible disaster, there to meet the friendly grip of official co-operation.

Yours respectfully,
ADRIAN N. SMITH,
Engineer So. Minnesota Division,
Madison, S. D.

The Safety First Slogan.

Chicago, Ill.

The adoption of "Safety First" as a slogan by our Company is one of the best things, in my estimation, that has been done in recent years. I consider that the cleaning up of our

"Great Terminals," the piling of material, scrap, etc., in a safe position alone has been one of the greatest moves in preventing accidents that has come to my notice, and while I have no figures to guide me, I feel that there must be a large per cent in the decrease of preventable accidents. This has been accomplished through the untiring efforts of our able and earnest Chairman, Mr. P. L. Rupp, and by the hearty co-operation of our department heads.

With best wishes for the continuation of the good work, I am

Yours truly,
WM. E. STOCKWELL,
Engineer, Chicago Terminals.

Keen Interest in Safety First.

Milwaukee, Wis.

The practice of making Safety First suggestions is certainly having its rewards and I believe the men are becoming so keen and interested on this subject of Safety that it won't be many years till the accidents are so lessened on the railroads that they will only occur from some very unusual cause.

Along the Division on which I work many improvements have been made, all of which bear on the subject of Safety. For instance, the change made in the routing line at Rondout which now gives the engineer a definite signal as to the route he is to take. The scale house at Rondout has been removed far enough from the track to insure the safety of the engineer while looking out for signals. The trees around the Y at Corliss obscuring the view of the trainmen have been removed. Lights have been placed in the West Milwaukee yards where formerly we were so likely to stumble over unseen obstacles in our path.

All of these and many other improvements have been brought about by the Safety First movement and it is needless to say we are more than grateful for the favors and should and will do our utmost to co-operate with the Company in this great move.

Hoping that 1915 will be a record year for Safety First, I am

Respectfully yours,
JOSEPH O'NEILL,
Engineer, C. & M. Division.

Attend the Safety First Rallies.

Chicago, Ill.

It seems only a short time ago since we held our organizing meeting on Safety First, but in this short space of time through the ardent work on the part of our Chairman, Supt. P. L. Rupp, and the united efforts of the committeemen and employes, we have progressed so rapidly that I feel we rank second to none in this successful movement. Safety First was formed for a purpose, and that purpose is to reduce all kinds of accidents and to make men,

women and children, stop, look, listen and think so as to avoid danger, and I feel that the best move we can make is to keep our slogan, "Safety First," constantly in their minds and before them so that it will be their first thought now and all the time. I have found from my experience in connection with this grand movement that it has proven very beneficial to all. The careless fellow is becoming very scarce in our district through our combined efforts with Safety First. I am sure the purpose of Safety First is being fully realized. The careful man recognizes the great importance of our purpose and he stands constantly ready to urge the careless one to play safe.

I have been asked many questions in regard to Safety First, and I have tried to answer them to the best of my knowledge, but I always advise them to attend Safety First rallies when held and become interested in our work. From my personal association with our officers, I can safely state to all that they are ever ready to listen and to try and remedy any dangerous condition made known to them. Each and every employe should appoint himself a committee of one to note and report at once any and all unsafe conditions coming under his observation. I sincerely feel all are willing to co-operate and lend their loyal support for so good a cause.

Safety First appeals to all the higher sentiments of mankind and it is not a very difficult matter to become interested and enthusiastic with the good work when the results are a decrease in injuries and accidents, which is the fundamental principle of Safety First.

With best wishes for future success,

R. T. DIXON,

Engineer, Chicago Terminals.

Value of the Safety First Meetings.

Mitchell, S. D.

I believe the Safety First meetings to be the best thing that was ever installed on a railroad, as it brings all classes of railroad men together so they can exchange views and call to the attention of officers and employes the things they believe to be dangerous so that these matters can get immediate attention.

I have run an engine for the past 33 years on the I. & D. Division and I believe the I. & D. has as good a lot of officers and men as there is on any division, to at all times practice "Safety First." There has been a decided improvement made in our track in the past year. We have had a large number of new ties put in and I am sure all the engineers on the I. & D. are very thankful to our Supt. Van Vliet.

I have often wondered if the public would ever appreciate what railroad companies are doing to protect their lives and property. I sometimes think it goes unnoticed, especially when I read some of the adverse legislation, but we will keep on doing all we can in the line of Safety First and should our work go unnoticed by the public, I am sure we will receive

a reward in a better world, especially the employes of the I. & D.

Yours respectfully,

JOHN J. BURNS,

Engineer, I & D. Division.

Safety First Still a Live Issue.

General Chairman Smallen of the Safety First movement has requested through our local Chairman that the committeemen representing the engineers write an article on Safety First for the Employees' Magazine. Had we been called upon to double the road, I think it would have been the easier job of the two for most of us, for when it comes to writing something for publication or making a speech, the majority of us have stage fright or cold feet. I am troubled with both, but will try and do the best I can to help carry on so worthy an enterprise.

As the Company is just as zealous to remedy any defect or carry out any suggestion which will lessen the chances of a possible injury to the employes or the public as they were when the movement first started, I think the men should do all in their power to help carry on the good work. If everyone could hear Mr. Smallen read his statistics showing the steady decrease in the number of personal injuries and deaths from month to month, they could not help but marvel at the good work being done in our behalf through Safety First. And to think of the many homes which will look forward to a Merry Christmas and Happy New Year which might otherwise be filled with darkness and sorrow because the breadwinner did not receive a little timely warning, or because some defect had been considered too small to be reported and have repaired.

The only fault I find with the Safety movement is that it did not start years ago. Possibly, a great many of our fellow workers who have passed to the Great Beyond would still be with us and others be sound in body and limb instead of being hopeless cripples.

In conclusion I will say that I do not think the majority of the men give the matter the consideration that it deserves. They seem to think that the Safety First movement is getting old and dying out, which I assure you it is not, at least as far as the Company is concerned. Most of the men say, "Well, it is the committeemen's business to look after such things," and pass it by. When the movement was first started, there were a great many things to be repaired and picked up, which made it an easy matter for the committeemen to make a good report, but as this has all been done, it lessened the field for those that are acting now. Any assistance that you can give will be thankfully received. It is not necessary that you find something gone or broken to help the good work along, but when you see a brakeman kicking the draw bar, or getting on the engine or cars from the middle of the track or taking any unnecessary chances, or the fireman or anyone else doing something that might result in a personal injury or worse, speak to him about it, but do it in such a manner that he will feel that you are doing it for his own benefit and not trying to find a

chance to "bawl him out." Then notify your committeeman of the circumstances and corrections, omitting the names, that he may make a report of it at the next meeting and your craft get the credit which is their due; thus doing your share of the good work. If the matter was not reported, the Chairman might think we were not paying any attention to Safety First, while we really were accomplishing a great deal.

G. TALLMADGE,
Engineer, I. & M. Division.

Safety First Becomes Instinct.

Milwaukee, Wis.

Since the Safety First movement was inaugurated on the C. & M. Division it is leaving a trail of satisfaction and success. We are taking special interest in the movement to promote its teaching which is of such importance that it should not be lightly dealt with.

Suggestions pertaining to Safety offered at the meetings are accepted, acted upon and in nearly all cases the matter remedied, and a great deal of benefit derived therefrom. When Safety First is thoroughly inoculated into our systems, it forms an instinct or second thought and thereby many times prevents taking a would-be dangerous chance in which life, limb or property may be lost, and as we go about our work let Safety First be our motto.

H. W. HONEYAGER,
Fireman, C. & M. Division.

Safety First and the Duty of an Employee.

Ottumwa, Iowa.

The public today are quick to notice any irregularity in train handling, especially in passenger service. Smoothness and accurate stops promote confidence among passengers; bursts of speed descending grades and around sharp curves is not only a dangerous practice, but causes criticism.

Every engineer who tries to practice Safety First has many little duties to perform, such as frequent sounding of whistle and bell on Saturdays when many country people drive to town and the section men go to and from work.

In building an engine see that everything in the cab is both convenient and comfortable so that in the operation, the employes' attention should not be drawn from that which is essential to safety.

The traveling engineer, a man picked from among many as master of his profession, should instruct as to the best methods of handling trains carefully and not as many do, just note condition of engine, coal consumption, etc. Good instruction saves the expense of learning from experience.

It is the duty of every employe to each day or trip better the condition of that which he is entrusted to work with. There are always a few moments each day that can be employed to the cause of Safety First. 'Tis what an employe saves for his Company that makes him valuable. To have accidents means money to heal that could have been spent for

making your track better, and your conditions better, thereby lessening the liability of accident to yourself as well as others.

There is a saying "Delay is dangerous." I think we need an order system such as a 19 order for second-class trains only, that could be handed up changing meeting points time on second-class trains, etc., but in no instance give it to a first-class train. A delay of from 20 to 30 minutes for orders is dangerous to trains following, as they are run on permissive cards, where if such as a 19 order system was adopted the train ahead would have cleared the cost of coal consumed, making the stop and start of the train, an expense that on an entire division amounts to many dollars thrown away, which could go into the Company's earnings as saved.

This great safety movement has, I am glad to say, gone by the experimental stages. The employes of the K. C. Division take this movement as a business proposition, a protection for themselves as well as the ones who depend on them for the comforts of life. The men who operate the trains today with the Safety First movement instilled into their minds have a keener sense of duty, a higher regard for the traveling public, as well as their fellow employes.

I, as a committeeman representing the engineers of this Division, want to thank our local officials for their willingness to grant the many things which have been asked for in our meetings; also, thank Mr. Smallen for kindly remarks made at our meetings, so let us start the New Year with a renewed effort with Safety First as our watchword, and to make the old Milwaukee a safer road than it ever was before.

I remain,

Yours,
C. GALLANTINE,
Engineer, K. C. Division.

The Engineer—His First Duty and Some Things That Come to Notice.

Wausau, Wis.

He first finds the water-level and tests to know that all appliances are in proper condition for finding same. If all is well he is ready now for over-clothes. Now comes careful inspection and oiling of machinery. The fireman having arrived and being ready for service, we are now ready to move on with the train, carefully watching the movement.

The first that attracts our attention is trespassers, men, women and children crossing and walking along the track between highway crossings and paying little heed to the movement of trains and engines. It is now that our attention is called from our duties to avoid accidents to people. We feel that something should be done to eliminate this menace to life and limb.

D. J. TRACY,
Engineer, Wisconsin Valley Division.

A Fine Get Together.

Mason City, Iowa.

I consider the Safety First idea one of the best propositions the railroads have ever

adopted. One of the good features is that it gets all of the employees in the different branches of railroad work together to discuss and suggest the best and safest means of rail-roading.

On this division there have been numerous improvements made during the last year, such as laying sidewalks on bridges and coal chute approaches, eliminating a lot of danger to trainmen; angle cocks have also been placed on pilots of the engines instead of on the side of boilers, making it considerably less dangerous for brakemen. Another move which is being strictly complied with is that of keeping depot platforms clear of freight and baggage, thus doing away with quite a lot of injury to passengers. The Company has also filled numerous ditches around about depot grounds.

Another thing, the division meetings give men in all branches of service a chance to learn of men, in all other branches, their ideas relative to the safe handling of trains, both from the railway man's point of view and from the passengers.

It is impossible for me to express in mere words my opinion of the excellent work being done by the Safety First Committee.

Respectfully submitted,

WILLIAM H. HAYES,
Engineer, I. & D. Division.

Be In Fit Condition.

Deer Lodge, Mont.

Has our time while off duty anything to do with Safety First? Railroads have spent millions of dollars for safety appliances. Laws have been passed to compel railways to give their employees at least eight hours rest in each twenty-four and the question now is, do the employees avail themselves of this opportunity and make the best of it? A locomotive assigned to heavy fast service if sent out in the yard switching or on a freight run during its layover period, will not long be successful in the more severe service; instead must be taken to the roundhouse and carefully gone over for minor defects that develop during the trip and be put in the best of condition before going out on another run—the Master Mechanic to determine that which is necessary. The human machinery in the railway service is subjected to severe tests and we are our own master mechanics when it comes to the repairs made to our body and mind during the time off duty, and we are not unlike the locomotive in this respect, we must be in fit condition when we go out on life's run, otherwise we will not long be successful and will not be considered Safety First Employees.

An all-night vigil at cards leaves the mind weary and not capable of exercising caution and good judgment. A few hours at the club or saloon indulging in intoxicating drinks is always followed by a reaction that is not favorable to Safety First in the service immediately following. The nervous system is impaired, we are then not capable of acting with precision, especially in emergencies, instead of having made necessary repairs to our human machinery we have impaired it and made it

unfit for the next trip and sooner or later we will find ourselves unfit for the service expected of us and we will be a stumbling block in the Safety First movement.

Life's run is all too short, few of us have learned how to live when we have completed the run. It is very fast and we have arrived at the terminal much sooner than we expect, so we cannot afford to practice Safety First only while in service, but while off duty should ever bear in mind the careful preparation of ourselves for the next run and when we close the throttle for the last time and apply the brakes for a nice smooth stop at life's terminal, may it be said that we practiced Safety First, not only while on duty, but all the time.

A. T. SPAULDING,
Traveling Engineer.

Educational Value of Safety First Meetings.

Green Bay, Wis.

I realize the Company has expended vast sums of money in various ways to further this movement, and shown their interest in this great work of protecting life and limb, still in my opinion, there has been more good derived in holding the Safety First Committee meetings than in any other way, as I feel the meetings help to educate us so that we can do our share in the good work.

The Company spends large sums of money in safety appliances and improvements and by so doing it has, so to speak, carried out its part. In order to do our part well, we must make "Safety First" our slogan, then with this in view we should open the book and take an inventory of our stock. Each one of us should check up and see in what way we trespass on the rules of Safety First. Perhaps we will find it hard to acknowledge even in our own minds that we do things which we should not. We can show our fellow man where he is doing wrong, so we must try to see our own faults and not try to cover them up with a poor excuse, one which we could not accept from a fellow man should he offer it in his behalf.

We must learn to see our own faults, then put forth a special effort to correct them. In my opinion, there is no better place to carry this out than at the meetings.

We do not mention at the meetings that we take chances but we do show the other fellow where he is wrong, and in return he will show us where we have been at fault. Hence the importance of the meetings, that we may see our faults as others see them and try to correct them. When each and every employee is mindful of his faults and guards against them, we will then be practicing "Safety First" and giving the movement the support which it should have. I feel we must learn to do this and the best way is through the meetings.

I do not mean to cast any reflections upon the employees of this great railway, far from it, for it is my candid opinion that the employees on this system are a little bit nearer 100 per cent in proficiency than the employees on any other system in the United States, still the last few points are usually the most difficult to score.

The Safety First movement is, so to speak, in its infancy, so at the meetings we will soon learn our duty, then we will make up the few points which we may lack and will soon have our proficiency far above par.

T. M. BRADY,
Engineer, Superior Division.

Employees Should Co-operate with the Company.

SAFETY FIRST—How much those words mean to railroad men, and how much more they would mean if we all lived strictly up to them. How much suffering and death among ourselves, and destruction to the Company's property could be avoided if we all performed our duties with Safety First uppermost in our minds.

When I look back over 30 years of railroad life, I note what a change has taken place. When I started the man who could board a moving engine or train at the fastest possible speed without going under the wheels or flip over a switch on the shortest possible space without causing a derailment, was the star railroad man, but how things have changed since then. Now the employe who can do his work in the safest manner, and take the least chances is the man whom the Company wishes to retain in its service, and with whom all sensible employes like to work.

Occasionally I hear it remarked of some certain conductor or engineer when the boys are discussing his merits, often they will say, "He was not very fast but he was a good safe man to work with," and the word safe in this case would cover up a multitude of his minor failings. In order to hold our share of the transportation business with competing lines, we must make every move count, otherwise they (other fellows) will beat us to it, but above all, we must be safe.

Railroad accidents are now being severely scrutinized by the Federal and different state railroad commissions together with the general public, who are clamoring to know what is causing those accidents, who is responsible for them, and how they can be avoided, and in fact the placing of the blame is frequently taken out of our officials' hands by the railroad commissioners, who place the responsibility where they see fit, and those gentlemen seldom display any sympathy for the employe who gets into trouble violating the Company's rules, so it behooves us as railroad men to practice Safety First in all our movements, and by doing so protect our Company and ourselves against the bitter criticisms that are hurled against us by those public judges of our service.

On the division on which I am employed the Company has spent hundreds of dollars to further the Safety First movement, they have raised coal sheds so that the firemen may safely coal up their engines, they have removed buildings and trees so as to give the train and engine men a better and safer view, they have bought land adjoining the sidetracks so it may be safer for the men in switching movements, they have removed switch stands

that stood too near the track so as to make it safer for life and limb. Water spouts have been made safer for the handling of the same, and a host of other safety measures have been put into effect, all of which would take up too much space to enumerate, but which all go to show that the Company has spent much time and money to make railroading a safer occupation, and I feel sure the Company will do much more if the employes will only advance good practical suggestions.

Now we must ask the question, of what use will these safety measures be if we do not co-operate with the Company who are giving us much of their valuable time and money to further this movement, as their time and money will have been spent in vain? In a financial way I feel sure the Safety First movement so far has been a loser for the Company, and their only hope of any return on the investment will be the gradual education of the men to the Safety First idea of railroading.

It matters not how many thousands of dollars the Company expends to protect us from injury or death, without that human factor of good judgment and common sense on our part Safety First will be only a by-word. In other words, to make a success of Safety First we must have our brains cut in and working all the time, the preaching of Safety First will do no good if we fail to practice it.

If you do not railroad safely for your own sake, please do so for the benefit of those who are near and dear to you, those whom it is your solemn duty to provide for and protect, those who would probably have to fall back on the cold sympathies of an uncharitable world, if you were crippled or suddenly ushered across the Great Divide.

Frequently the men complain that Safety First suggestions that they have made have not been put into effect. Did it ever occur to you that many of the suggestions made are impossible, and impracticable? When they are given due consideration by our respective officials and are viewed from all angles, they frequently see that greater danger would arise from some other source if the suggestion were put into force, but that should not deter us from offering further suggestions of a Safety First nature. You may rest assured that if your suggestion was not put into effect there was a very good reason for not doing so, as our officials are as much, or more, eager to make railroading safer than we are. Anyway keep on suggesting, the Company will furnish you all the facilities to do so, and you cannot use your spare time to better advantage than in endeavoring to make railroading a safer occupation for yourself and fellow employes.

GEO. W. BLACKFORD,
Engineer, R. & S. W. Division.

Loyalty and Efficiency.

Mitchell, S. D.

Does Safety First raise the standard of efficiency among railroad employes?

The answer to this question must be determined by results. Speaking from personal ex-

perience and observation I will answer in the affirmative. As a Safety First Chairman I am especially favored by being able to attend all Safety meetings and thereby profit much by the splendid suggestions presented by those present. All of these speaking from actual experience, which counts for so much in the real issue. For only experience can enable me to meet an emergency when it presents itself. In every day business then, next to actual experience and judgment comes co-operation, and I take this opportunity to make this appeal to all concerned, for it is through co-operation only that the Safety First movement can reach the highest point of efficiency.

No matter how capable a general may be the success of his movement depends upon the loyalty and training of his army. Except they co-operate to a man and move together with one aim in view, the result must be failure. Just so with the army of railroad employes, they must ever have the welfare of the Company in view and strive all the time to raise the standard of efficiency. To do this we must all be students all the time, realizing that daily we have new experiences and new conditions to meet all the time, thus constant vigilance is necessary.

For myself I want to be a booster for Safety First. I feel that much has been accomplished already by this movement, especially do I speak for the good work done by the officials on the Iowa and Dakota Division, where so many of our suggestions have been favorably received and placed in operation, thus eliminating many of the dangerous conditions.

In conclusion, let me say that beginning with the New Year and the heavy tourist business to the Golden Gate and Panama Exposition, let us stand as a unit, as one army under our splendid generalship, co-operating to a man for the elimination of fatalities. I note from the Safety First bulletin that on such lines as the Pennsylvania Railroad, the New York Central and the Northwestern, they have reduced, under the Safety First movement, their fatalities 65 per cent. Why not our 1915 slogan be "Let us Excel?" This may be accomplished by a full co-operation.

Respectfully,

S. M. GRUNLUND,
Engineer, I. & D. Division.

Room for More Safety First.

Minneapolis, Dec. 9.

We have had Safety First with us for quite awhile and all can see the great amount of good that it is doing, but still there is always room for a little more of the "Safety stuff."

We have had close switch stands moved back on main lines and yards are kept free from anything that men are liable to fall over and there is a great improvement in the condition of our block and switch lights, but I think the greatest safety move so far is the changing of the blow-off rods on our engines so they can be blown off from the cab and do away with the danger of standing by the side of the blow-off valve or pipes.

In our automatic block signal districts we

have a chance to greatly improve, as not enough attention is given to the indications of the dummy signals, more so in the terminal districts than anywhere else, and we could use a little more light at our outgoing engine tracks at Minneapolis and also between shops and the south end yard where it is always very dark to cross these tracks, and another thing that I think there ought to be an understanding about is where a train is stopped between stations on double track, the arc light of the head light ought to be turned out for if there was any reason for a flagman from the rear end of the standing train to stop the other train, he could not be seen past the head-light.

Our Chairman, Mr. F. M. Melin, calls a meeting every little while and I think all our little local conditions will all be corrected in a short time.

HARRY RYMAN,
Engineer, East H. & D. Division

Boost for Safety First.

Sioux City, Iowa.

In our daily work we are governed by rules of our respective companies, there are rules for every conceivable condition. Of all the rules, we have one of the greatest and best, in my opinion, is the rule of "Safety First." Some there are that obey the rules from fear of punishment more than anything else, but the greater number obey the rules from a sense of honesty and force of character, for we realize that the safety of the public as well as the interest of the Company and our own must be protected and this cannot be accomplished unless we comply with the rules.

While the "Safety First" magazine and meetings that have been held throughout the system have been the greater factor in spreading the gospel of "Safety First," we as individuals, can accomplish much by being on the outlook at all times for defects that might cause personal injury or destruction of property and should not fail to report the same to the Chairman of the "Safety First Committee" by card or letter.

As we are on the threshold of the New Year, the time of all good resolutions, let us resolve (whatever we have done in the past) in the future we will be a booster for the cause of Safety First and with the passing of 1915, may we look back upon our labors with pride and pleasure and be able to say without embarrassment, "we have done our best."

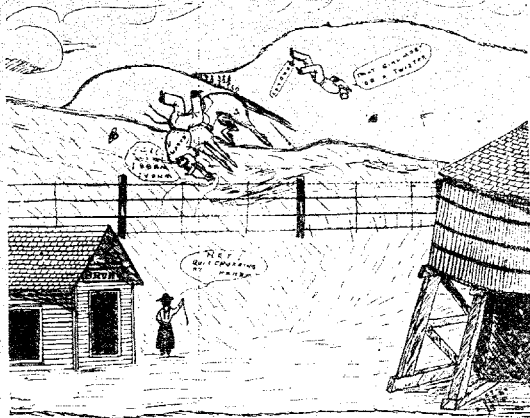
Yours truly,

ALBERT WATIER,
Engineer, S., C. & D. Division.

The mother of Miss Regna Vogt, telephone operator in the general offices, died after a long illness on November 10th. The employes extend their sympathy to Miss Vogt in her bereavement.

M. R. Fleischer, chief clerk for Superintendent J. M. Clifford, at Green Bay, has been wearing a most genial smile since November 11th. He was absent from the office on that date and when he returned he proudly announced the arrival of an eight-pound boy.

Smiles



It Wasn't Like This in Old Cowboy Days.

The Milwaukee's Crack Steel Train.

By Sted.

He had traveled every nation, he had covered all creation, he was up on traveling comforts, from a foot bath to a shave; he knew all a traveler's yearnings, for a trip bestrewed with learnings to the discontented traveler whose desire it is to rave. He could write with train in motion, and he also had a notion that each trunk line had a surface that was built on cobble stones. He had been the whole world over, said he was sure a learned rover, but when it came to traveling comforts everyone would jar your bones. When I met him in Tacoma, he was bound for Yokahoma, and the smile that spread his features was a joy devoid of strain; so I asked him for the reason for this smiling out of season and he answered I've been riding The Milwaukee's crack steel train. For the mind's anticipation and the traveler's inspiration there is nothing can approach it from New York to Puget Sound; for it's there the traveler's pleasure runs in smooth Olympic measure, and I've tried them all in season, for I've been this whole world round.

"Jobless" in the Philippines, Too.

The following letter was recently sent to a Government engineer in the Philippines:

Balanga, Bataan, P. I., Juneo, 18, 1914.

Mr. T. C. Brady,

Dear Sir: It is the second of my letter Sir.

Please answer it and send me one recommendation with good information to find a good job. The reason so I want to get a recommendation from you, because it is three weeks ago that we have no work.

I am very sorry if I have no work because I have many families.

I wait your answer as soon as you can.

Very respectfully,

"PEDRO CLAVEL."

High Cost of Farming.

"Farm products cost more than they used to."

"Yes," replied Mr. Cornlossel. "When a farmer is supposed to know the botanical name of what he's raisin' an' the zoological name of the insect that eats it, and the chemical name of what will kill it, somebody's got to pay."—Washington Star

A Good-Night Message.

The patter of tiny feet was heard from the head of the stairs. Mrs. Kinderby raised her hand, warning the others to silence.

"Hush," she said softly. "The children are going to deliver their good-night message. It always gives me a feeling of reverence to hear them—they are so much nearer the Creator than we are, and they speak the love that is in their little hearts never so fully as when the dark has come. Listen!"

There was a moment of intense silence. Then—

"Mamma," came the message in a shrill whisper, "Willie found a bedbug."—National Food Monthly.

She Beat Him to It.

A veterinary advised a man who had a sick cow to put the medicine in an iron tube, put the tube in the cow's mouth and blow the medicine down her throat.

The next day he was called in to see the man, who was quite sick.

"What happened?" inquired the horse doctor.

"The cow blew first," replied the man.—Ex.

Cecilia Knew.

"Cecilia," said the Sunday school teacher, beginning the review lesson, "what name is given to people who suffer willingly for their religion?"

Ten-year-old Cecilia looked blank.

"Come, come!" urged the teacher. "You know, Cecilia. It begins with an M—"

Cecilia's face cleared. "Oh, yes, of course, I know," she beamed. "Mutts!"—Harper's.

Persons who really like zero weather probably have an undeveloped taste for blubber and tallow candles.

So far as we are concerned, you may take the entire supply of this "nice, snappy weather" and throw it into the lake.—B. L. T. Chicago Tribune.

Speaking of the fashions, "When a man puts his arm around his wife's waist," says R. P. S., "he doesn't know whether he's going to trip her up or strangle her."

Hamilton Watch

"The Railroad Timekeeper of America"

The Watch

that Goes Hand in Hand with

"Safety First"

It is more than just chance that makes the Hamilton Watch the standby of thousands of veteran railroad men who wear the Safety First Buttons. Hamilton accuracy and long, reliable service, year after year, are responsible for this.

The Hamilton Watch is made in all standard sizes and sold by jewelers everywhere. For Time Inspection Service, Hamilton No. 940 (18 size—21 jewels) and No. 992 (16 size—21 jewels) are the most popular watches on

American Railroads and will pass any Official Time Inspection. For general use you

can buy a Hamilton Watch from \$12.25 for movement alone (in Canada \$12.50) up to the superb Hamilton masterpiece at \$150.00. No extra charge for Safety Numerical Dial on new railroad watches.

To the left of the Pennsylvania Safety First Emblem is Conductor C. C. Hottenstein; and to the right, Conductor W. L. Hottenstein. Both are Pennsylvania men who have carried Hamilton watches for years with perfect satisfaction.

Below, Conductor E. Davis and Engineer W. R. Henry, of the Santa Fe. Both have carried Hamilton watches for years with perfect satisfaction.

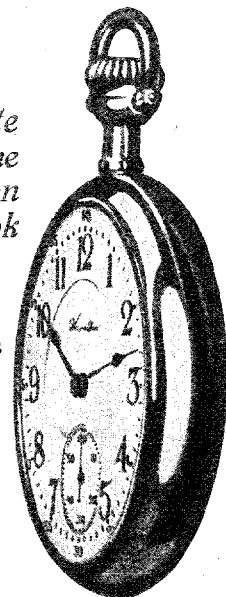
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Watch Book
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Timekeeper"

It pictures and describes the various Hamilton models and gives interesting watch information

**HAMILTON WATCH
COMPANY**

Lancaster, Pennsylvania

Master Builders of Accurate Timepieces





Camping Party in Mount Rainier, National Park.

Mount Rainier National Park.

Already "the signs of the times" point to a heavy westward travel the coming summer, and The Milwaukee, with its superb train-service will enjoy a generous share of the passenger patronage. The Expositions in California will call thousands of tourists who will take that opportunity to visit the wonderful Puget Sound country, where there are scenic attractions second to none in the world, and a summer climate which comes nearer to being perfection than any other brand of weather the United States can produce. If anyone is doubtful on this score, let him consult any one of our employes over beyond the Cascade mountains. They're all climate "fans" out that way, and the beautiful thing about it, is they can "deliver the goods." Every employe on the System is interested in the success of our tourist travel next summer, and The Magazine produces a picture of a camping party at Indian Henry's on the southwest slope of Mount Rainier. This beautiful spot is on the snow line, yet during the summer season, the entire park-like stretch is a mass of beautiful alpine flowers, and the place is ideal for an outing. Mount Rainier is Uncle Sam's domain where anyone can have a camping permit, subject, of course to the national park regulations. There is, also, a tented-inn in this place, where one can have the privilege of an outdoor sojourn without the cares of a private camp. There is a good hotel within the Park, and a fine government road over which stages make daily trips to Paradise Park, a meadow similar to

Indian Henry's. The latter is reached over a pony trail.

It would take many pages to describe the wonders of Mount Rainier, and then one would not gain an adequate idea of the great, magnificent snow-mountain, with its mighty glaciers, deep chasms, beautiful canyons, thundering cataracts, tremendous forests and the thousand charms of nature undefiled.

The Tacoma Eastern Railway, a part of The Milwaukee System is the only railroad connecting at Ashford with the auto-stage line leading to the Park.

Superior Division Brief Notes.

P. H. Donley.

Conductor Jones had to return to Green Bay for a second operation. Glad to note he is rapidly recovering.

Conductor Bennett killed a fine deer. "Don't laugh." He brought the carcass home.

Baggage-man Westbury went to Indianapolis, Ind., to recover his stolen auto.

Messrs. Neugent, Dunn and Lindeman, our Vice President, Mr. D. L. Bush, and General Manager P. C. Hart made a trip over the Division inspecting the track work of the past season. Let us make this division the best on the system and let everybody get aboard the broad gauge Prosperity Wagon and turn on the gas.

I should like to voice my appreciation of the new department, the Question Box. Let some kind reader start the ball a-rolling.

I have lately been driven to the painful conclusion that at this juncture and these circumstances I feel it to be my duty as a loyal subject of "Safety First," the man who raises the newest kind of whiskers sacrifices "Safety First." Our ideal nimrod weather has given some boys the "Buck" fever and they are in quest, foot sore and weary, but still retaining their buoyant spirit.

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Factory for
Only \$35**

**And on easy
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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.

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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.

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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.

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Get Together

The Five Percent Increase.

On December 18th, the Inter-State Commerce Commission made public its decision to permit the railroads in eastern territory a five percent increase in freight rates on all commodities with the exception of coal, coke and iron ore. It is estimated that the revenue accruing from the general advance will be about \$30,000,000. But distributed according to the business of the numerous railroads affected by the decision, it will be seen that the benefit of the advance will not come from the direct help of a greatly augmented revenue, but lies in the indirect benefit arising from the conviction of a changing attitude of the public toward the carriers; and in the indication to people who have money to invest, that railroad securities are safe and profitable.

While the lines west of the Mississippi River will not be affected by this decision, yet the western railroads have, now, on file in Washington notices of proposed rate advances upon which they hope for favorable action by the Commission.

The Five Percent Increase is an epoch in American economics and as such is a subject upon which all railroad employes should be informed. Apart from its direct application to eastern railroads, the general situation is forcibly expressed by President Rea of the Pennsylvania Railroad who looks upon the decision as the beginning of a broad, constructive policy in railroad regulation that should herald an era of prosperity for the whole country.

He says:

"It certainly indicates that the commission has been seriously impressed by actual railroad and financial conditions, and we recognize that the commission has carefully considered the entire situation and rendered what it believes to be a fair and equitable decision.

"We desire prosperity, but it is impossible for the country to prosper while railroad revenue and credit are inadequate, and therefore the increased rates should be generally helpful.

Canal Competition.

Western railroads have begun to feel something of the effects of the Canal waterway on business, not only business from seaboard to seaboard, but to an appreciable degree upon business originating in middle western territory. The rates made via the boat lines have enabled the shipper to route their goods by lake and rail to the Atlantic seaboard and thence via the Canal to the Pacific, at a better through rate than prevails via the trans-continental lines. This situation, while serious enough to cause grave consideration, still has a rift in the clouds, in the one incontrovertible fact that you can't "spot" a ship at the door of your shipping house; and to load into the hold of an ocean going steamship requires much handling and expense that is not absorbed in the rates quoted by the steamship lines. This is, of

course, only "a crumb of comfort" but in these "hard times" the railroads have to look beyond the face of things, and be like the Yankee woman of olden days, who rebuked her children for their "onthankful hearts" because they cried when they had bread but no butter, and tea, but no sugar. "For shame, children", said the good dame, "instead of wastin' time cryin', ye should be settin' daown and caountin' your marcies."

Safety First.

The Magazine is favored, this month, with a number of letters from Safety First Committees, setting forth their ideas as to the benefits of the Safety First movement, and containing some excellent suggestions for the future of the cause. That Safety First is a good cause, there can be no question. It should be a part of every man's daily life and thought, a working time-table of his religion; for it is fundamentally the practice of the Golden Rule. Safety First is not a one-sided propaganda,—one from which all is to be expected from the company, or the individual by whom you are employed. Not at all. Quite as much effort is expected from the employe,—the difference being that in the case of the employer, money is spent to safeguard life and property; while with the employe, it is energy and forethought and care that is to be expended. Thus will the books be balanced,—for if a man adopts the Safety First habit, he is soon in a position to save his employer actual cash in the small benefits accruing from continuous habit of thinking of safety. In a recent editorial, The Chicago Tribune pays this tribute to Safety First:

Thinking about safety brings safety; a little expense and organization at the start yields rich returns all along. This source of dividends is not affected by anything. The Titanic need not have been lost! more attention to safety would have prevented the fatal collision. It is human nature to grow careless, to assume that things will go well because they have gone well. Systematic thought about safety is thought about the prevention of negligence and the utilization of devices and regulations that obviate or minimize danger—even danger from the fallible human factor.

Puget Sound Pioneers Attention.

The days are drawing closer to our third Get Together, and the wise pioneer will not delay in the preparation for the Spokane meeting. President Warner is sure to provide a good program and a good time is assured. The Magazine recalls hearing many an expression of regret because this pioneer and that one, put off his decision to go until it was too late for him to get a leave of absence, for the Seattle meeting. Don't make another mistake of that kind.

I Will Help YOU Get Ahead!

I HAVE helped thousands of other men to attain success, and I will do it for you. If you are plodding along in a dull rut, if you are underpaid, if you are gnashing your teeth with an unfulfilled ambition to **get ahead, to do things, to be somebody**, I can surely and absolutely show you the way out, as thousands of others will gladly testify I have done for them. Will you put your case in my hands? Will you let me help you? I can positively help you to bigger, better things—to be the successful man you want to be. It costs nothing to read and learn for yourself. **DO IT—FOR YOUR OWN SAKE.**

J. E. Markus
President
American Correspondence School of Law.



LAW Is YOUR BIG OPPORTUNITY

THE successful man is the legally-trained man. I will help you because I will train you to go out and fight life's battles. I will bring a legal training to you—at your home—by mail—for a few cents a day.

Think of it! A few cents a day! What possibilities loom up before you! Man, man, do you realize what this means to you? A legal education means capital. It is the **very foundation of success**. The legally-trained man wins. In business—in politics—in society he is the leader. Nothing trains a man to think so quickly—to reason so logically, to be systematic, forceful and dominant—as the law.

Judge Gary, head of the U. S. Steel Corporation, is an example of legal training in business. Joseph H. Defrees, President of the

Chicago Association of Commerce, forged ahead as a business man because he knew law. President Woodrow Wilson, whose concise, logical method of thinking and talking has won the world's applause, trained his mind by the reading of law. Abraham Lincoln rose to undying fame from the study of law—at home, alone.

You, too, can rise to a position of power and prestige. You can become a leader in your chosen field. A legal training is the surest preparation for business success, and it is the broadest, shortest road to fame and fortune.

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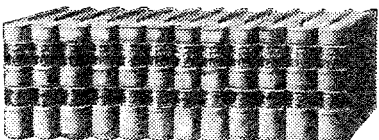
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Special Commendation

Thomas Birmingham, Conductor; Engineer E. E. Brokaw, Conductor W. E. Rathman, Conductor P. J. Reel, Brakeman Andrew Bougetz, Brakeman Ralph Goodwin, Conductor J. P. Slater, Engineer Roy Cole, Fireman J. M. Barnes, Conductor G. R. Overton, Brakeman Edward Green, Brakeman E. A. Rumley and Signal Foreman J. W. Kubik, all of the C. & C. B. Iowa Middle and Western Divisions, are men who are entitled to special mention in the Magazine for special service rendered the company during the month of December. These gentlemen each received a letter of commendation from superior officer, also credit in the roster acknowledging the special service rendered.

Praise for Olympian Service.

The following letter from Prof. Getz of the University of Montana is eloquent testimonial of Olympian Service:

December 2, 1914.

Mr. H. H. Tavenner,

City Ticket Agent, The Chicago, Milwaukee & St. Paul R. R., Missoula, Mont.

My Dear Mr. Tavenner:

Just a note to express my appreciation for the courteous treatment that I received in arranging my recent trip to the Pacific Coast and on train en route west and also returning home. Tomorrow night I go to Seattle. Two weeks from Saturday I leave for New York City. Shall I go over another road? I shall not. In my judgment "Olympian Service" is the acme of railroad efficiency. To convince you that I really believe that, I need only assure you that my tickets shall always, whenever possible, read via "The Milwaukee."

Sincerely,

CARL H. GETZ,
Assistant Professor of Journalism.

Efficient Use of Oil.

Engineer J. H. Sutherland of the S. C. & D. Division, has made for his engine a tray of sheet iron, shaped like a dust-pan. This he puts on top of the boiler in cold weather to hold the oil cans. This keeps the oil warm and in fluid condition, saving time and conserving for quick use, the entire amount of oil in the can.

John Keating, towerman at Kingston, Ill., tower, has received a letter of commendation from Superintendent G. R. Morrison, and a merit mark for discovering a piece broken out of the crossing. He had given clear signals to passenger train No. 36, so he descended from the tower as quickly as possible and flagged the train by hand, succeeding in stopping it. This attention to duty and his prompt action is greatly appreciated.

Superintendent Hill of the T. M. Division, in a letter to C. H. Cartmell, acknowledges the prompt action of Linemen Bannister and Champer, who discovered a fire near Moreau Junction on the right-of-way, on November 4, and stopped immediately to put it out. He commends their loyalty, which saved a probable heavy damage which the railroad company would have been called upon to pay.

Heroic Act of Conductor Petersen.

Conductor John C. Peterson is the most modest man in the world, and if his heroism depended upon himself to become known of men, he would never be appreciated at his full worth. On November 27 he was standing on the top of a freight car in our yards at Mitchell, S. D., when he saw a young lad skate into soft ice on the pond south of the roundhouse. The boy sank immediately and, without waiting to give any alarm, Peterson clambered off the car and was on the ice in a moment. The ice broke with him, and in order to reach the lad Peterson was obliged to wade waist deep into the icy water. The boy was

rescued and Peterson, returning to his caboose, changed his clothing, reported that the train would be out of the yards ten minutes late and went on. Peterson's hand was bruised in his efforts to get the boy out from under the heavy ice, where he had drifted, and the brakeman on the train, noticing the injury, drew the story from his conductor. The Magazine, as well as Peterson's fellow-workers, are glad to acknowledge the brave, unselfish deed.

Foreman John O'Connor of the West Allis Patrol, by his alertness, averted a serious accident on December 5. While La Crosse Division extra east-bound, McKay, conductor, was passing him at West Allis, Mr. O'Connor noticed two brake beams dragging under C., M. & St. P. car 502842, and immediately signaled the men on the rear to stop. These dragging brake beams would surely have derailed the car if Mr. O'Connor had not discovered them before passing over the facing point switches at the entrance of the Air Line Yard. Superintendent Hinrichs has commended Mr. O'Connor for this good work, and has entered a credit mark on his record.

On November 12, Car Inspector Jos. Schmidt, at Wabasha, while watching train 264 as it was pulling out of the station, noticed a brake beam falling down on the thirty-sixth car from the engine. Mr. Schmidt immediately got onto the train and endeavored to get a signal to the engineer. Being unable to do so, on account of the engine being around a curve, he got off the train and caught onto the caboose, advising the conductor, who succeeded in stopping the train.

Mr. Schmidt's action in this connection was very commendable, particularly so as his efforts to stop the train involved considerable personal risk to himself.

Conductor E. J. Walrath, Trans-Missouri Division, has received a letter of commendation for his thoughtfulness in caring for an intoxicated passenger on his train recently. The man was incapable of taking care of his property and had considerable money with him. A kindly passenger got the pocket-book and ticket from the man and handed them over to the conductor, who took possession of both and carried the man to his destination, where he handed him and his property over to the care of the station agent. On arrival of the train at Miles City, Mr. Walrath received a message from the agent saying that the passenger in question had left a suit-case, containing considerable money, on the train. The suit-case was hunted up and returned to the owner with its valuable contents intact.

The following letter from Superintendent Oxley and Mr. Loweth's letter of appreciation speak for themselves:

Ottumwa, Iowa, Dec. 17, 1914.

Mr. C. F. Loweth, Chief Engineer:

I wish to call your attention to the prompt and efficient action of Mr. W. Cullen, foreman in charge of iron bridge erecting outfit, in clearing the main line of a derailed car with broken truck about one mile west of Polo, Mo., morning of December 16.

The derailment occurred at 4:10 a. m. Mr. Cullen, who was at Polo with his outfit at the time, was called at 4:35 a. m. He and his men responded promptly, had boiler fired up and were ready for action on arrival at point of accident, and had derailed car clear of the main line track at 6:35 a. m. This was remarkably quick work, and more so, taking into consideration the fact that it was bitterly cold—10 degrees below zero—at the time.

It is felt that Mr. Cullen and his men merit special commendation for their prompt response, effective action and interest displayed in this instance. If you concur in our views,

will you kindly convey to Mr. Cullen our appreciation?

(Signed) J. M. OXLEY,
Superintendent.
Chicago, Dec. 19, 1914.

Mr. E. Greenwald.

General Iron Bridge Foreman:

Please note the above and promptly pass it on to Mr. Cullen. The ready response and efficient assistance of Foreman Cullen and his crew is very much appreciated. Here is wishing them a Merry Christmas and a Happy New Year.

I am sending a copy of Mr. Oxley's letter and this endorsement to Mr. Reeder, with the request that he pass it on to Mr. Howell for his information.

(Signed) C. F. LOWETH,
Chief Engineer.

Imagination Works Wonders.

To the Editor:

Recently the "Olympian" was held up at Plummer Junction nearly all night on account of a freight derailment ahead.

Just after leaving there in the morning, as I was passing the lavatory in one of the standard sleepers the following "boost" was overheard:

"How did you sleep, Bill?"

"Sleep! Huh! Didn't sleep at all, so much jarring and steam blowing and noise all night I couldn't sleep. No more 'Milwaukee' for me. How did you sleep?"

"Fine! Never slept better in my life. Me for the 'Milwaukee' all the time; finest roadbed and smoothest running train I was ever on, why, I never got a jar all night." And this after we had been standing still all night at one of the most quiet stations on the Milwaukee Road.

Yours respectfully,
HARRY ADAMS, Conductor.

On November 9, while Section Foreman Wm. Chapman of Oldham, was burning the right-of-way just south of town, they noticed a fire in the livery barn at Oldham. They were the first to give the alarm and, although the fire consumed nearly a block of the business section, by hard fighting, Agent Olson and Foreman Chapman and his men succeeded in putting out a fire which had started in the roof of the depot, the fire apparatus being used up town. They were forced to carry the water in buckets without any other assistance. While we take in view the fact that the depot at Oldham is a new structure and had but recently been put up at quite an expense, the actions of these men, while not knowing if their own property was burning or not, loyally turned to protect the interests of the company, is deserving of the highest commendation possible.

On December 14, train No. 22, in charge of Conductor D. E. Lawler, it being necessary to take coal at Chandler, upon their arrival there they found the air hoist frozen up, and as there are no night men in charge, Conductor Lawler and Brakeman Buckholz, without an instant's hesitation, wound up eighteen buckets of coal for Engineer A. Martin on engine 434. When we take into consideration the fact that these men were not dressed for an occasion of this kind and it being 24 below zero and at 3 a. m., by this act made it possible for their train to go into the terminal on time, which otherwise would have been a serious delay, the public would do well to consider that the gentlemen taking their tickets are not only allowing them the transportation, but are doing everything within their power to see that they are safeguarded from delays, inconvenience or further expense.

On train No. 94, E. M. Westby, conductor, while pulling out of Kinbrae, Brakeman John Kutcher noticed the sand board on St. P. 63584 dragging. He signaled the engineer to stop and the car was set out. By this act Brakeman Kutcher probably averted a serious accident, as there is a bridge just a few rods east of Kinbrae, and this car would undoubtedly

have been derailed at this point. Here, in Brakeman Kutcher we have one of the many examples of "Wide Awake," "On the Job Every Minute" men that the S. M. is plentifully bestrewn with.

Frank Simpa, one of our watchful conductors running between North McGregor and Mason City, has the admirable faculty of not only keeping his train under proper control and knowing that everything is exactly right, but has a care for our neighbors outside the right-of-way, as evidenced in the good work accomplished in stopping his train east of New Hampton several times and extinguishing fires. In one or two cases much damage was avoided, as the dry grass burns readily when fanned by a strong wind, which was blowing at the time. Frank believes in safety first and puts it into practice in every-day life. It gives confidence in all departments of railroad activity to know of these incidents.

And, by the way, here is another case: Freight Agent W. E. Harrison of Mason City, whose duties are to give particular attention to freight matters and work for revenue, discovered broken angle iron on a short rail on the main track in the Brick Yard District west of Mason City, which made it dangerous for trains, and with his usual promptness phoned the information and same was repaired before any damage occurred. When employees from all department take active interest in safeguarding like this it means much.

Charles Montgomery, section foreman, Monona, found a wallet containing thirty-seven annual system passes, promptly reported it and the owner is grateful for the return of the package, obviating much annoyance. When the company is able to bring returns and make good in the line of lost articles by a careless or forgetful public, it speaks well for the employees in charge.

These are worthy of special mention.

"MILWAUKEE" DAY At the Spokane Apple Show.

J. H. Ginet, Jr.

More than three hundred railroad men and shippers attended the Milwaukee Day luncheon of the Spokane Transportation Club in the Moorish room of the Spokane hotel on Wednesday, November 19. Among the Milwaukee men present were General Passenger Agent Hibbard, Assistant General Freight and Passenger Agent Warner, Messrs. Chapman, Richardson, Bahl, General Superintendent Foster, Assistant General Superintendent Clemmons, G. W. Korte, J. H. Ginet of Seattle, Mr. Zerolin of Spokane.

Mr. Hibbard made the principal talk, Mr. Warner was the chairman of the day, and talks were made by Mr. A. F. Steele, president of the Spokane Rotary Club, and Mr. R. D. Pinneo, General Freight Agent Pacific Coast Steamship Company. Mr. Ginet gave a series of stereopticon lantern views of scenes along the Milwaukee Line.

The "New Steel Trail" was sung by Miss Inez Baird, and music was rendered by the Milwaukee Orchestra of Spokane, composed of George E. Brenner, Edw. Vesey, William Frick and William Gith.

Every one had a most enjoyable time, and the affair was pronounced one of the most successful of its kind for sometime past.

F. A. NASH.

Mr. F. A. Nash, General Western Agent of the Milwaukee Road at Omaha, died at his home Friday, December 11, after a short illness. Mr. Nash entered the service of the Traffic Department of the Milwaukee Road in 1882. He was one of the veterans in the service and he not only acquired a reputation of being one of the leading traffic men in the West, but was also one of the foremost business men in the city where he had served this company for 32 years. He is survived by a widow, a daughter and a son. The sincere sympathy of the employees of the Milwaukee Road goes out to his family in their sad bereavement.

On The Steel Trail

SO. MINN. DIVISION (EAST).

A Humble Flea From One T. P.

The Scribe's position is a painful lot
Making news from items not?
I should bibble, I should care;
I'll fill up space with more hot air.

I received one item all alone,
And that belonged to J. Malone.
But nevertheless I'll be a game kid
If "Bill" and the rest all back slid.

Long, lean "Spike" who shoots the juice
On Ramsey second, played the deuce
By scuffling when he meant no harm,
And was laid up with a busted arm.

Rondeau, extra from Pipestone town,
Who furnished relief because "Spike" fell
down,
Is now on third at Ramsey once more,
While Dormer visits his folks for a week or
more.

Operator Hayes, who works Jackson Third,
And answers all calls whenever heard,
Has gone to Oklahoma for a week or two,
While Richards at Jackson, starts every crew.

My wife like "Sted's" has her little pass,
And goes quite often, Alack, Alas!
But I should worry, I should care.
Next time I'll marry a millionaire.

She's gone again, this time way up the river,
To Minneapolis, my check to sliver.
And while she's gone, well, I should care,
For I find "eats" plenty on the bill of fare.

I hope some time next year to see
That man "Sted" if alive he be,
With all the rest of the humble bunch
Who send in news when they have the hunch.

Would certainly help an awful lot
If we all met in a convenient spot,
There our troubles we all could utter;
I, for one, would never stutter.

Now, if perchance some news you hear,
Send it along and never fear,
I'll send it in and perhaps may be
You'll hear again from me, T. P.

A Few of the Facts and Fancies of the S. M. West Division.

J. W. Malone.

Relief Agent A. E. Lambert, who has been
assisting Agent Bucklin at Madison, has left
the service of the company to engage in other
business.

Brakeman Alfred Brakke was called to
Jackson recently by the death of his brother.
The sympathy of the Division is extended to
him in his loss.

Mrs. Wm. Sartwell, wife of Brakeman Sart-
well is visiting at Sioux Falls, for a few days.

Claude Moore, son of Chief Dispatcher
Moore has been very ill the past ten days. We
all hope for an early recovery, although he is
still in a critical condition.

Brakeman A. Ballinger was off a few days
last week having his teeth attended to. We
would suggest that "Biddy" try a new set.

The following births have been reported for
this month:

To Mr. and Mrs. John Kutcher, a son.

To Mr. and Mrs. J. A. Russell, a son.

To Mr. and Mrs. F. J. Wagner, a daughter.

As we enter into the new year, let us all en-
deavor to follow the examples of these men
and when we finish our last day's work, I am
sure that "Oom Paul" our "Shakespearian
Poet" will endow us with an epigraph similar
to: "Relentless Rudolph," while a "glittering
brick" will close thine eyelids.

SCRAPS FROM THE WEST END.

C. E. Pike.

F. J. Calkins, Export and Import Agent, and
wife spent their vacation doing the big cities
of the East, and Mr. Calkins reports that he
not only found time to do the cities, but that
his trip will result in increased business for
the Milwaukee.

J. G. Thomson, Advertising Agent, has been
laid up for some time with an injured ankle.
J. H. Ginet, Jr., the "busiest man on the line,"
has also been on the sick list for a few days;
but we are happy to report that both of them
are able to be out.

One of the boys in a certain department
threatened to "bust" us, whatever that means,
if we didn't put his name in Scraps for this
month. We don't believe in guessing contests,
but if any one cares to try a whirl at this
party's name they are at liberty to do it.
Then we will be able to fix up some little
item and this chap's name will get into print.
We're sorry we can't help him out, but it
wouldn't look good to mention who the
"buster" is.

Harry Rowe, Freight Solicitor, Seattle, evi-
dently intends to stay with the Milwaukee and
remain in Seattle, as he has just purchased
a dandy new home. The news was quite a
surprise to his friends as Harry has always
taken pains to let them know how "hard up"
he is. Isn't it funny how the "hard up" boys
can buy homes and the "flush" ones can't?

Henry Wahoske, Assistant General Agent
Freight Department, Seattle, has just re-
turned from his "honeymoon trip" to Chicago,
Boston, New York, Richmond, Va., etc., etc.
We all wish Henry and the Mrs. much hap-
piness.

O. D. Richardson, Assistant City Ticket
Agent, Seattle, is undoubtedly the "champion
smiler" of the West. When we feel "out of
sorts" we all drop in for one of "Dick's
smiles," and go away feeling perfectly well
and happy. Dick dispenses his cheerfulness
without favor and all are welcome.

A. J. Hillman, who was recently appointed
General Agent, Freight Department, at Seattle,
was given a "luncheon" on December 4th, by
the Seattle Transportation Club. About two
hundred members of the club were present.
After turkey and pie each member arose and
introduced himself to Mr. Hillman, who wound
up the affair with one of his customary clever
talks. The luncheon was enjoyed very much
by everyone present.

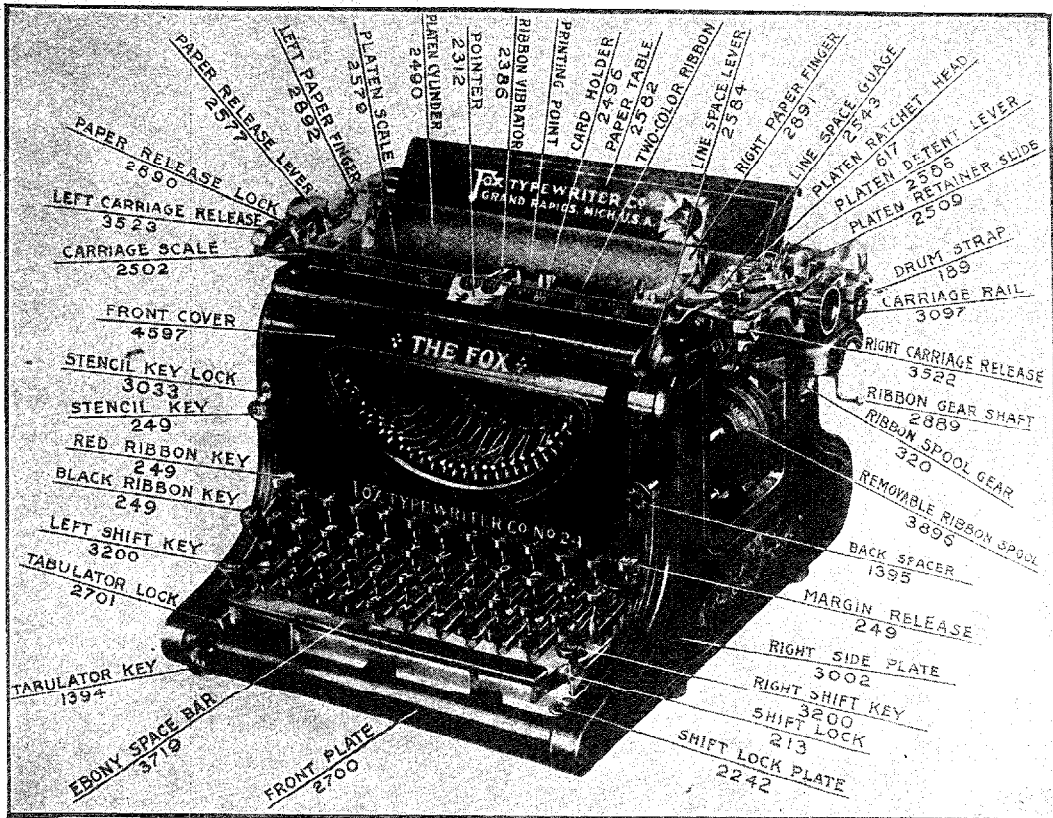
Mr. J. O. Finn of the Victoria Office came
down Sunday with a party of twenty people
en route Victoria to Europe to Spend Christ-
mas with the old folks. This was Mr. Finn's
first trip to Seattle and he went back to Vic-
toria after seeing his party safely off on
the Olympian fully impressed that Seattle is
"some" town.

J. N. Holmes, Chief Rate Clerk, Freight
Claim Department, informs us that he has
decided to interne his new Maxwell in the
garage until next spring. J. N. feels that he
should take a much needed rest owing to a
threatened nervous breakdown, brought about
by the tremendous strain incidental to keep-
ing the Maxwell in the street where it be-
longs.

A prize of two peanuts and a marshmallow
will be given to any one who can guess why
his name is printed this month. Please apply
for reward to Chet Biggs or Jimmie Cum-
mings.

E. K. Garrison, D. F. & P. A., Portland, and
W. P. Warner, A. G. F. & P. A., Spokane, were
callers during December. After a visit from
either of these gentlemen, an office feels as
if the Spirit of Optimism had decided to stay
with us always.

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has Every Feature Found in any Standard Typewriter Ever Advertised in the Milwaukee Employees' Magazine and a Number of Exclusive Features of Its Own.

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FROM THE MILWAUKEE EMPLOYEES' MAGAZINE FOR JANUARY

Name.....
Address.....

Messrs. Hyatt and "Cherub" Smith won the pipes which were raffled the first of the month. Someone was mean enough to say that both of them had a severe attack of seasickness the next day, but they deny the story.

M. C. Kalfus of the General Freight Office was married on December 4th. Information as to the bride's name was obtained from four or five sources, and when it was compared, we were afraid to send it in, and can only make the above statement. When Mr. Kalfus returns from his honeymoon, we will be able to obtain authentic information.

Herbert Schroeder, Chief Clerk, Freight Claim Department is "forninst" women serving on the jury since Mrs. S. was called to serve during November. He says it's no cinch chasing home, cooking the children's supper, and preparing them for bed, etc., etc., while his wife was debating on whether John Smith should be hung for stealing a ham, or Georgia Topnotcher was entitled to a divorce from hubby No. 7 because she didn't prepare his meals. Herb says he's ready to change the constitution of the state if that is where the fault lies.

A. P. Chapman, G. A. P. D., recently made a trip over the lines in Montana, stopping at Lewistown, Great Falls, Harlowton, Butte, Missoula, and at Spokane on his return. Chap reports things rather quiet now, but every one is getting ready for the increased business which will commence in the spring, as all Montana seemed to be talking eastern trips and San Diego and San Francisco exposition. We feel sure the outlook is mighty good.

Capt. E. A. Hempson, S. S. Blister, R. E. N., reports that since the German warship squadron has been in so much evidence on the coast he has interned (whatever that is) his vessel, and is engaged in the commission business turkeys, mostly, and if it pays he will tackle both apples and butter next. Our advice to the captain is to stick with his boat. He'll spoil a good sailor and make a bad commission merchant. Maybe if the balance of the crew of the Blister, i. e., First Mate Currie, would come into the firm it would be a success.

Another rate meeting has been called. This time at Portland and Gene Webster until further notice will be a resident of the City of Roses. Any belated Christmas presents or bills will reach him down there, care the O.-W. R. & N. General Passenger Office.

COLUMBIA DIVISION.

Sted.

O. A. Eisenhuth, locomotive fireman, while at work on his engine at Malden, Saturday, November 28th, in some unknown manner fell from his engine and struck his head on a rail, from the effects of which he died about two hours later. His body was shipped to his home in Missouri, accompanied by his brother firemen, Joseph Bush, and Guy Poole.

Mrs. Charles Neimiller, wife of Engineer Neimiller, of Seattle, was a recent visitor with Malden friends.

Mrs. Clarence Algver, wife of Passenger Conductor Algver of Seattle, visited recently with Malden friends, being the guest of Mrs. F. C. Quimby.

William Harding, formerly machinist at Malden but now working on the coast, visited with his brother Paul in Malden.

Car Foreman C. C. Witts of Malden has returned from a deer hunt in the panhandle section of Idaho. He was accompanied home by the remains of a fine buck, which was distributed amongst his numerous friends on such an occasion.

Conductor J. E. Donlin and wife welcomed a daughter to their Malden home Sunday, November 29th.

J. H. Vassev is now working third trick in Malden relay office, having bumped Operator Gray, who goes to St. Maries.

Now is the time for all good employees to come to the aid of the division editor. For former items we are truly grateful.

Brakeman B. H. Pyle is in Wichita, Kan., having been called there by the illness of his mother.

Have you noticed the scarcity of wedding notices in the Coast Division items since the new stamp law went into effect? We should dislike to accuse the Coast Division employees of being penurious, but it does look queer that the extra tax of ten cents on a license should slow up a division that has been the envy of all the other divisions in the matrimonial line.

We tender our apologies to Wire Chief Fred Washburn and his assistant, Claude Potter, for not printing the bunch of items submitted by them, but the truth is that when the upholsterers were renovating the office we lost their notes in the confusion of moving the desks and furniture around. Now that we are comfortably installed for the winter we promise not to let it happen again and hope this apology is ample excuse.

A cement floor was recently laid in the Corfu pumping station, also the pit was concreted. Foreman R. E. Wheeler was boss on the job.

Make a note of it. The first general snowfall of the season over the Columbia Division fell Monday, November 16th.

Conductor H. R. Freeman recently checked up all cabooses on the Columbia Division to ascertain the amount of supplies carried by each conductor.

Just as we go to press we learn that Walter A. Swift, Chief Clerk to Roadmasters G. A. Larson and Robert Gallagher of St. Maries, has secured transportation to New York and other eastern cities. We hope he enjoys the trip.

Dispatcher Dick Peterson says he is not familiar with the hoof disease, but ventures to express an opinion that the mouth disease has long been prevalent in the Malden offices. There may be logic in this, also a moral. Pay your money and take your choice.

Conductor Ray Falck has accepted the job of turning brake wheels for Conductor Curtis on the Spokane-Marengo Jct. turn-about.

On the Warden branch we have a station called Ruff. The section foreman at this point is named Cuff. Here is a rare opportunity for some gay and festive rhymster. Lay on MacDuff, tuff, enuff, et cetera.

Agent Jose at Thorp writes that Life is again one long sweet dream since Mrs. Jose has returned from her visit with friends in Malden.

Agent Woods of White Bluffs writes us he has some interesting pictures taken along the Puget Sound lines in early days and promises us a story with some of the most important photos explained in the near future. We are sure our readers will enjoy such a descriptive sketch and we await the preparation of same with due patience.

District Master Mechanic T. J. Hamilton writes the Columbia Division has been furnished three Mallet engines for service over the Beverley mountain. Having just been through the shops they will be in good condition for winter.

Agent Mason of Ewan writes that Conductor Jack Donlin is a bum duck hunter, while Conductor Donlin asserts he killed more ducks than Mason could lift. As Donlin is the bigger and also the man behind the gun we are compelled to accept his version.

Lineman Robbins and Brakeman Webster spent several weary hours on a recent day chasing a duck around the confines of Rock Lake.

Conductor Robert Elliott now has charge of trains on the Warden and Moses Lake branches.

F. R. Smith, former Agent at Sheffield on the Kansas City Division, is now installed as Agent at Marcellus, the terminus of the Warden line. His many friends on the old line will be pleased to note his ascendancy.

Fireman Hendrick and wife of Beverley are recently returned from a visit in Tennessee.

Section Foreman H. H. Voshall and family of Beverley spent some of the holiday time and spirit with the old home folks at Cle Elum.

A recent issue of the magazine contained an interesting write-up of the big laundry operated by this company. The Milwaukee has ever been noted for its snowy linen and we often hear housewives remark: "I wonder how they make them so white?" It would have been instructive had the writer given the make of soap, washing solution or powder used in such extensive operations. Better still if the manufacturers of the preparations used would run an ad in our magazine we feel it would interest the wives of our employees. If "cleanliness is next to Godliness," the benefiting firm or firms would be doing a Christian act in a businesslike method.

Agent Rozell and wife of Hanford announce the recent arrival of a boy to brighten their home and liven up things.

The suffragette employes of the Missoula, Spokane, Malden, Seattle and Tacoma offices have formed a co-operative sewing society. Now guess. This does not include Walter Swift nor Herb Foster.

Agent E. D. Parks of Malden was recently indisposed, but is now back on the job. His son Clarence was boss in charge while Dad conversed with Dr. Van Pelt.

Engineer John Donovan was called to Tomah, Wisconsin, in December on account of the death of his uncle.

Superintendent Willard, Trainmasters Dow and Ennis and Foreman Buchanan are at work on a new ball bearing device for use by railway officials. We hope the returns will be fully up to the expectations of the inventors.

Traveling Engineer Thos. McFarlane and wife of Ellensburg had the pleasure of their daughter's company during the holidays. Miss Gladys is student at the State University in Seattle and tries to get home every holiday possible.

Engineer D. J. Smith is now working out of Othello, having transferred from the Spokane Terminals.

Chief Dispatcher Wiltrout made a recent official trip over the division. Nothing doing this month with Auburn. She is tucked away for the winter, but will appear again when spring opens up. A full announcement for the coming season will be given out later.

James Donley, Yard Foreman at Othello, has returned from a visit with friends in Kansas City.

Harry Rosevear, caller at Othello, is the proud possessor of a new cornet. We hesitate to record what the neighbors think of his new purchase.

Engineer Marre is back on the job, after a visit to the art galleries in Seattle.

Engineer Tom Balch has returned to firing, due to the dropping off in business.

Lou Stahl is now working a trick at Othello, having bumped Operator Murane.

Jack Furr of the Othello switching force is making a choice collection of cats, or a collection of choice cats, we forget which. Either brand acceptable. (Paid ad.)

Conductor G. W. Perry has recovered from his illness and is again on duty between Malden and Othello.

Engineer Pat Morrissey is again at work, after an enforced lay-off due to illness.

Conductor F. P. Boardman is now braking on way freight between Othello and Cle Elum. The decrease in business has forced all the young runners back to twisting brakes.

Boilermaker Richardson and Machinist Earl Berkley of Othello were the victims of minor accidents recently, but not of a nature severe enough to keep them off the job.

Operator Coburn of Othello recently applied a coat of paint to his bungalow.

Kansas City Division Items.

F. R. Moore.

S. C. McKinlay, for many years yardmaster at Mystic, Ottumwa Jct., and later at Marion, has returned to the train service as a freight conductor on the West K. C. Division.

William Kelly, well known conductor on the Southwest Limited has been laid up for the past two months with a broken leg.



The Trained Man Dodges the Axe

This old axe has lopped off heads since the year one. The inefficient man always gets it. The *efficient* man dodges it.

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R. R. Shop Foreman
R. R. Trav. Engineer
R. R. Trav. Fireman
R. R. Const'n Eng.
Mechanical Engineer
Civil Engineer
Surveyor
Automobile Running

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

Name

Employed by

Street and No.

City

State

Present Occupation

News of The Inter-State Co.

The officers of The Inter-State Co. take this opportunity to wish those associated with them in this company, a Merry Christmas and a Happy New Year.

In defense of myself and my good friend out on the coast, I wish to say that we have no inclination to tease the Muses for a livelihood. We are yet willing to draw our salaries from The Inter-State Co., and allow them to pay our hotel bills, etc. To us the juice of the succulent beef stew which grows along the Milwaukee line is sweeter still than the sweetest mountain rose that ever grew.

Our rhyming is to be taken as an accident and not as an inspiration or an ambition.

Therefore, to ye Editor and those who say they like our poetry and to those who are casting Jo Miller insinuations at us, this ode is flung:

With the pungent winds of the virgin plains
A soothing lilt of melody reigns
About you.—Say!
You'd do the same if you could dream
Of the splash and sparkle of the mountain stream

Out our way.
From the splendor of the deep red morn,
Till the shades of wonderful night are drawn,
The wonder fills
Our souls, and we kinda see
And feel the deep, dark mystery
Of the hills.

Why yonder is the trail that Sacajewea tread,
As through the tangled vine and hostile tribes she led

The first white man.
When 'cross our path the rocks of Disappointment lay,
When men go wrong,—still points the way,—
Her deathless hand.

The great woodlands at eventide, if you would seek
Its secret spell,—you'd know how weak
Our words, how poorly spoke.
But when thirty cents is the price of ham
And the board is cut to the very last man,
It gets our goat.

You like it, eh?—say that very same stuff
Once made the prairie grass grow on the rough

Stony slopes (I'm told),
E're the buffalo passed, or the wail
Of the noble Olympian and the screech of the rail

Sent his blood running cold.

Who Is Who With The Inter-State.

Who it is never took a smoke, nor never told a spicey joke, or chewed or swore, and what is more, he rises at the peep o' day and starts right in to earn his pay. And when his daily toil is done, starts for home on a dead run; and never more does care to roam away from the aforesaid little home? He pays his bills, ne'er asks for tick—Why, our own congenial Mr. Quick.

When at Spokane ask for a "Blue Plate Special."

I'm on my way to A-ver-ry,
And there I'm going to stay.

(Mrs. F. of Avery after meeting with a hold-up man during her recent shopping trip.)

Chef Harper of Spokane is winning much commendation for his artistic work in the culinary line. Mrs. Stevens is busy explaining to her guests how things can be so pretty and yet so good to eat. Keep up the good work, Chef. We are always ready to give "good reasons."

Said the Maid of Spotless town: "Dear Lodge, Thy lodge shall be my lodge."

Mr. Fuson's Apple Show at Avery was a decided success and won the approval of all visitors.

A fine example of service rendered by The Inter-State can be seen in the recent method adopted to give the "home folks" a chance to secure "that good cup of coffee I had at the Inter-State." For a long time the "boys" have been going home boasting of what good coffee they had and asking "Why can't we have that kind at home?" It's up to you now, boys, as The Inter-State has a special can holding one pound of "real honest to goodness" coffee that you can take home to the folks. Don't forget to save your cans. They will make fine spice cans and a collection of them on the shelf will look well.

The lunch room at Melstone was very beautifully decorated for the holidays.

The boys out Montana way would have the folks back home know there was an emptiness of heart that nothing but a back-home Christmas can fill, but The Inter-State Co. furnished all the delights of the turkey dinner even down to the old-fashioned stomach-ache.

The attractive fruit display at Harlowton is much commented upon by travelers along the way.

The day of the lynch law has passed, but we would like to introduce into the legislature a bill which would provide for the death of any cook who does not season his potatoes.

It was rumored that Miss Nettie Olson, night cashier at Miles City had gone to Mexico to join the insurgents, but we learned later that she had only gone down to her ranch and wrapped her preserves to keep them from freezing. She is back on the job again. But say! why the preserves?

We hope nobody robs the hen roost at Moberge.

Mr. Charlie Reed, the young railroad man who is in charge of the lunch room at Three Forks, is coming along nicely to the great satisfaction of the host of boys that call him their friend down on the Muss. and T. M. Div.

The Canton, S. D., and North MacGregor lunch rooms have both been repainted and redecorated inside, making a big improvement in their appearance. The Mason City lunch room will be painted some time the coming week.

Manager O'Keefe reports that the new range installed in the Manilla lunch room is a dandy.

The "Better Made" cigar is all the name implies, and is the best selling 5c cigar on the line.

"Our" new Zufedi cigarette watch is a beauty, and gives us no excuse for missing a train.

Mitchell lunch room has the reputation of having the best looking girls on the line.

Mr. B. C. Howell, manager of the Fox House, Portage, has returned from Chicago, where he underwent a very painful operation. He is feeling very much better.

Mrs. Emma Follet, a popular Inter-State waitress, has returned to Savanna.

The oyster loaf sold on the trains by some of the Old Line Lunch Rooms is meeting with great favor. It goes well with a cup of hot Inter-State coffee—try it.

A pan of hot baked beans is a very attractive dish on a cold day. It appeals to the traveling public, and can be handled very nicely by the train boy.

The train boy is considerable of a factor in our business, particularly in cold, stormy weather. A great many passengers, particularly women, do not care to leave the train. A neat appearing boy, in a white jacket, and Inter-State cap, with hot coffee, sandwiches, beans, etc., is sure to find many purchasers for his wares. Managers should keep this well in mind.

O. E. Sisk, agent at Bear Creek, while joy riding with friends election night, suffered the misfortune of having his arm fractured, caused by the car in which he was riding coming into contact with an immovable object.

Bidwell coal mine has now an output closely approximating 1,000 tons, the largest mine on the Kansas City Division.

The three train dispatchers who were put on last August to handle the unprecedented rush of business, have been taken off.

Connection has been made during the past season with the W. C. F. & N. Ry. at Cedar Rapids, which gives us entrance into Waterloo and a number of other important towns in Central Iowa.

Miss Catherine Doran, stenographer in Superintendent Oxley's office, enjoyed a trip through Virginia, Washington, and other eastern points last month.

Kansas City Division "Safety First" committee met in regular session December 11th. Those present were: J. M. Oxley, chairman; Wm. Shea, F. M. Barnoske, F. R. Moore, C. A. Keller, Matthew Quinlan, G. McLallen, J. B. McCright, H. Lucas, S. J. O'Gar. Chairman Smallen was present and addressed the meeting.

Kansas City Station.

Ethel Kopy.

An apology is, without doubt, due this column for the seeming neglect on the part of the correspondent. If the plea of much work and Christmas shopping is offered, every one will be expecting Christmas presents, which might be rather embarrassing for a poor working girl, and the only way out is to tell the truth—there is nothing to report! In fact, we can't persuade anybody to get married, or go away for a visit, or give a dance or play a game of baseball, football, or anything the least bit exciting. Everybody has been too busy.

And then, here is another most mortifying

truth—the correspondent sometimes forgets until after the twentieth of the month to send in any items. When it is too late, it is surprising what interesting news could have been sent. From now on, though a solemn vow has been made. If there is not any news, we will invent some, we will make somebody get married, or do something equally exciting; we will endure any martyrdom to make this column sparkle with wit and scintillate with humor.

So here's to all good resolutions and a happy and prosperous New Year to the editor and the magazine. Visontlatasra!

News of Milwaukee Terminals.

Josephine Healy.

To say the first annual ball given by the International Association of Yardmasters, Division 34, at Ivanhoe Temple, on Wednesday evening, December 9, was a success, would be putting it mild. It was a "howling success," well attended, and the yardmasters surely displayed the fact that they can "do things up brown."

The hall, which is beautiful in itself, was decorated with electric lights of the seasonable colors, red and green, and the parlors adjoining were filled with palms and flowers. Flowers were generously distributed, each lady receiving a corsage bouquet, and her partner a buttonhole flower. The large orchestra, behind palms, provided the best kind of dance music, and the program committee deserve praise for their good selection of pieces.

The grand march was led by Mayor G. A. Bading of Milwaukee and Miss Beck. After that followed many numbers of music, among them a square dance, in which all of the yardmasters and their wives "stepped off a few." About midnight the supper march was announced, and all departed to the dining room, where a tasty meal was served. After supper the dance progressed until 2:00 a. m., when Home, Sweet Home, took the place of some lighter melody.



Inter-State Dining Room, Aberdeen, S. D.

C. & M. Division.*B. J. Simen.*

A baby girl, born in Milwaukee, November 21, to Mr. and Mrs. J. M. Cailligan.

Operator J. R. Alleman of the General Office, has a fine pen of White Wyandottes at his home in Libertyville. His flock took several prizes at the Waukegan, Ill., and Monroe, Wis., poultry shows.

Brakeman James Hagney, while working on the Janesville line way freight, met with a painful accident at Belden. It appears there was a shed under construction near the side track, the scaffolding striking him in the face while he was looking out of the engine cab. It was necessary to take him to the hospital for a few days. He is now getting along nicely.

Roadmaster Cush is relaying the old yard at Libertyville with 75-pound steel.

On December 15, at the home of Conductor A. Kirby at Libertyville, occurred the marriage of Robert Alonzo Helton and Miss Nellie Louise Probert. After the wedding the happy couple left for Minneapolis, where they will spend a few days, then make a little visit at Shelbyville, Ill., at the home of the bridegroom. Mr. Helton is second trick operator at Rondout tower. Accept our congratulations and best wishes for a long, happy and prosperous life.

On December 15, Engineer F. G. Cleveland and wife moved to Chicago for the winter. They will return to Libertyville in the spring.

Roadmaster D. Mau is on a ten days' vacation, visiting relatives and friends on the Kansas City Division.

Section Foreman James Browder of Forest Glen, is visiting in Ohio.

On December 22, A. Mattes, signal maintainer at Rondout was called to his home at Neillsville, Wis., on account of the death of his father. He was accompanied by his sister and her husband, Mr. and Mrs. L. Gerhart. Mr. Gerhart is signal foreman on the C. & M. Division. We extend to the sorrowing relatives our heartfelt sympathy.

Section Foreman J. Merriman of Warrenton, who has not worked for the past year on account of ill health, has again resumed his duties at Warrenton. We are glad to see him back at his old post.

West I. & D. Division.*E. B. Boudrou.*

Fred Wittkop, who fires the roundhouse stationary boilers at Mitchell, has been off duty attending his father's funeral who died at Tripoli, Iowa. Geo. Nick has been firing in Fred's place.

Fred Neelings has been off from his run for a week on account of being injured.

J. J. Burns has returned to Mitchell, and resumed his old run from Mitchell to Sanborn, after having spent a couple of weeks in the East in company with his daughter.

Engineer Geo. Ferguson has been on the sick list for some time, but is now back to work running passenger between Mitchell and Chamberlain in place of Frank Woodman.

Frank and Charles Woodman are enjoying a lay-off and are visiting relatives in Wisconsin.

F. S. Rodgers, H. S. C. McMillan, H. G. Dimmit and H. J. Wandberg accompanied by L. P. Rhine of Mason City, were business visitors at Mitchell.

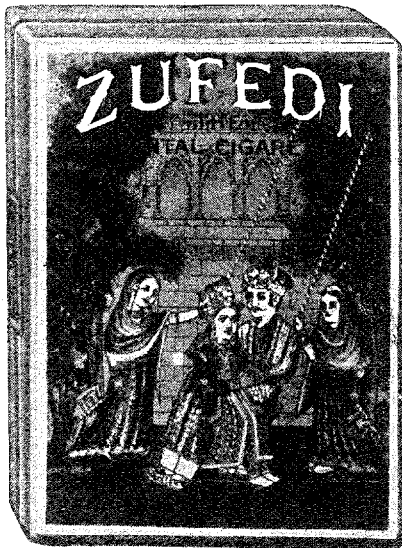
J. M. Horn of West Milwaukee shops made a business trip to Mitchell.

Roadmaster P. McMahon has been making frequent trips looking after important business at Kingsburg, S. D.

Paul Tilley, official car sealer at Mitchell, has been enjoying a Christmas vacation at Des Moines and Chicago.

Harold Wilson, trucker in the Mitchell freight house, has just returned from a wedding tour through Montana and will again settle down to work.

The Mitchell freight office force have purchased a new Burroughs adding machine and expect to make a record with their monthly reports.

"THE HIT OF THE WEST"**"BEST BY TEST"**

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Winter has surely come. J. W. Shelby, station agent at Mitchell, has invested in a new fur cap.

Two new seventy-foot smokestacks have been erected at Mitchell roundhouse to replace those worn out. Roundhouse foreman, Wm. Woods, and his force have a much more jovial spirit since the change has been made.

Roadmaster P. McMahon returned from the Roadmasters' Convention which was held at Chicago, and brought with him many interesting topics.

Train Dispatchers T. M. Higgins and R. C. Raines have completed their chicken coops and expect to compete at the poultry show to be held at Mitchell next fall. They received their incentive from the articles published in the Magazine and are in the business with the aim of reducing the high cost of living.

Section Foreman M. Shoemaker and family of Alexandria, are making an extended visit through Florida and southern points.

Frank McGrath of the car department at Mitchell, had the misfortune of losing his pocketbook. He claims a loss of \$30.

Operator and Mrs. L. G. Disberg of Mitchell, are the proud parents of a 7½ pound boy, born December 8. They will name him Robert Raymond. Cigars have been floating around the dispatcher's office.

F. E. King, district carpenter of Minneapolis, made a business trip to Running Water, looking over water station improvements which are being made at that point.

Miss L. A. Elson, agent at Okaton, was at the hospital at Mitchell for treatment.

Section Foreman Geo. Sabens and family have returned from a trip through Kentucky and southern points.

E. G. Dwyer, second operator at Chamberlain, has taken a few days' vacation. P. R. Marshall is relieving him.

Operator Lester Long of Rock Valley, has taken an extended leave of absence. Operator E. G. MacLennan is relieving him.

Chief Carpenter H. R. Drum returned to Mitchell after closing the pontoon bridge at

Chamberlain for the remainder of the winter.

George A. Wiltgen, the good natured ticket agent, Mason City, has left the ranks and will engage in the moving picture show business at Austin. This will not prevent him from being a good "Milwaukee" booster and when we attend his show we expect to find the good pictures labeled C., M. & St. P.

E. M. Hunt, formerly with the M. & St. L., but the past year or two filling the position of night yard master, Mason City, is now handling the office.

News From North LaCrosse.

H. J. Bullock.

Doc Larson, the popular Soo Line ticket agent, has returned to Minneapolis after a vacation visit here.

Chief Electrician C. R. Gilman transacted important business here recently.

Ticket Agent John P. Paulus of Milwaukee gave us a pleasant call while on his vacation.

Mrs. F. R. Hartwell, wife of City Ticket Agent F. R. Hartwell, has departed for Seattle, Wash.

Johnny Donovan, day caller, is the hero of watching a stranger who purloined a purse left on the window sill in the waiting room. Party was promptly arrested and money returned to the owner.

Mr. J. E. Gleason, who is in charge of the concrete work, and Mr. John Melcher, in charge of the steel work on the new Rose street viaduct, are being highly praised by LaCrosse citizens for their rapid and efficient work.

Yard Foreman J. W. Cary acted as General Yardmaster during the absence of J. A. Lutiger.

General Yardmaster J. H. Lutiger has resumed services after a severe spell of illness.

Roundhouse Foreman H. M. Hauser and General Car Foreman A. Z. Taylor have returned from an official visit at Milwaukee, Wis.

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.

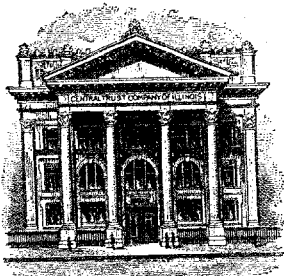
A few dollars deposited now, and as little as a dollar a week added, will mean a fine "back to nature" vacation for you next year.

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

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La Crosse Division Doins.*Guy E. Sampson.*

December 8, General Superintendent P. C. Eldridge, Division Superintendent J. A. Macdonald, Trainmaster D. E. Rossiter and Mr. Wilkinson, whose duties consist of looking after the leaks caused by lost and damaged freight, passed over the Lax Division.

Conductor M. Larkin has been laid up a few days on account of injuries received caused by being thrown against end of caboose when a draw bar pulled out, suddenly stopping his train. While his bruises are somewhat painful, his doctor anticipates nothing serious.

Engineer Frank Durick met with a painful accident recently, when a gun in the hands of another co-worker was accidentally discharged, a part of the charge of shot striking Frank in the face and arm. Same old story—an empty gun with an unknown load in it.

December 15, Conductor A. S. Heberlein had the misfortune to have his left shoulder bone broken, caused by a cut of cars switched on the track upon which his caboose stood.

Mr. Heberlein was in his caboose at the time and was thrown against the desk with great force.

Miss Kathryn Madden spent the week end of November 20 at Madison, where she also attended the Illinois-Wisconsin football game.

Mrs. Julius Mittelstadt, wife of crossing watchman at Sparta, was called to Clinton, Iowa, December 6 by the death of her sister.

Mr. William Bruner, Section Foreman at New Lisbon, accompanied his wife to Rochester, Minn., December 7, where she underwent an operation.

Business on the Viroqua branch has been too heavy for Conductor Smith and Engineer Leach the last few weeks on account of coal and stock shipments. A crew was called to work nights hauling cars to the top of the hill at Cashton, from which point the regular crew can handle the work and make the time, which is very important, as mail and passengers are carried on every train on the branch.

Government Inspector F. Lund of Milwaukee spent several days this month on the Lax Division inspecting stock yards on account of the hoof and mouth disease.

Two Lax Division engineers, George and Joseph Breuer, were called to the death bed of their aged mother November 24. The sympathy of the Lax Division boys are extended to the bereaved families.

Your correspondent and wife were sure remembered Thanksgiving, as the day previous the stork visited them and the same day the parcel post man left two packages, one containing two fine spring chix and the other a fat duck.

On November 28 Engineer David E. Evans was married to Miss Jennie G. Jones. Both parties are La Crosse young people and will make their future home in that city. All employees join in wishing Davie and his bride joy and happiness all through life.

Engineer Lewis Hamela and wife rejoice over the birth of a son November 28.

Last month we neglected to report the birth of a fine baby girl to Conductor and Mrs. Chas. K. Wright of La Crosse.

On December 4 a Get-To-Gether meeting was called at Portage, which for some reason was advertised as a "Coal Meeting," but which in reality was an "Idea Meeting," as division officials and employees enjoyed nearly two hours of profitable discussion and the expression of different ideas for a more economic operation of the railroad. Some splendid ideas were expressed and all retired from the meeting feeling benefited by having attended. Without a doubt, some of the ideas advanced will be given a trial and results closely watched. Superintendent J. A. Macdonald, Trainmaster D. E. Rossiter, District Master Mechanic and Assistant Master Mechanic W. Alexander and A. Clum were all present. Superintendent J. A. Macdonald presided over the meeting and expressed his pleasure at seeing so many employees willing to attend and interested in the topic of "Economic Operation of Railroads." Section Foreman Frank Fred-

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La Salle and Ohio Streets
CHICAGO

erick and family of Sparta spent a week during November visiting relatives at Neenah and Menasha.

Word was received in Portage the fore part of December of the death of E. S. Madden at Kansas City. Mr. Madden, known to all the boys as "Hickory," was a conductor on the Lax Division up to a couple of years ago, when he resigned his position in very poor health.

Crews on the Lax Division have been kept quite busy since the zero weather arrived, as it means shorter trains, hence more trains to handle the same business.

If readers of The Magazine know of any items of interest that do not appear in The Magazine from month to month, do not blame the correspondent of your division, but resolve that in the future you will assist your correspondent by handing in whatever items you know of.

Switchman Fred Liepelt had the misfortune to stumble while cutting off a moving car. He barely escaped being run over, but is thankful for only having received a barked forehead and a sprained knee.

December 16, Conductor F. H. Walthers, who at present holds down the position of head brakeman, noticed something wrong on a large foreign coal flat about ten cars from the engine on his train. He immediately told Engineer Caughlin and the train was stopped. Investigation showed an inside connected brake beam down, and the timely stop no doubt saved a serious derailment. Engineer Caughlin and his fireman, H. Thomas, with the tools from the engine, assisted Fritz in extracting the disfigured beam.

Conductor Jerry Lynam and daughter spent the Christmas week at the old homestead in Elroy, Wis. They went in time for Jerry to work up an appetite catching the fowls that supplied the Christmas feast.

Engineer Chas. McCain and wife spent the day, December 18, at La Crosse. Charles' old-time friends, many of whom had not seen him since his accident over two years ago, were glad to see him again, even though he had to walk with his crutches.

The Elkhorn Fair.

H. J. Beamish.

One week in the year the Racine & Southwestern Division is on the map; the Elkhorn becomes the divisional headquarters. That is the week of the "Great Elkhorn Fair."

The Fair has long since ceased to be an incident, in the St. Paul circles—it is an institution. Every branch of the service take "their dates" from this week; every one is pleased to see it pass. To the station force at Elkhorn it is a nightmare. To dispatchers, trainmen, agents and baggage men, in a radius of two hundred miles, almost as bad.

When it is remembered that, within three days, no less than fifteen special trains are to be handled, in addition to the regular business, over a single track division, some idea can be gathered of the amount of hustling that is to be done.

Another feature that adds to the dilemma is the inadequate track room and lack of turn-table facilities at Elkhorn. All engines, returning, must be sent to Bardwell; all cars must be taken from the yard to provide room for coaches. On Thursday, the big day, seven trains, averaging twelve cars each, reach their destination within a space of two hours, and must be disposed of quickly.

To cope with this Superintendent G. R. Morrison takes personal charge of the situation, assisted by (this year) Trainmaster F. L. Richards. They arrive on Monday and remain until the end of the week. Mr. Morrison personally superintends the loading of the trains at the grounds. Mr. Richards has charge of the work at the station. The regular station force is doubled and a switch crew put on for the week.

This year, the first in many years, of perfect weather, proved to be a banner year. On Thursday, by actual count, 5,845 people were handled. One train, the Rockford Special,

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



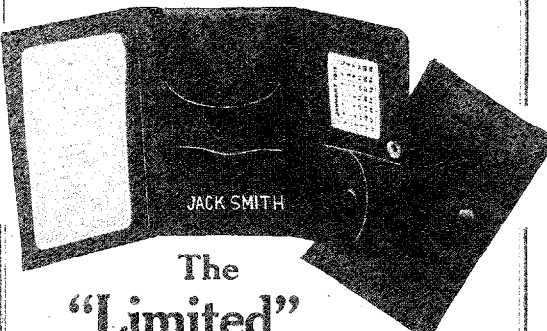
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handling 1,200. The three days bring the total close to 10,000.

The loading of this number of people, without accident, is a justifiable source of pride to the officers in charge. No accident of any seriousness has occurred since the special service has been in effect.

From the freight standpoint the Fair is equally important. Coming, as it does, the week following the State Fair at Milwaukee, most of the stock exhibits come in one train direct from the State Fair grounds. On arriving at Elkhorn, the train is switched to the Eagle branch (which passes the Fair grounds) and the stock unloaded at the gates; the same arrangement is used in loading. On Saturday, following the Fair, this year, forty-two cars of all kinds of stock were loaded from the platform at the grounds, about twenty-five of which went direct to Beaver Dam, their next exhibiting point. In all, forty-nine cars of stock, ten machinery and seventeen merchandise, were loaded in the two days following.

The station balance sheet shows the comfortable sum of thirteen thousand dollars for the month, an increase over last year of two thousand dollars.

And all this happens in a town of less than two thousand people, with the usual amount of experienced help to handle it. The Fair is growing rapidly and the attendance this year would seem to justify a further extension of service. Official figures from the association give the attendance on Thursday alone as 38,000 paid admissions. Well advertised and without doubt "The Biggest and Best" County Fair, it will continue to grow, and the railroad will receive its share of the increase.

News from Bellingham.

J. W. Stevenson.

Mrs. E. M. Whitaker, wife of agent at Lynden, is expected to return shortly from an extended visit in the Middle States.

Conductor W. T. Terry and wife left this week for a two months' visit at their old home in Arkansas. Conductor J. J. McGahan is relieving Mr. Terry.

Mrs. M. McElliott, wife of Shop Foreman M. McElliott, was suddenly stricken with heart disease while walking on the street with her husband and Master Mechanic J. Gollithon. She was placed in an automobile, but died before a hospital could be reached.

Mrs. McElliott leaves a husband and seven children, to whom we extend our heartfelt sympathy.

Mr. F. E. Riggs, Agent at Maple Falls, is now taking his vacation, having recently left for his old home in Virginia. Mr. E. S. Henderson, assistant at Sumas, is acting as relief agent. Mr. Riggs expects to be absent several months.

Mr. S. T. Wright, son of our Assistant Train Master, is now installed as Agent at Glacier, succeeding Mr. Carl Nelson, resigned.

Marion Roundhouse Notes.

Edw. Griffiths.

Business is good, but news is poor. Everybody working hard and attending to business.

Boilermaker John Nebelung is taking a ten days' vacation. "Red" says that he has worked nights so long that he wants to see the sun shine again.

Clarence Rohrer goes to Chicago for a three days' sight-seeing trip. "Dad" will surely see all there is to see.

John Law, Machinist, is taking a layoff over the holidays.

Frank Williams, the Carpenter, goes to Des Moines for the holidays.

Kenneth Humble, Machinist Helper, spent a few days in Milwaukee.

Walter Foster, Machinist, was off a few days on account of sickness.

We haven't seen any cigars yet, but we understand that there is a new fireman down at Fireman Richard Russey's home.

Marion Roundhouse weathered the zero weather good the last few days: 12 below both in and out of the roundhouse.

Engineer Thompson on the Calmar passenger run is taking three weeks off during the cold weather.

Engineer David Gordon, who has been in the service so long that everybody has forgot when he started, also says that the cold is too much for him and is also laying off.

Engineer George Greene, another old-timer, with 39 years' service, is sitting in by the hard coal heater.

Thomas Woods, car inspector, makes a trip to Ohio this month.

William Conrad, night inspector, is on the sick list. We all hope he will be out soon.

Jerry Stewart, night passenger inspector, who has been on the sick list for the past two weeks, was over to see us yesterday. He expects to go to work soon.

A credit mark should be given Harley Guzzle, car inspector, who discovered two cracked outside plates on wheels under St. Paul car No. 56696 on December 16. "Harley" has an eagle eye.

Dad Kerns, our amiable clean-up man, is always on the job with his cheerful smile.

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

Ruby Eckman.

It is a boy. It arrived at the home of Signal Foreman A. T. Breecher on December 12. Space will not permit us to tell all the nice things Al said about the son, so we will pass the matter by the statement that he is the best there is.

Conductor S. G. Lund has taken a few weeks' vacation. F. H. Williams is taking his place on 3 and 26, and Conductor Freeman is relieving Williams on 19 and 6, on the west end.

Ralph C. Bowman, chief clerk for Roadmaster W. E. Barnoske at Coon Rapids, has taken a lay-off and has gone to a sanitarium in Kansas City, in an effort to regain his health.

Engineer P. H. Thompson of the S. C. & D. Division had the misfortune to have all his clothes stolen from the seat box of an engine on his first trip to Perry.

C. M. Williams, clerk in the office of Chief Carpenter Collings, was in Chicago, the fore part of December, attending a meeting of the clerks.

Operator Ole Oleson has returned to first trick at Council Bluffs yard after having been working all summer and fall as relief agent at various stations. Elmer Erven, who has been on first returns to third trick and Operator Blivven, who was on third, took an extended lay-off.

Train Caller Marlow Stotts of Perry, had the misfortune to lose all his household effects in a fire which burned a store and apartment building in Perry the fore part of December. Mrs. Stotts, who was alone at the time, escaped without injury, but had no time to save any belongings whatever. The loss was quite heavy on Marlow as he had just recently been married and had started housekeeping less than two months before. The train men at Perry, however, showed their appreciation of the service Marlow has given and made up a neat purse for him to help start up housekeeping again.

Ralph Fickes, who has been working as an extra operator on the Middle and West Division for some time has resigned to take a position as helper at Panora, a station on the Des Moines Division.

Operator J. R. Millett, who has been working at Newhall, has taken a lay-off and will work the helper's job for the next few months.

L. A. Losey, the agent's helper at Maxwell, had the misfortune to lose part of a finger while at his work at the station in the latter part of November. He was off duty about a month.

Roundhouse Foreman Arthur Yates and Yardmaster M. Gallagher of Council Bluffs, were in Perry, December 3, in attendance at the Safety First meeting.

Perry friends of Mrs. Helga Heckstock, the

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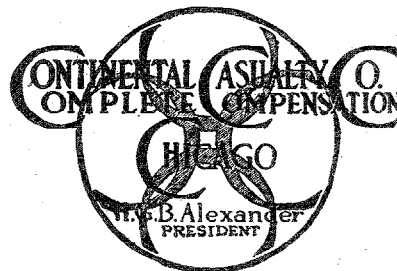
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St. Paul, Minn.

correspondent at Council Bluffs, were very sorry to learn that it was necessary for her to go to the hospital for treatment during the month of December.

Brakeman C. E. Dalton, who has been working on the Western Division for the last three years, died at the hospital in Perry, the latter part of November, after having been sick a few days with a carbuncle. Mr. Dalton was the committeeman for the train men on the Western Division. His remains were taken to Glenwood for burial. They were accompanied by a party of six brakemen.

Friends of Wm. Corbus, who has been in the train service on the Middle and West Division for a great many years will regret to learn that he is now unable to leave his home. His health has been failing for some months past.

Baggageman A. Hern of Savanna, was in Perry the fore part of December for a visit with his Perry friends.

As was announced in the December issue, one of the Middle Division conductors deserted the ranks of the bachelors. W. J. Fuller was the party and the bride was Miss Alice Ru-vane of Perry. They went to Chicago and Wisconsin points on the wedding trip and upon their return went to housekeeping in a new bungalow which Mr. Fuller had erected.

Conductor Ray Westbrook, who has been in service on the west end for six years, was compelled to take an indefinite lay-off in December and go South for the benefit of his health. He and Mrs. Westbrook left about the middle of the month. They have not decided yet where they will locate, but will try a number of places until they find one where the climate will be agreeable for him.

Engineer Wallace Shipton of Savanna, was in Perry the fore part of December, visiting with his many old friends and relatives.

P. Wilson, an engineer on the company's staff at Milwaukee, spent Thanksgiving in Perry with friends.

W. A. Ritenhouse, who was formerly with the Engineering department, but who is now with the Pere Marquette, spent Sunday with Perry friends the fore part of December.

George Barker, who was the star time-keeper on the Western C. & C. B. Division last summer, but who is now occupying a chair in Mr. Harvey's office, was out over the Division on company business the fore part of December. He had an opportunity to see many of his old friends, all of whom are glad to know of his advancement.

Operator W. Key of Madrid, took a couple weeks' vacation in the fore part of December. He was relieved by Extra Operator Crimp.

G. L. Aarsmith of Bayard, took a few days off in November and attended a big meeting of the I. O. O. F. at Guthrie Center. He was relieved by Relief Agent Marshall.

Extra Brakeman C. C. Smeltzer, who is on the reserve list has been working as agent's helper at Maxwell for a few weeks.

Engineer L. F. Johnson was called to Monticello the fore part of December on account of the death of a relative.

Carsmith Hall's wife was called to Tama the fore part of December to attend the funeral of a relative.

Al Council, who is employed as a car repairer at Perry, had the misfortune to have his household goods burn in a fire which consumed an apartment building.

Engineer A. S. Monroe received a telegram December 11, announcing the death of his sister, Mrs. J. W. Thomas at her home in Nashville, Tenn. The lady was quite well known to friends of Mr. Monroe as she visited him at his home in Perry. A. S. was unable to get to Nashville in time for the funeral.

Mike Krainorich, an employe of the Perry coal shed, had the misfortune to have his eye quite badly cut by a piece of coal.

Engineer Kirkwood's wife and son spent a few days the first week of December visiting friends in Cedar Rapids.

Boilermaker T. M. Dunbar has been quite sick for a few weeks, but has been released from the hospital.

George Erickson and wife of Marion, visited in Perry the fore part of December with Engineer Kennison and family. Mr. Erickson was

formerly roundhouse foreman at Perry on the night force, but is now day foreman at Marion.

December 10, was Brakeman J. Q. Hull's 56th birthday and when he came in on 34, his regular run, and went home to dinner, instead of finding just the regular family present, he found a company which included all his sisters and their husbands. Mr. Hull knew nothing of their coming and was very much surprised to find them there. They spent a very pleasant afternoon together.

Brakeman J. C. Murphy of the Middle Division, went to Missouri the fore part of December to attend the wedding of his sister.

Walter Swift of St. Maries, Wash., spent a few days the latter part of December, visiting in Perry with his many friends.

The family of Switchman Robert Johnson have been having more than their share of ill luck. On account of slack business, Mr. Johnson was unable to secure work in the Perry yard and it was necessary for him to go elsewhere in search of employment. Later, his wife was forced to enter the hospital for treatment and a couple days after her return home, their house was burned and they were unable to save more than a few clothes.

Dorothy, the young daughter of Conductor J. P. Slater, has been quite seriously ill for some time.

On December 15, which was the date of their regular meeting, the G. I. A. to the B. L. E. held their meeting at the home of Mrs. F. B. Yachick. The hostesses were Mrs. Yachick, Mrs. John Conway and Mrs. John Donahue. The afternoon's entertainment consisted of a Christmas grab bag and it proved to be a very enjoyable affair.

At 1 p. m., December 9, the automatic block signals were put in service between Van Horne and Indian Creek, making the service continuous now to Marion.

Conductor P. J. Johnson of the Western Division, was off duty the fore part of the month of December, on account of an attack of blood-poisoning in his arm, due to a slight scratch.

Mesdames Oscar Woods, Luke Hanner, D. Jones, W. Leonard, W. T. Murphy, F. Wichael, F. Cowden, Wm. Thompson and J. Heinzelman were chosen as the officers of the G. I. A. to the B. L. E. at their regular meeting in December. Mrs. Luke Hanner was selected as delegate to the convention in Cleveland, in May, 1915.

Mrs. John Leafe, wife of one of the older engineers, was the recipient of a check for \$25 as the prize offered by the Chicago Tribune for the best letter on the European war and the question as to whether or not the United States should have a larger army and navy. Her friends are congratulating her on her victory.

Mrs. Fred Gage, wife of the night roundhouse foreman, and her daughter, the wife of Conductor Leonard Borg, are home from a pleasant visit in Chicago and Ohio points.

Conductor A. C. Hann, who has been on the short run between Perry and Manilla for some time was off duty the fore part of December on account of sickness.

Brakeman Bradley Thomas was taken very sick the fore part of December, and was in such a condition that it was necessary to take him to the hospital for treatment.

Blacksmith Charles Frank has been off duty for some time on account of a badly mashed finger. Frank Hoos was sent out from Dubuque to look after his work during his lay-off.

Engine Hostler J. E. Banyard and family and Engineer Frank Banyard and family have been spending a few weeks with relatives in Idaho.

Mrs. G. R. Overton, wife of one of the West Division conductors, had the misfortune to fall and break both bones of her left arm on December 4.

Engineer Wm. Schwab has been quite sick for several weeks.

Miss Helen Eisle, daughter of Machinist Eisle of the Perry roundhouse force, has been in Spokane, Wash., the past few months. She returned home the first of December.

W. A. Smallen conducted a very profitable Safety First meeting at Perry, on December 3.

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Joe Feler, a foreigner, employed in P. Wal-dron's gang, had the misfortune to be quite badly hurt the fore part of December, when getting off a train at Perry. He turned his ankle in such a manner as to badly sprain it.

Conductor Newman Fuller and wife of Miles City, Mont., visited the latter part of November in Perry with relatives. Mr. Fuller is a conductor on the Puget Sound lines.

Brakeman John Narver of the West Division, welcomed a baby girl into his home the latter part of November.

Wilbur Hewitt of the Perry freight office force, visited for a few days with friends in St. Joe, the fore part of December.

Engineer B. H. Moore and family were called to Stockton, N. Y., the first of December, to attend the funeral of Mr. Moore's mother.

Mrs. Calvin Hall, wife of a car repairer at Perry, died at her home in that city, December 19, after an illness which had lasted for several months.

Mrs. E. A. Lomax, wife of one of the Perry switchmen, visited relatives in Marion, the latter part of December.

Roy Daly, who is now employed at Savanna, was at Perry the latter part of December, attending to business matters. His home in Perry, was totally destroyed by fire.

Roadmaster M. Murphy, who has been in charge of the construction work on the Middle Division the last two years, has completed his task and has returned to the Sioux City Division, where he returns to his former position. Mr. Murphy has made many friends on the Middle Division who regret to see him leave.

E. Bock, bridge inspector, from Chicago, was out on the Western Division the latter part of December, making an inspection trip.

Within the last few weeks a number of changes have been made in runs on the West End. The Des Moines Division crews on the way freights and time freights, start from Perry and go through to Spencer and Rockwell City. The S. C. & D. time freights run through from Perry to Sioux City. Conductor Wm. Simonton has been assigned from the Western Division to the Soo City service.

Miss Ivy Stoner, daughter of Engineer Stoner, is home from a three months' visit with relatives in Pennsylvania.

Brakeman Frank Peterson of the Middle Division, took a ninety day lay-off before Christmas and will spend the winter with his family in Michigan.

Engineer D. Jones was called to Detroit, the 19th of December, by the illness of his sister.

Eastern Division and Calmar Line.

J. T. Raymond.

Conductor John Reimers is recovering slowly from injuries received by falling from a car at Anamosa.

Engineer O. S. Thompson and wife visited their daughter, who resides in the vicinity of Pittsburgh, during the holidays.

Conductor John F. Briggie and family have moved from Marion to Perry, Mr. Briggie taking the coal run between Perry and Cambridge.

Electric signal maintainers on Eastern Division are located as follows: O. H. Ziehke, Oxford Junction; F. B. Culver, Faralta; S. C. Lawson, Marion.

Superintendent and Mrs. C. H. Marshall went to Missoula, Mont., to spend Christmas with their sons, Walter and Fisk. Walter is employed by the Montana Power Company as an electrician at Morris, Mont., and Fisk as telegraph operator at Deer Lodge and doing the extra train dispatching at Missoula. Miss Lucille, who is engaged in teaching in the Home Economics department of the Marion High School, accompanied her parents on the trip.

W. E. Wood and L. D. Hadwen of the general office, Chicago, spent a day in Marion on business pertaining to the reconstruction of Indian Creek bridge. These gentlemen formerly resided in Marion and have many warm friends here who are always glad to greet them.

Operator H. E. Seely, transferred from Olin to Tama; Operator F. N. Rathbun from Martelle to Lost Nation; Operator M. Warner, Olin to Elwood.

Conductor Ed. Templeton was off duty for several weeks, William Lally relieving.

Dispatcher J. W. Held laid off December 18 for a two weeks' vacation, paying a brief visit to Milwaukee.

Engineer Roy Hummell is improving slowly at the company's hospital in Chicago.

Engineer W. H. Dahl has been off duty several weeks on account of illness.

P. J. Harlan is making an extended visit with relatives at Murray, Iowa.

W. K. Saunders, General Yardmaster, Marion, was off for a few days on account of sickness, J. J. Timson acting as Yardmaster.

W. H. Janes, night Yardmaster, Marion, was away for a few nights, W. Mullaly acting in his place.

E. R. Crain, acting foreman on hill switch engine at Marion yard, nights, account of Wm. Ryan working days; F. Dawson, foreman of lead switch engine, account of Carl Olney working days; W. Mullaly, foreman of third switch engine nights, account of Harold Adams working days.

Operator J. W. Myers relieved J. S. Keenan at Marion yard as operator for few days. E. Mullaly relieved R. L. Merrill, Indian Creek, while Mr. Merrill spent Thanksgiving with his parents in Chicago.

Roy Mullican, who was recently injured in Marion yard, is now able to be around.

Switchmen Thomas Flynn and O'Neal have taken jobs switching at Marion yard.

Frank Morton has accepted a position as car checker at Marion yard.

L. S. Dove, operator at Indian Creek, was off duty a few days at Thanksgiving having a good time.

F. Minehart, third operator, Paralta, has resumed work after several weeks' vacation.

Conductor S. C. McKinlay, now running way freight out of Kansas City, was a recent visitor at Marion.

Work is progressing rapidly at Indian Creek putting in a new concrete and steel bridge to take the place of the old trestle bridge.

Conductors Ed. Templeton, Jack Higgins and C. H. Wescott now run on No. 19 and No. 6, and Conductors F. L. Murphy, F. B. Wheeler and A. E. Rupp on No. 3 and No. 26 since Nos. 27 and 28 were taken off.

Conductor Newman Fuller and Engineer Frank Winsor of Miles City, Mont., visited in Marion, renewing old acquaintances.

Mr. and Mrs. J. J. Hennessey of Milwaukee spent Thanksgiving with Mr. and Mrs. G. F. Hennessey at Marion.

The Calmar line trains Nos. 95 and 96 now run through to Calmar. Conductors W. P. Kelley and Clarence Tolbert and Engineers R. E. Strayer and M. Curran have these runs. Nos. 93, 94, 97 and No. 90, Conductor W. I. Farrell and Engineer George Haines between Oxford Junction and Monticello. Conductor H. F. Fox and Engineer L. C. Lowe between Oxford Junction and Davenport on Nos. 97 and 90.

Conductor S. G. Lund is in California for an extended visit. Conductor F. H. Williams has Mr. Lund's place during his absence.

New assignment of passenger engineers on Eastern Division: C. Webber, Nos. 3 and 26; George Shaffer, Nos. 37 and 4; P. H. Kiley, Nos. 19 and 6; Al. Tyler, Nos. 9 and 10; H. L. Stevens, Nos. 11 and 20; John Cain, Nos. 11 and 20; Nos. 19 and 6 swing, Chas. Greene, "Dragman," Nos. 37, 4, 3, 26, 9, 10.

Mr. A. J. Campbell, formerly a conductor on this division, but now first trick operator at West Marion yard, has patented a telephone arrangement so that communication can be had between rear and head end of train. We wish Bert success in promoting his invention.

Clyde Kinney, stenographer in Superintendent Marshall's office, enjoyed a nice visit with his parents Christmas time at Michigan City, Ind.



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T. M. Division, West End.*M. A. Tripp.*

Operator W. J. Dickson has resigned to enter service with his former employer, C. & N. W. Ry., at Anamosa, Iowa. We all wish Bill the best of success.

Roundhouse Foreman Bender and wife have returned from a ten days' vacation trip to Seattle, Tacoma and other coast points.

M. A. Tripp returned to his work as agent at Marmarth on November 10, 1914, after spending five months on his wedding trip at various points in the East and West. During his absence the position was filled by Mr. Richard H. Laird, regularly assigned first trick job, Marmarth.

Mr. P. J. Burns, who up to recent date held the position of yard track foreman at Marmarth, has been promoted as a recognition of his ability and competency and is now roadmaster on the Musselshell Division, extending from Miles City to Melstone. We all extend congratulations to "Pat" and know he will make good. Our loss will be the Musselshell's gain.

Rollin Hoover has returned to Marmarth after temporarily relieving the section foremen at Griffin and Reeder.

Following changes in section foremen on West End T. M. Division have been announced: J. E. Burns from Berger to Marmarth yard; A. H. Goplin from Haynes to Berger; Gus Goplin appointed Haynes, N. D., section vice A. H. Goplin, transferred; R. Rasmussen from Hettinger coal dock to Buffalo Springs section.

Mr. Nome Tarpoff, a Bulgarian by nationality, who has been employed as an ordinary track laborer in Marmarth yard, has been assigned a regular section at Paragon, Mont. This mention carries considerable importance, which at first thought may not be noticed. Mr. Tarpoff emigrated to the United States from Balkan States of Europe but three years ago and has applied himself diligently and become proficient enough to read and write considerable English. This shows what can be accomplished under difficulties if there is sufficient effort expended in the proper direction.

The B. & B. Dept. have finished a big job at Marmarth in constructing a large dike east of the Beaver Creek River bed. It is believed that with the completion of this dike, no water can overflow the banks and endanger the inhabitants in town in event of high water in the Beaver Creek such as was experienced in March and April, 1913.

Mr. Harry S. Fritz, conductor between Marmarth and McIntosh, S. D., has resumed work after taking a few weeks' vacation. While away Mr. Fritz was married at Aberdeen, S. D., to Miss Rossow of Raleigh, N. D. All of the boys extend their best wishes to Harry and wife.

The condition of Conductor Roy Pennewell, who has been very ill the past summer and fall, continues unchanged. Mr. Pennewell is one of the pioneers on regularly assigned passenger run between Miles and Harlowton. Roy has many friends and all regret to learn of his affliction and extend their hopes for an early recovery.

Mr. John B. Wyman, who has so ably served as foreman of Marmarth stock yards, has resigned his position and will take a position as conductor next spring on the White Sulphur Springs Ry. Mr. Wyman has been with the C. M. & St. P. as foreman of yards for six years and it is to be regretted that he leaves us.

For the information of our readers, we wish to announce that owing to the recent foot and mouth disease prevalent in hogs, sheep and cattle, the entire stock yards at Marmarth have been thoroughly cleaned and disinfected under Federal supervision. This action, although not compulsory, has been taken as a precautionary measure and as an act of harmony toward the government. The recent cold weather will also act as a preventive of the spread of the disease.

Mr. P. W. Jordan, representing the Cropley-Phillips Company on "Science of Railways," called at T. M. Division terminals recently



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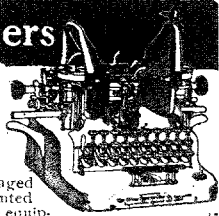
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for the purpose of interviewing train and engine men, also car department employees, and interesting them in above named textbook. Several of the boys at Marmarth invested in the set of books and no doubt will be well rewarded for the investment.

Grover G. Thielen, yard officer at Marmarth, has returned to work after a short vacation in the East, where he was married to Miss Whayne of Big Cliff, Ky. Mr. and Mrs. Thielen are comfortably located at this station and their friends wish them the best of success.

Mr. F. R. Smith of New York City, representing the American Railway Association, Bureau of Safe Transportation of Explosives, covered this territory recently instructing all concerned relative to rules and regulations promulgated by his department. His work is looked upon as a very valuable adjunct to the Safety First movement.

Mr. Ed. R. Derrickson, General Secretary and Treasurer of the O. R. T. of Chicago, Ill., passed over the division lately, conferring with members of the order. Ed. is a very pleasant gentleman to meet and we should like to receive more visits from him.

Items From Tacoma.

F. J. J. Kratschmer.

Trusting you all had a most joyous Christmas, we now take the pleasure of wishing you a very prosperous New Year.

Our office boy says: "Laugh, and the world laughs with you. Weep, and it laughs at you."

Mr. G. M. Topliff, our busy little office boy, was laid up with a very bad cold and sore throat several days last month.

S. McCracken is taking a turn on the supply cars this month.

G. Sanderson, who has been laid up with typhoid for some weeks past, reported for work recently.

Mr. A. J. Kroha, storekeeper, left Saturday, December 19, to spend the holidays with his family in Milwaukee.

The employees of the Milwaukee and Northern Pacific of Tacoma staged their annual Athletic Meet at the local Y. M. C. A. on Saturday night, December 12. The program was handled in first-class style by Machinist Luebke of the Milwaukee. A crowd of over two hundred enthusiasts turned out to cheer their comrades on to victory. Of the six events originally on the program, the Milwaukee boys carried away the laurels in four; but two more attractions, the potato and shoe races, were added that night, and as both were won by the Northern Pacific men, it made honors equal, with four points each. The winners in the contests follow:

Standing broad jump, won by Tom Henry, boilermaker, Milwaukee.

Swimming events, Wm. Mitchell and John Metzenberg, Milwaukee.

Wrestling, J. Richmond, Northern Pacific.

25-yard dash, A. Carlson, Northern Pacific.

Potato race, A. Carlson, Northern Pacific.

Tug of war (11 men on each side), won by Milwaukee (first two heats).

Bowling (three men on side), won by Milwaukee, by 145 pins.

Shoe race, won by Northern Pacific.

The bowling match created quite a little enthusiasm, and was won hands down by the Milwaukee boys. The Northern Pacific, however, not being satisfied with the showing they made, issued a challenge for a return match to be played with five-men teams. The challenge was accepted, and the games will be rolled on the Y. M. C. A. alleys on Saturday night, January 2.

It is with anxiety that the employees of the Tide Flats await the driving of the Golden spike in the Tide Flats street car line, which is nearing completion. The line was at first promised to us by December 15. Later it was offered as a Christmas present, but from the present outlook we figure it will be a New Year's gift.

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Operating Trains

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Portfolio of Air Brake—New York

For Shopmen

GROUP F—Locomotive Shops

Locomotive Appliances

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Des Moines Division Notes.

Libbie A. Garber.

Wife of Ray Farran, agent, Granger, Iowa, recently made a short visit with relatives at Kansas City, Mo.

Agent H. Shaw of Webb just returned from his vacation spent at Middle River, Minn. He was relieved by Relief Agent C. H. Brown.

Fireman R. P. Black went to Mobridge, Mo., the first of last month for a visit with his parents.

Conductor H. C. Bellman has moved his family from Rockwell City to Des Moines, Iowa.

Wife of Brakeman W. F. Trotter and daughter Tressa are away on a lengthy visit with relatives and friends at Cheyenne, Wyoming.

General Superintendent W. S. Cooper visited Des Moines offices December 2.

Mamie Bergling, daughter of Section Foreman at Marathon, Iowa, recently visited relatives at Spring Lake, Iowa.

Brakeman E. S. Ruby left the forepart of December for a visit with his parents at Ingomar, Mont.

Mrs. Mollie E. Appleby, mother of Brakeman O. L. Appleby, is visiting at Pryor Creek, Okla.

Brakeman Jas. Swift was on the layoff list for a few days on account of a sprained back, received while switching at Rockwell City, November 20.

Relief Agent L. W. Moore relieved Regular Agent T. W. Hayatt of Lavinia for a few weeks recently while the latter visited with relatives at Menomonee Falls, Wis.

Mrs. W. T. Dungan, wife of agent at Marathon, Iowa, recently took her little daughter Thelma to the German Deaconess hospital, account of illness.

Fireman C. J. Meusburger spent the holidays with relatives at Galveston, Texas.

Fireman O. F. Weir and wife recently returned from a visit at Holden, Mo.

Train Baggage-man F. E. Eldridge and wife were called to Council Bluffs, December 8th, on account of the death of the latter's brother. Our sympathy is extended to the bereaved family.

Brakeman Geo. McCutcheon recently returned from a visit with his uncle and aunt at Council Bluffs. Mr. McCutcheon also spent a few days with his fiancée at Manning, Iowa, on this trip.

Mr. G. B. Woodworth, Inspector of Rail of Chicago, in company with Roadmaster J. M. Nunn of this Division, made an inspection of the switches in our new yard at Des Moines, Iowa, December 14th.

Agent O. M. Case of Redfield was called to Caldwell, Ohio, December 13th, on account of the serious illness of his brother. Mr. C. H. Brown had charge of Redfield station during the absence of Mr. Case.

Ores Zehr, who is attending school at Mt. Vernon, Iowa, spent the holidays with his parents, Agent C. J. Zehr and wife, at Boone, Iowa.

Miss Bessie E. Carter, student at State Normal School, Cedar Falls, Iowa, was the guest of her parents, Mr. and Mrs. S. E. Carter, Agent Storm Lake, Iowa, during the holidays.

Conductor J. L. Tidball and wife have gone to Duluth, Minn., to visit their son, Scott.

Arthur Peterson, son of Section Foreman C. A. Peterson, who is a law student at the University of Chicago, spent Christmas with his parents at Spencer, Iowa.

Ed Olson, Clerk in Superintendent R. F. Edson's Office, spent Sunday, December 13th, with his sister, Mrs. Harry Lovell, at Beaver, Iowa.

Chief Clerk S. E. Dime of the Superintendent's Office, this Division, attended a meeting of Chief Clerks in Chicago, December 13th.

Engineer Virgil Johnson proved himself to be a brave man in face of the European war by taking unto himself a wife. He was united in marriage to Miss Wallace, November 26th, at the home of her parents at Lytton, Iowa. We all wish them a long and happy married life. Congratulations.

Mr. J. F. Kane, Traveling Freight Agent, covering foreign lines in Iowa, with offices at Des Moines, was called to Rock Island for a few days, December 4th, on account of the sudden death of his father.

Mr. P. F. Flynn, Stenographer in Des Moines Office of D. F. & P. A., accompanied by his wife and children, spent Christmas holidays with relatives at Dana, Iowa.

Glad to know that the regulation turkey dinner had no ill effects on Mr. Flynn, and he reported for duty on time following the holidays.

Mrs. Jesse Huntley, wife of Section Foreman at Herndon, Iowa, is recuperating at her home from an operation which she underwent at the Methodist Hospital at Des Moines, November 19th. Her many friends will be much pleased to hear of her speedy recovery.

The stork, on its recent trip over this part of the country, visited the home of Mr. and Mrs. Wm. Harlow Stuber at Woodward, Iowa, and presented them with a baby boy December 5th. The newcomer has been named William Hood Stuber. This is the first grandchild of Lineman Britt Stuber.

Mr. William Harlow Stuber will be remembered as a recent brakeman on this Division, but is now an enterprising farmer at Woodward, Iowa.

Conductor C. V. Shannon, accompanied by his wife, son Joseph and sister-in-law Hazel Weir, recently returned from Holden, Mo., where they spent the holidays with Mrs. Shannon's folks.

Mr. C. E. Hilliker, D. F. & P. A., of Des Moines, who was stricken with appendicitis, November 12th, while covering his territory, is reported to be improving very slowly, and that it will be some time before he will be able to resume his duties at the office.

Effective December 27th the Des Moines Division will issue new time card, taking off trains 21 and 22 between Jefferson and Rockwell City. Between Des Moines and Jefferson these trains will run on former schedule.

No. 139 having the Chicago Steeper and connections will leave Des Moines at 9:20 p. m. instead of 9:05 p. m. as before.

River Division Items.

H. G. Witte.

Chief Clerk Otto Renze, second trick Operator P. Hamman, Gate-Tender Ascott and Baggage-man Bartlett were off duty one week at Winona on account of being summoned as witnesses in a law suit at St. Paul.

Fireman A. B. Stembauer has resumed work after being absent for ten days nursing a bruised finger, caused while making some repairs on engine at Winona.

After an absence in Aberdeen, S. D., as witness in a law suit, Agent L. W. Smock of Winona resumed his duties the first week in December.

Switchtender Harry Elleson met with a painful accident while making a tour a few weeks ago. While approaching a wagon bridge the car in which he was riding became unmanageable and skidded into an iron watering trough. He received a bad cut over one eye.

River Division Conductor L. W. Herbert is confined to his bed with erysipelas. His early recovery is hoped for.

A new steel span has been erected in the Mississippi River bridge on C. V. Division.

Mr. E. Dutel has taken position of cashier at Eau Claire.

The extra gang which has been on the River Division the past summer laying new steel and doing other betterment work has been laid off for the winter.

Trainmaster L. T. Johnston and Mr. C. E. Lenon of the claim department were callers at Wabasha December 8.

J. P. McGuire, veteran engineer of the C. V. Division, is taking a two months' leave of absence, during which time he will make a trip through the West.

Mrs. George Wild, wife of Engineer Wild, has returned from an eastern trip.



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Jerry McCarthy, flagman at Eagle street, St. Paul, was instantly killed while trying to rescue a young woman who was attempting suicide. He succeeded in dragging her from the rails in front of a Milwaukee train, but was himself struck by a Soo Line train.

Yardmaster McDonald and Operator Leahy of lower yard were piloted on a Sunday fishing excursion to Prescott by Operator Wilson of St. Croix Crossing, and returned with a mess of pike, which must have come from the water, the markets being closed on that day. Wilson presented "Mack" with a bottle of his grape wine, and "Mack" must have been tampering with it, because the cork blew out with considerable noise in the quietness of the motion-picture theatre at Hastings.

Signal Supervisor Thomas and Maintainer Frank Sullivan at Winona were burned on the hands by a high-tension wire while making repairs to some signal apparatus there recently.

George Snowden, giant chef on car O, will spend Christmas with his wife in Chicago.

It is reported that the new yard at Pig's-eye, which has been talked of for years, is to be commenced in the spring, when construction work on the new St. Paul depot will force the removal of the lower yard.

Black Hills Notes.*T. A. Biggs.*

Conductor Theo. Pfaff and wife visited relatives in Wyoming the latter part of November.

Engineer J. J. Rogers and family went to Runningwater November 23 to attend the wedding of Mrs. Rogers' sister.

Mr. and Mrs. L. D. Jones, agent at Belvidere, claim that their baby boy born November 6 is the first born in Jackson county. Jackson is a new county created by the division of Stanley county.

Mr. and Mrs. A. M. Saxer are the happy parents of a daughter, born November 15.

Mr. and Mrs. Harvey Hopkins of Chamberlain announce the arrival of a son, born December 8.

Conductor F. M. Penrose has gone to Independence, Iowa, to spend Christmas with his parents.

Agent (Mrs.) L. A. Elson of Okaton has taken leave of absence to undergo medical treatment at Rochester, Minn., and later on she will visit at Cleveland, Ohio.

East and Middle I. & D. Division Items.*Mary W. Johnson.*

Chief Dispatcher E. A. Meyer and family will spend the holidays at Milwaukee. First trick Dispatcher F. M. Smith will fill Mr. Meyer's position.

Operator C. W. Hickey will visit at Prairie Du Chien during the holiday season.

F. S. Rodgers, A. S. M. P.; H. S. C. MacMillan, D. M. M., and H. G. Dimmitt, A. D. M. M., of Minneapolis, made a trip over the division recently.

Conductor W. A. Malthouse is laying off on account of the illness of his mother.

W. H. Richardson, who has been laying off on account of sickness, will resume his former position as agent at Ionia.

A. A. Sullivan, Chief Clerk at the freight house, spent Christmas at Milwaukee.

Raymond Perso, clerk in Roadmaster's office, spent the holidays with his parents at Calumet, Mich.

Conductors Campbell and Todd, formerly on the Hill run, will work out of Mason City.

C. J. Hansen, C. C., and family, left about the 18th to spend the holidays at Green Bay, Wis.

Brakemen Pat Garrity, N. A. Olsen, J. P. Butler and Switchman W. C. Kellar are on the sick list.

J. A. Wilson, formerly ticket agent at Mason City, was in the city recently.

Tim Hogan, day caller, left the last of the month for Butterfield, Mont.

J. G. Love, Assistant General Freight Agent, of Chicago, was in Mason City on the 16th inst.

Mrs. Frank Brainard, wife of Conductor Brainard, is visiting in Chicago.

A. C. Longley has been appointed second operator at Charles City.

Len Herley, Chief Yard Clerk, spent his Christmas vacation with friends at Milford.

Former General Foreman William McFarlane; D. H. Cross, car foreman; L. P. Rhine, general foreman; A. Casey, roundhouse foreman, and Engineers John Hughes and John Strayer went to Milwaukee to attend the 50th anniversary of Superintendent of Motive Power A. E. Manchester's employ with the Milwaukee Road.

C. H. Cotant, passenger conductor, is laying off for a few days. Conductor J. McGuire has taken his run.

Switchman John Guelff is laying off on account of illness.

C. A. Beebe of the West Division was a caller at the Mason City offices last week.

Pebbles From the Musselshell.

W. F. Maughan.

William McFarlane of Mason City, I. & D. Division, returned from the coast one day recently. He also visited his son, Thomas McFarlane, Traveling Engineer on the Coast Division. Mr. McFarlane was with the company for many years at Milwaukee on the S. M. Division and General Foreman on the I. & D. Division for fifteen years. Although not with the company at present, he is still one of the old Milwaukee boys.

Brakeman W. H. Bartley and family have moved to Harlowton for the winter.

Engineers Wagner and Davis from east of Miles are on the Melstone yard engines for a while.

Line Repairer Wolf has been watching the wires closely this cold spell. He seems to be always looking for trouble.

Mr. P. B. Strickland of Miles City, Assistant Claim Agent, visited Melstone one day recently on company business.

Foreman George Anderson spent Christmas week in Seattle.

Conductor Farrow of the West Musselshell is taking a layoff and has gone to Lincoln, Neb., to visit his family.

Engineer Perry Zimmerman is running between Melstone and Harlowton until business picks up.

Obituary.

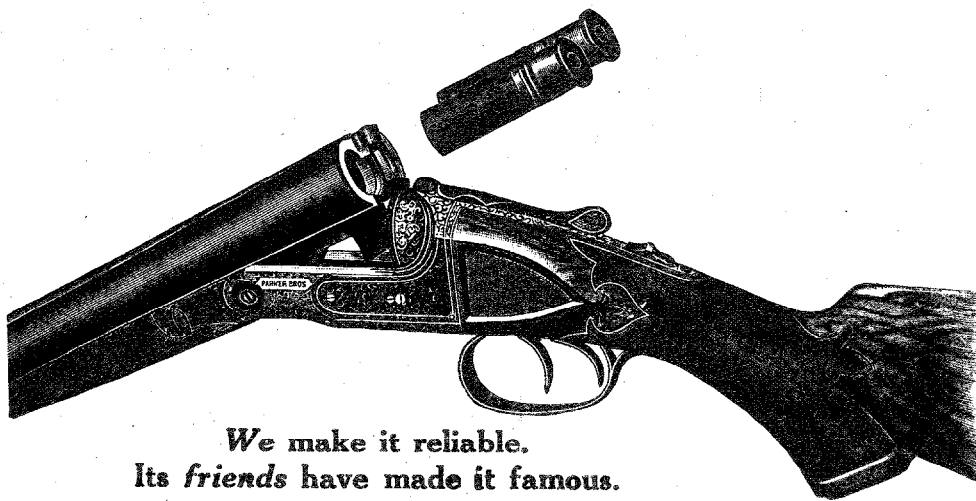
Section Foreman John Thornton died at his home in Juda, Wis., on November 1. He was an old and faithful employe, having been in the company's service nineteen years as foreman on this section. He leaves a widow, three sons and one daughter, all grown to manhood and womanhood.

Louis Sommers, Section Foreman at Wabasha, Minn., died at his home on November 6, aged seventy-two years. He commenced work for the Milwaukee in 1878 and has been continuously in the service since that time. He was competent and faithful and held in high esteem by his employers and fellow-workers. He is survived by his widow, four sons and three daughters.

Mr. A. C. Bird, for many years General Freight Agent of this company, rising from that position to Traffic Manager and Vice President, died at his home in California in November. Mr. Bird retired from service with this company in 1902 to accept the position of Traffic Director of the Gould Lines. He held that position for four years, when ill health compelled him to give up active business cares, since which time he has resided upon his fruit ranch near Pasadena.

Larry McHugh, for many years engineer on the run between Wells and Mankato, died at his home in Wells, Minn., November 19, after an illness of two years, following a stroke of paralysis which he had at that time.

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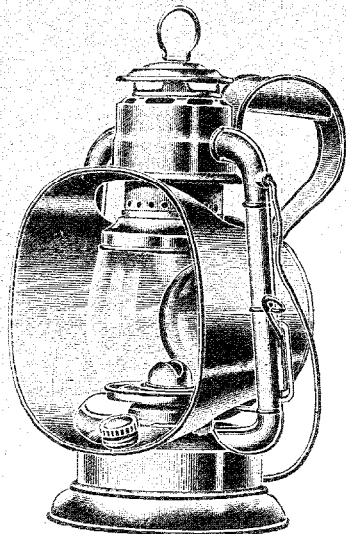
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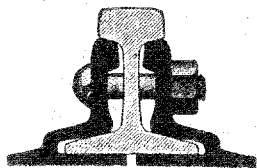
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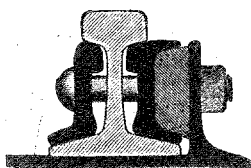
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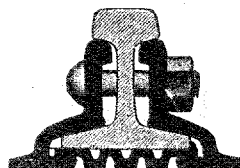
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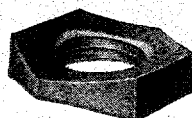
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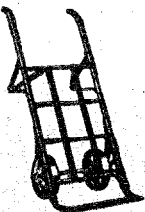
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