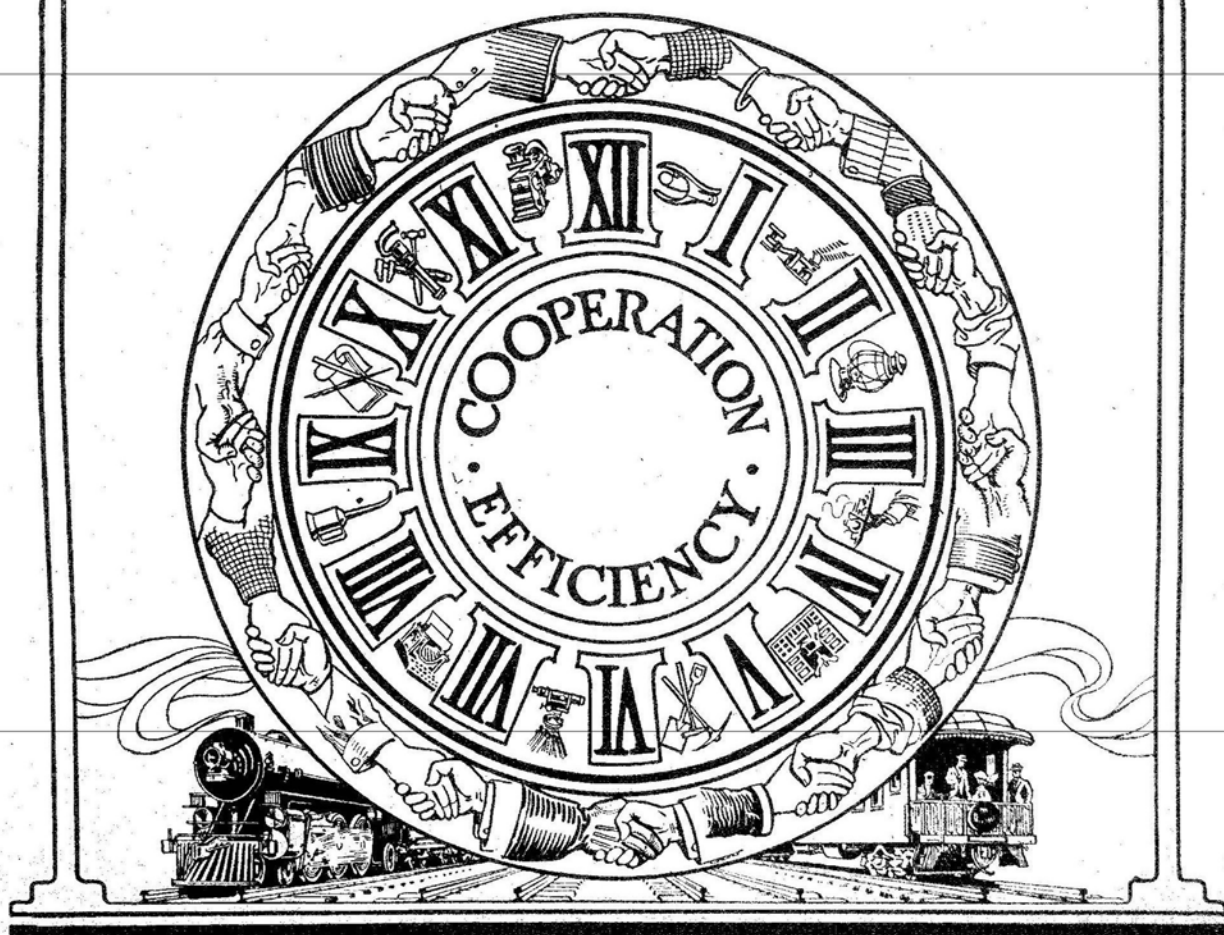


THE MILWAUKEE RAILWAY SYSTEM EMPLOYEES' MAGAZINE

June

1915



VOLUME 3

No. 3



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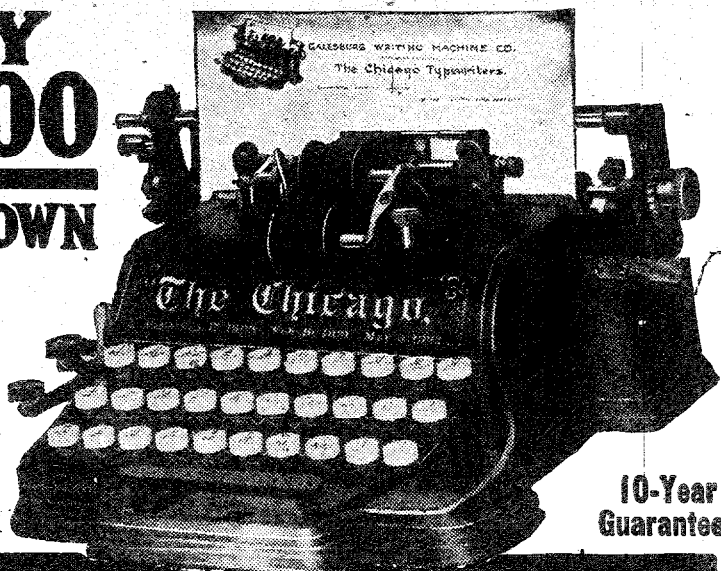
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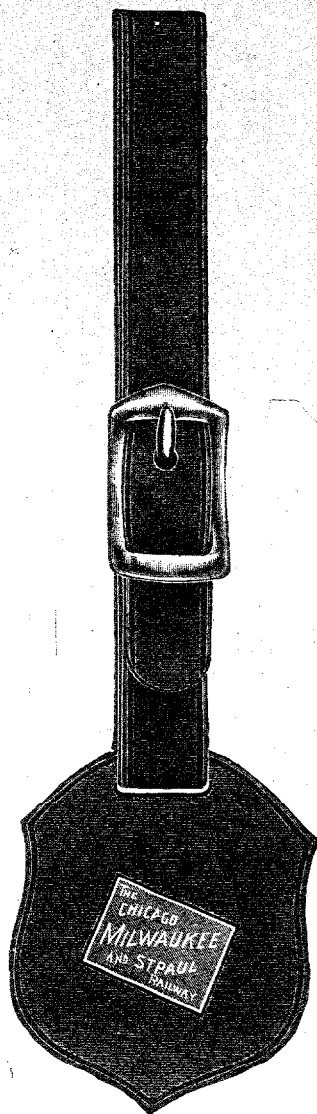
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The Milwaukee Railway System Employees' Magazine

Railway Exchange Bldg., Chicago

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

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JUNE, 1915

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Co-Operation "Across the Table"

P. C. Hart, General Manager.

I have been much interested in articles appearing in the Magazine on the subject of Co-operation and Efficiency; articles that have set forth the necessity of active co-operation on the part of employees to further the company's interests and the necessity of some measure of co-operation on the part of the employers, represented in the case of railroads, by the officials of the road. I believe this latter feature to be as essential as the former in order to bring about true co-operation.

Efficiency is the true measure of co-operation and distinguishes the real thing from the artificial. It is reciprocal in nature and unless maintained by joint contributions from employer and employee, will develop weaknesses and fall into disuse. Rules without number may be laid down and orders issued, but if the spirit of co-operation is lacking, rules and orders will only develop an efficiency poorly equipped to carry the responsibilities imposed upon it.

As an instance of the right spirit, take the section foreman in a heavy storm, with wires down and communication shut off; knowing his little bit of the railroad as he does, the effect of a rainfall on roadbed and streams concerns him. He assembles the section crew immediately, regardless of the fact that it may be after working hours, and the track is

inspected and patrolled as long as the storm lasts. The section men then know the extent of the damage and can take the necessary measures to prevent accidents. If the emergency arises during working hours, the track is inspected just the same. In either case, the section foreman does this without special instructions from the roadmaster or other officer of the company. We have many instances of the faithful and loyal work of section foremen on this system which has prevented loss of life and damage of property.

I recall a heavy storm on the Valley Division, some twelve or fourteen years ago, when those of us at Wausau did not know and could not find out how great the damage to the track might have been. Starting out, we soon came upon Jake Winger and his bridge crew, who had come through from Goodnow, had been out during the entire storm and had made all the necessary repairs as they came along.

When you find a section foreman referring to the piece of track under his charge as "my section" you find a co-partnership that always develops efficiency and makes railroading worth while.

It is the same with the men at the station—agent, operator or warehouseman; and equally the same with trainmen, en-

ginemen and in all branches of the service. If it is "my station," "our railroad," "my train," "my engine," you have good railroad men, you will find them looking out for the company as well as their personal interests, because they know the two are inseparable.

When patrons of the railroad are looked upon as the individual customers whose wants and needs are catered to, perfection of service is reached.

But you can't buy that sort of co-operation. It comes with self-respect, with the idea that should exist in every intelligent mind that the best there is in you is what should be given to your work because it is due to yourself as much as it is due to your employer. The right kind of self-respect never yet lost out.

Now the other side of the question is with the officers in charge of the property, who complete the makeup of a railroad family. To give counsel, to rule with justice and fairness, and to carry through all of their work the broadest feeling of humanity, are their important duties. To reduce the width of the table between officers and their men, to treat every man as if he were a human being instead of a machine, and to make him feel that he can go to his superior officer with his troubles and be sure of a courteous hearing and a fair judgment is the measure of co-operation across the table, and one of the highest duties the officer in any corporation has to perform.

The Old Way.

E. W. D.

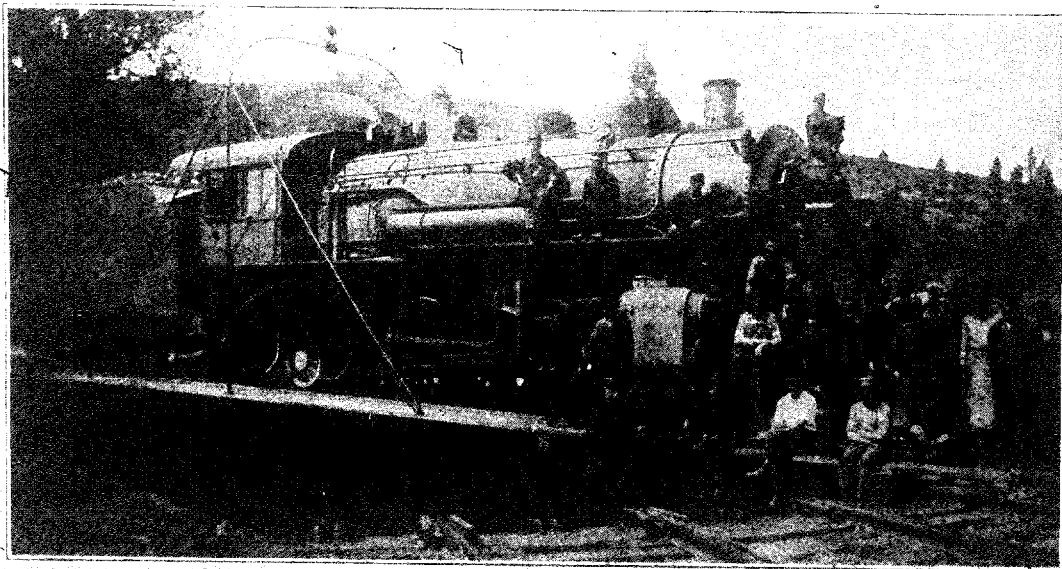
I am tired of the bright light, of the tapestry and all,
From the kitchen to the parlor, from the pantry to the hall.
The showy radiators hot with steam—O, yes, by jove!
I want my old home back again with its ancient cooking stove.

I am tired of the button by the double entry door—
We used to knock and walk right in—O, ringing's such a bore!
Then we didn't have to loiter for the bell to raise a din,
And a servant from the region in the rear, to let us in.

I am tired, O, so tired of the service we afford;
We used to help ourselves to things and pass them round the board,
While mother poured the coffee as the cakes were going round—
Such coffee, let me here remark, I never since have found.

When father asked the blessing the Lord knew what he meant,
For he didn't beg heaven for a loan at two per cent!
He rightly felt his children needed grace with daily bread—
The two went well together; this is what he always said.

I long for that log mansion with its bass-wood puncheon floor,
Its sagging beams, its roof of shakes, the cathole by the door;
The tallow dip, the candlestick, the snuffers and the tray—
Such luxuries the wealthy do not have in use today.



Roundhouse Force, Lewistown, Montana.

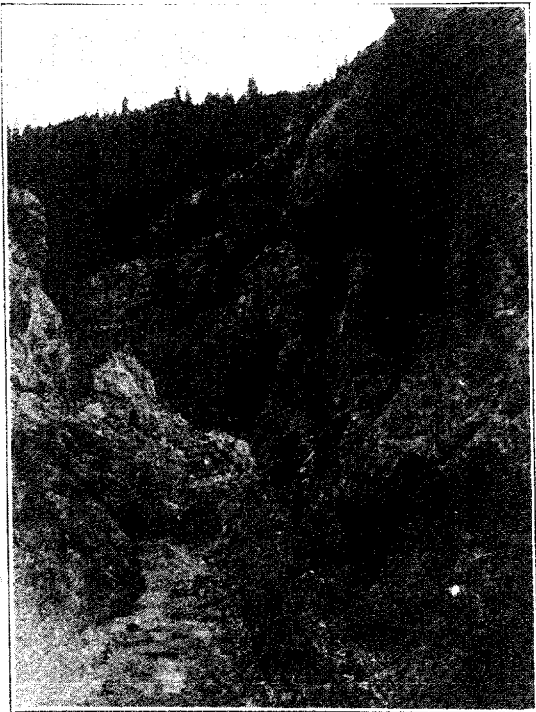
The "Jawbone" Railroad

Jim Drake.

The Montana Railroad began construction in the year 1894, from Lombard, Mont., the project being promoted by Richard A. Harlow, the terminal being named after Mr. Lombard, a financial contributor and one of the engineers who located the line.

During the early part of the construction a financial panic had seized the country and it was almost impossible for the laboring man to secure work of any kind, much less money.

Mr. Harlow, confronted by this situation, displayed much confidence in the success of his undertaking, and secured as much labor as possible on an "I. O. U." proposition, he furnishing food and commissary, the balance of payment being made to laborers with a form of "I. O. U." check drawn on the Montana Railroad.



Sixteen Mile Canyon and Old Montana Railroad.

Thus the continuance of construction and future prosperity became, in a large degree, a matter of "JAW-BONE."

This condition continued for a period of months, contractors, train and engine men and laborers being paid off with the above form of promissory paper.

Mr. Harlow experienced much difficulty in retaining a hotel keeper at Lombard, his western terminal, due to the above conditions, but finally succeeded in interesting a Chinaman by the name of "Billy Kee" in the Lombard hotel. Kee was a bright fellow who had been acting as court interpreter at Helena, and was persuaded to take charge and board the employes and patrons of the road.

It was not unusual during the winter that the train crews would leave the terminal and not be back for days, and even weeks, due to storms and lack of facilities, and on these occasions "Bil-lie" would be left in his hotel with his solitary boarder, the "car-tap," until the return of the train or trains.

Billie had quite a little stake when he arrived at Lombard and started in buying up the railroad's I. O. U.'s at twenty-five cents and less on the dollar. Mr. Harlow later paid face value for the paper issued, and Billie had a "barrel full." He left Lombard a rich man.

This railroad became known throughout Montana as the "JAW-BONE" Railroad; it left Lombard and ran in an easterly direction, passing up the beautiful "16-mile canyon," following along "16-mile creek closely, crossing and recrossing and sometimes almost running in its bed, winding along nature's survey so closely that none but the smallest equipment could be used (and this none too easily), continuing on over small mountains, across valley and hump; and after the greater part of eight years' construction, in 1902 it reached Lewistown, a distance of one hundred and fifty-seven miles.

About seven cars was considered a train for a mogul, and at many places along the line it was necessary to dou-

ble—two cars at a time—to make the grades, which ran as high as four and five per cent; and then cut and run for water and fuel, often putting in fourteen hours or more making a distance of forty-nine miles, to a point called Summit Station—topping the last divide, whence the water flows east. At this place, under winter conditions, it would often take from ten to twelve hours to take on a tank of coal and get ready to start on again, and during this time the crew would manage to get something to eat, and perhaps a little sleep; and then off again for another battle to Harlowton or Lewistown, frequently spending three days getting a train of seven or eight cars from Lombard to Lewistown.

The Jawbone put in many strenuous years of existence. During the spring months it experienced washouts in numerous places, and in winter it was snowed under.



"The Dinky Passenger" At Lombard.

The "Dinky Passenger" of the Jawbone holds the record of being delayed over three months making one trip of 157 miles. And the crews were paid for the time delayed. This train was buried in the snow near Garneill and the passengers were taken to their destination in sleighs.

The Record of Railroads, Equipment and Mileage for the year 1906 shows the following for the Jawbone Railroad:

Miles operated	157
Engines	5
Cars	10

Some system, boys! Many amusing and ridiculous incidents occur to me which transpired during my con-



Old Roadbed in Canyon and New High Line.

nection with the "Jawbone" railroad.

I recall leaving Lombard early one morning on a "work extra," an engine and a couple of cars; bowling along at a fair rate of speed as we approached Josephine station, nineteen miles out, I suddenly felt the application of the emergency and, looking out the side door of my box-car caboose, I saw a section gang making a hurried effort to get their hand car off the track, and heard old Jim Murray, the boss, shout to the engineer: "You ahead of toime." The engineer explained that we were an "extra," and old Jim shouted back: "It's a h--l of a toime to run a thrain, anny way."

At times during spring high water, the track through 16-mile canyon was covered with six or more inches of water from 16-mile creek, which was a raging torrent. On one such occasion the brakemen and myself rode the pilot of the engine to "steer" the driftwood from the track to prevent it from derailing us.

A handful of us employes on the old "Jawbone" heard the rumbling approach of the Milwaukee; we watched it creep nearer and nearer, and at last it was upon us—the Milwaukee "pioneer train" and crew sped by us, and in its wake was left grades, viaducts, depots, tunnels and more employes. And, then—a train of yellow cars. The "Olympian," passed, and with startled amazement we looked to see what had become of the old "Jawbone." We saw



The Old Railroad and the New Grade.

the black mark of a cinder pile, where something once stood, an occasional short stretch of old "Jawbone" grade covered with weeds—and those cinder strewn, weed covered spots, mutely replied: "The Jawbone is a memory."

Mr. C. C. Dimock was the first official the Milwaukee placed in our territory. A tall, austere looking man. He was the Abraham Lincoln of the Jawbone and the Milwaukee and was loved and respected by the employes of both companies; the man who blended our make-up with the employes of his company; who organized the employes of the Jawbone with the men of the Rocky Mountain Division of the Milwaukee. In our memory, the tall figure of this man will be permanently silhouetted in the vanishing mists of the Old Jawbone Railroad.

The final taking over by the Milwaukee of the Jawbone was not consummated until May 15, 1909, and since that time many changes have taken place. The line from Harlowton to Lewistown—62 miles—was recently merged into the Northern Montana Division, the new division now extending from Harlowton to Great Falls, 200 miles, as well as including branches to Grass Range, Hilger, Roy and Winifred.

On this new division the men of the Jawbone, and afterward employed on

the Rocky Mountain Division, were allowed seniority rights, with the exception of thirteen engineers. These men, or a number of them, are still on the Rocky Mountain Division, some pulling the "Olympian" and "Columbian," others, local passenger trains or fast freights, thus traversing the territory of their old road, but under what different circumstances. Some have left for other employment, but those remaining are still known as "Jawbone eagle eyes," a nick-name that will probably remain with them until their last run is made.

Those of the boys who have transferred to the Northern Montana Division have only words of praise for the officials of the division. Mr. C. L. Whiting, the superintendent, has grown up with the Puget Sound Line, having been with the construction department of the road during its march from Mobridge west, and is, consequently, imbued with the "Milwaukee Spirit" in dealing with the employes. We can go to him with our troubles and find that he is always willing to give a deserving man a chance.

"Mike" Welch, another old time Milwaukee man, is the "big chief" in the dispatcher's office.

(Continued on page 13.)

The Railways and The Public

*A Paper Read Before the Railway Storekeepers' Association May 17, 1915,
by E. D. Sewall.*

"I have no sympathy with the Railway Companies in their present situation; they have brought these conditions upon themselves, let them get out as best they can."

This wholesale indictment was not uttered in the heat of controversy, but in the quiet of a private home in an ordinary discussion of current events. The accuser was a professional man of more than average intelligence who has been brought into contact in a business way with men of large interests, and socially with people whose opinions carry weight, and who holds a responsible position with one of the largest manufacturing concerns in Chicago. Unfortunately his case is not an isolated one, the views held by him being shared with more or less modification by no small percentage of the voting population; professional men, small tradesmen, clerks, mechanics, laborers and farmers. The men with whom you and I come in daily contact, who have given thought to the subject and are somewhat familiar with railway affairs, almost without exception hold the opposite view, and because of this, and the radical change in the past year in the editorial pages of the newspapers of the country as a whole, we are apt to entirely underestimate the proportion of the total population which is indifferent or opposed to granting the carriers the same measure of consideration and protection which is freely accorded other interests. In my judgment the railways of this country will never receive the consideration to which they are entitled, until at least one-half of the voting population has sufficient knowledge of the facts in the case, and of the intimate connection between the reasonable prosperity of the carriers and the commercial prosperity of the country, to form an intelligent opinion upon the questions at issue.

Now just what are the charges upon which such sweeping allegations against the railways are based? It is difficult to

obtain a bill of particulars, but apparently a considerable portion of these who prefer criticism to analysis has been misled by that class of politicians whose chief claim to office has been the vigor of their assaults upon corporations in general and railway corporations in particular, and by the false and sensational articles which flooded the cheaper magazines a few years ago, into believing that railway companies have ever been and still are guilty of:

1. Overcapitalization.
2. Discrimination.
3. Indifference to the demands of the public.
4. Dishonesty.

All these charges have their anchorage in the more or less distant past, and it is necessary to work backward the motion picture film of the history of transportation to its earlier stages, in order to ascertain the causes of them.

Let us consider these claims from the standpoint of the average railway company; not the select few which have achieved phenomenal success, nor the much smaller number whose irregular methods have received neither support nor defense from the officers of other railway companies,

1. Overcapitalization: The railways being the forerunners of civilization, their building called for the expenditure of millions of dollars in territory largely or entirely undeveloped and with uncertain possibilities. Under such conditions funds had to be raised in any manner practicable, and if the financiers who accepted the bonds demanded a considerable bonus in the shape of discount or capital stock or both, the transaction was perfectly legitimate, and the possible benefit to either party was far less than the benefits accruing to the individual, the state and the nation from the development of the territory. Whenever the price of bonds could be materially raised by a stock bonus, such bonus was the more clearly justifiable because of the

long time which must elapse between the initial expense and the receipt of earnings from operation, two years or more, and stock would draw no dividend until it could be earned, while interest must be paid on bonds from the date of issue. Similarly bonds or stock or both have been exchanged for labor, material, equipment and services, at the best price obtainable. This was the practice fifty years ago, is in part the practice today, and is by no means limited to railway corporations.

It has occasionally happened that a company with lines exceptionally well located, or well managed, or with a capitalization below the average, has been able to show net earnings justifying a stock dividend, or the issuance of stock to its stockholders at par or at some other price below the market quotations. The ability to do this has resulted mainly from devoting a considerable share of the net earnings of previous years to the upbuilding of the property, thus restricting the dividends for those years to a rate below the current interest rate. The first claim to the net earnings so diverted was the stockholders' and if they waived the claim in order that the property might be improved and the obligations of the company to the public be more fully satisfied, were they not entitled to have the amount returned to them as soon as the financial conditions of the company justified it? Is there any manufacturing or commercial corporation in the country which does not capitalize its net earnings to whatever extent the demands of the business will justify? It should also be borne in mind that the total amount taken from the net earnings and devoted to the improvement of the property in the twenty years preceding the establishment of the present system of accounts in 1907 was, in the great majority of cases, far in excess of any sums paid to the stockholders by way of stock dividends, or by sale of stock at less than the maximum price obtainable.

But our critics will tell you that each and every one of these practices which resulted in less cash coming into the treasury than the face value, or the market value, if higher, of the securities issued, resulted in overcapitalization and

an unjust charge upon the shippers who were thereby compelled to pay interest and dividends upon "Fictitious Capital." Such a charge is born of prejudice or ignorance or both. Rates have never been advanced, nor has the reduction of rates ever been prevented or delayed, by any consideration for "Fictitious Capital;" but the opponents of rate advances, and the advocates of rate reductions, have often assumed its existence and made the assumption a prominent factor in their pleas. The men who conceived and began the construction of our railroads had but a very small part of the necessary capital, but they had brains and foresight and courage, and the right given them by the state in which they were incorporated to issue bonds and stocks and sell them at the best price obtainable. They showed their good faith by devoting their own time and money to the enterprise, and when their funds were exhausted recouped their treasury in the only way open to them, the way authorized by their charter. In convincing conclusion as to the equity, as well as the wisdom, of their course, it should only be necessary to cite the result of the exhaustive investigations made by the State Commissions of Wisconsin, Minnesota, South Dakota, and Washington, which showed their valuation of the railways in those states to be 20.4 per cent in excess of the capital charged against them upon the books of the owning companies. Those best informed on the subject do not hesitate to express the opinion that the federal valuation of the railways of the country now under way will give similar results.

2. Discrimination: This charge is founded mainly upon the application to railway rates of the worldwide principle of basing the price upon the size of the order; a principle which has prevailed from time immemorial. Such concessions in prices have grown gradually less in all lines of trade, and, since the passage of the Hepburn bill in 1906, have disappeared entirely as to railway rates, though still the recognized practice in all lines of commercial business. Since the congress decreed the abolition from one line of business of this otherwise universal principle, there is no disposition to question the wisdom or evade the pro-

visions of the law, but every traffic man of long experience knows that the much maligned rebate was, in its day, a justifiable method of accomplishing certain necessary commercial results with the least possible disturbance of market conditions. Discrimination of this character existed not alone as between individuals, having been applied to communities also; but if those commercial or manufacturing centers which produced or received a large tonnage were granted preferential rates, the practice at that time was no such act of injustice as has been claimed. The strictest possible application of the long and short haul principle could not have prevented natural trade centers like New York, Pittsburgh, Chicago, Kansas City, the Twin Cities and San Francisco, forging ahead of the intermediate cities less favored in their natural location. Discrimination in freight rates was an incident to and not a cause of their growth. Note too that the producer and consumer were at all times benefited by such rates, and it is probable that those actually profiting thereby far exceeded in number those who were theoretically discriminated against. While railway officials were of necessity men of established reputation, they did not claim, or aspire, to be the conservators of public morals, and the captious who single them out for condemnation should remember that for every railway official who granted rebates, there were 100 shippers who accepted them and 1,000 shippers who were anxious to accept them. Do not misunderstand me. This is not a defense of rebating *per se*, but merely a claim that in its day the practice was a phase of railway management not condemned, but participated in and encouraged by manufacturing and commercial institutions of the highest standing.

Railway rates and rules are, like all things else, the result of evolution, and rebates today would be as incongruous and defenseless as a sixteen-inch engine with a tonnage train on a mountain grade; but it should always be remembered in connection with rebates, that the benefits of such alleged discrimination inured directly to the shippers, the consignees, or the public, and only indirectly, if at all, to the carriers.

3. Indifference to the Demands of the Public: This subject is well covered by the thousands of pages which have been printed within the last five years on the subject of courtesy. But let it be borne in mind that courtesy also is a matter of evolution, and that the courtesy of today in all lines of business, was exceedingly rare in any line a generation ago. To-day no man need nurse a just grievance against any railway company, as it will be adjusted promptly upon presentation to the proper official.

4. Dishonesty: Here, as always, the many suffer for the sins of the few. There have been dishonest bankers, but who condemns bankers as a class because of the fraction of a per cent who were false to their trust? Ministers of the Gospel have broken each one of the ten commandments, but who ascribes impure motives to the thousands who devote their lives unselfishly to good works? Then why should those who are responsible for the conduct of our railway companies be judged (as a class, not individually) by the few whose personal or official ambitions have led them to acts condemned by all? Why not take the many who are recognized as men of the highest integrity, of marked capacity, and of great accomplishment as truly representative of their class?

If the foregoing seems to you to deal largely with the past let me say that it does so intentionally and advisedly, for ninety per cent of all the general complaint against the railways today is based upon the conditions of long ago, and the prejudices, sometimes just, often unjust, created thereby. The methods of today are dictated to such an extent by the statutes and the commissions (not to mention self-interest), that there can be but little cause for general complaint.

Railroading in all its branches is a science, and no other science has made more wonderful progress in the past generation, and the outsiders who are in touch with present day methods are the first to give credit to those whose lives have been devoted to this development. Were the situation otherwise how could the railway companies with a constantly decreasing average rate; with taxes about five per cent of their gross earnings and rapidly advancing; with no power to fix

the price of what they sell, but with the cost price of their product constantly increasing from legislative and other causes beyond their control; and with total sales limited to less than twenty-five per cent of the capital actually invested, meet successfully conditions which would bankrupt any other line of manufacturing or commercial business?

True it is that even present methods are far from perfect, but let it be remembered always that our march is onward, and our aim is high!

How long the railway companies of the country can continue to successfully cope with these conditions depends upon the developments of the immediate future. At the end of the fiscal year 1914 they found themselves, despite a material increase in the investment, with a decrease in the gross earnings of \$44,000,000; with increases in the operating expenses and taxes of \$63,000,000 and \$13,000,000 respectively, and a decrease in net operating income of \$120,000,000; and for the present fiscal year to date the results are still more discouraging.

Legislation is the result of the crystallization of public opinion, and administration is largely influenced by and reflects public opinion. Public opinion must, therefore, be an important factor in all matters involving a general increase in rates throughout a considerable section of the country, as it was in the recent cases affecting the territory between the Atlantic seaboard and the Mississippi River. Hence the necessity for eradicating so far as may be possible, all of the prejudices which now obstruct fair judgment concerning problems vital to the most constructive of all the agencies contributing to the upbuilding of the nation. And this is my defense for offering today what I fear may have seemed to many of you as the threshing of old straw. But cleaning the Augean Stables was boys' play in comparison with riding the body politic of the fungus of suspicion of and prejudice against the common carriers, which was sowed by the demagogue, watered by the muck-raker, mulched by the prevaricator and promoted by indifference and ignorance. Much excellent work has been done, and is being done today, but only constant, persistent and fair presentation of the facts, and the continual refutation of

misrepresentations which still are rife in many quarters, will prevent the undoing of what has been accomplished, and ensure the completion of the task which confronts us. The earnest, thoughtful and unremitting co-operation of every available man of our profession is a prime necessity. Are you and I individually prepared to stand shoulder to shoulder with the thousands of other railway officials of the country in this great campaign, upon the successful outcome of which hangs the material prosperity of the nation, and in the last analysis the very life of the nation?

The "Jawbone" Railway.

(Concluded from page 9.)

Those of the Jawboners on the Rocky Mountain Division will not stand for a slighting word of any of their officials; and why should they, for here is the line-up at Three Forks, the division headquarters:

"Big Jim" Murphy, superintendent, lately promoted from our ranks. Jim has been in this work from water boy up. When you get in bad, come "clean" with Jim, for he savvys the "Wabash."

Mr. A. H. Wilkins, trainmaster, has been with the Milwaukee many years, a gentleman always, and one whom all the boys like to meet.

Then there is John Ross, one of the old Jawbone men, in the chief dispatcher's chair. The old and new men are treated by John with the same spirit of fairness.

Now, boys, these are the men with whom we have to deal, and with equipment and facilities so far ahead of those of the old Jawbone, we should find it easy to do our work in a right and proper manner, especially when everybody is ready and willing to help everybody else. The "get-together" spirit should predominate and I think I can say, without boasting, that it is "on tap" here in a degree not surpassed on any other division of the system.

Thus we of the old Jawbone exert every effort to assist each other, and at the same time help the Milwaukee to gain and retain the business which for so long a time was handled by our old friend, the "Jawbone Railroad."

A Campfire Talk on Fishing

"Sted."

Our editor has an idea that some of the Milwaukee boys would like to go fishing this summer, and has requested me to devote several pages of snowy-white paper and two or three gallons of printer's ink to the pleasant task of pointing out a trail that leads to the woods and waters.

All my life I have been a fisherman, and, like the majority of the clan, am apt to overestimate the assets of some chosen spot that has played me fair in the past, but I will try to sketch the truth as far as an angler may, in writing of places that have found favor with me when the days were mild and the south wind blowing.

This is not supposed to be a story, just a little social chat between ourselves, a little campfire talk over our pipes before we turn in, a conversational visit outlining several trips the pleasures of which I would indulge, were I permitted, and what would be expected in the way of piscatorial remunerations, judging from past performances; what I would lug along in the way of duffle, and a few extra thoughts to string the sketch out and fill space.

There are a lot of little foolish conceits which go along with the angling game that are pleasant in anticipation; I would like to indulge myself the pleasure of relating a hundred or so of them, but as our editor really cares very little about the sport and is practical to an extreme, I am compelled to cut out the scenic attractions and merely mention that the rivers and creeks are composed of water, the trees of wood and the foundation of earth or stone. I had hard work to get by with this attempted description—and, maybe the editor is wise.

Some anglers prefer that bronzed warrior—the black bass—and he is worthy one's estimation. If you live in Chicago, Racine, Milwaukee, Rockford, Elgin or any of the towns in that locality, I know where you go, what you catch and how you do it. The charms of the lake-studded forests of Wisconsin, Minnesota and Michigan have been converting

you these many moons and you, brother, are a believer. I have often wondered why some of you week-enders and periodical vacationists have never tried the short rod and casting lure on the northern Mississippi? Maybe you do not like a current? Up north near LaCrosse, Winona, Wabasha, Lake City and through the Lake Pepin waters are some rare good bass and they take a fly readily. The last time I was at Alma, Wis., on the Mississippi, there were commercial fishermen making good wages catching bass for market, and the fly was the only lure they used; in fact some of them frown on the plebeian form of bait-fishing. I think this is about as good a testimonial as any region could expect and am going to leave it to you. Personally, I have never found the wooden plug attractive in these waters, but a spoon, strip of pork rind or a minnow used with a casting rod brings results you will think and dream about years afterward. The Milwaukee leads you up to the front gate, takes you down the whole front line of waterway, and lets you out at the back gate of this little advertised but glorious sporting proposition. Inquire of any of its agents.

Now for a side step or two. For a great many years I featured and fished the northern Mississippi as the grandest



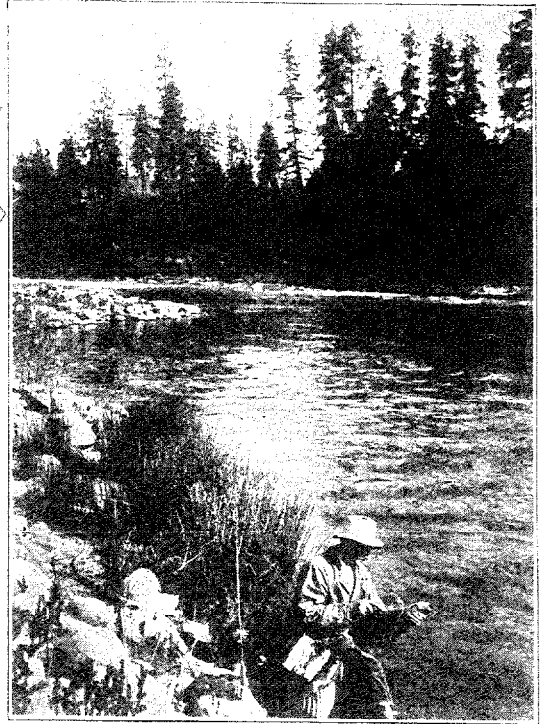
Off for the Fishing Ground—Upper Mississippi.

fishing waters out-of-doors. I moved west a few years ago and am now ready to back up. The black bass fishing of

the lakes of northern Washington and Idaho is far ahead of the Mississippi—and from now on we are going to dwell a bit on that aristocrat of fresh-water game fishes, the mountain trout. Yes, I have fished for the famed eastern brook trout, have read and reread of him for years and am willing to confess that in a story by a master he lays it all over any of the other species of its kind, but when it comes right down to fishing possibilities, the mountain trout of the streams of Montana, Idaho and Washington are just as classy on the end of a line attached to a light rod as his story lauded brother of the east. While I did not discover this new paradise, I was fortunate enough to be piloted to these chosen spots and doubt I shall ever return to renew acquaintanceship with those Mississippi fighters who were more than fair with me in those days gone by when life was young. And life is always young to an angler. I have fished these western streams five years and dropped off twenty years from the old age end of life. Some climate. And you wonder who first introduced me to this favored region? The Milwaukeee. When it came west to grow up with the country it opened up a new trail to waters that had been fished but rarely, some of this territory had never been seen before by a white man, in the main every drop of it was practically virgin waters and it can never be fished out as the states of Idaho and Washington must be acknowledged the leaders in the conservation movement when it comes to caring for its game and fishes. They stock all their accessible waters each year and with such generosity that unless the waterways should dry up entirely there will always be fishing for the multitudes, and between you and me, the multitude loves the noisy city streets too well to bother us in our contemplative recreation, so you and I are going to enjoy ourselves with good fishing while the multitude yells itself hoarse over the noisy benefits of civilization. Now that we have worked off the heavy stuff you hustle around and get ready and we'll go fishing.

What will we take? Well you are an angler for fair. Better take a tennis racquet and a pair of tan pumps. Oh you want to catch trout, well, why in—why didn't you say so in the first place?

We will go right down to the fishery and purchase a whole outfit, then you will learn at first hand how fascinating a game it is. First you want a rod. Rods are built from two materials, wood and steel; some manufacturers build a wooden rod with a small steel core, but never having tried one can not advise as to their merits, although I have never noticed any of the big authorities advocating them. How much can you afford



On the Spokane River Near the City.
(Photo by Frank Palmer, Spokane.)

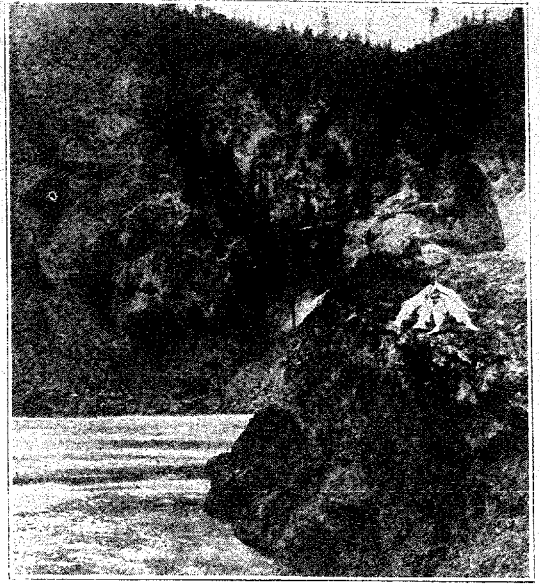
to pay for a rod? Ought to get a good one for a dollar or so? Not much. You might get a good watch for a dollar or so but I notice the one you display is builded of gold; also you could cover your nakedness with overalls and a hickory shirt, but I note your clothes are tailor made. That's my idea, of fishing tackle. One can buy rods and tackle of the dollar watch and overall class, but I prefer the gold watch and tailor made effects.

If you prefer a wooden rod I would advise an expenditure of not less than fifteen dollars, and as many more if you can spare it, and the rod should be built by a reliable American maker. There are several of them and I will furnish their names on request. The rod should

be built from split bamboo. For many years the English led in the matter of fine trout rods, but the past few years have witnessed a change and now the light trout rod made by an American is considered the peer of them all. I believe however for heavy fishing, such as the salmon, that the heavy English rod still outranks the American tool, but we are not going salmon fishing and will follow the slogan: "Made in America." Next you will want a reel—what kind? It is difficult to advise on this subject. For years I used the common click reel advocated by the authorities and seemed to get along well enough. One season an automatic came my way and one season's use spoiled me for further performance with the winding handle. Better exercise your own judgment; if you begin with an automatic do not try to make good with a cranking reel—it will be labor wasted and lost fish into the bargain.

For a line. There are many good American made lines and they cost considerable money, but are worth every cent you pay out. The tapered style costs the most and if you think you need one I would suggest the "Pioneer" made by Perry D. Frazer. For a level line the Kingfisher is good. I have an excellent line this season, but do not know who made it, as I neglected writing it down when I threw away the card to which it came attached. Never do this. For years I have been trying to match a fly I found in my collection once and have never been able to establish its identity. If I had noted its name when received I would have been saved years of fruitless search. It was a pretty fly, it was unusually attractive and to me on many occasions had proven extremely lucky. Now its body is chafed, the hackle straggly, its colors faded and to anyone but an angler it would look like a nightmare. Some day you too will entertain such sentimental feelings toward your fishing gear if you stick to the game and learn the restful pleasures it has to teach.

The fly. I believe I could write a book on the fly subject, but there are a lot of other fellows who think they know more about flies than I do, or know more about flies than each other, so that every time anyone breaks into print on the fly subject each one considers it his duty to call



Where the Fish Bite—Near Meteline Falls, Idaho.

(Photo by Frank Palmer, Spokane.)

for first aid and publishes broadcast so that everyone can read just what ignoramus we all are. What you want is the fly the fish are taking the day you are out fishing; as you cannot know this before arriving on the scene, it is well to take along several patterns and for fear you might not possess the right one it is permissible to buy all and as many different patterns as you can. "Safety First." Some of the patterns considered standard for any waters are the coachman, royal coachman, professor, Rube Wood, ginger quill, gray hackle, white miller and nearly all of the other hackles and then a lot more. Select those tied on numbers 8, 10 and 12 hooks; the midges prove attractive in midsummer when the day has been hot and still, try them about sundown and you will get results. One can purchase flies from two for five cents up. Mine are tied by Mrs. C. J. Frost, Stevens Point, Wis., and cost—my wife might read this so you had better write to Stevens Point and find out. I consider them the best tied fly in America and worth every cent they cost. I have never seen an English tied fly that approached them in daintiness and workmanship.

Now comes the etcetera. Fly book, creel, waders, landing net and a lot of other trinkets that one picks up along the trail which add to your load, and

while seemingly insignificant at the day's start, assume the weight of a mountain at the end of a hard day's jaunt.

Now we are ready to start, but before we decide upon a location we will go down to the Milwaukee ticket office and find out what the agent knows. He smiles wisely and reports trout biting in Idaho. One handy place to equip and use as a base for starting from and returning to is Spokane, another is St. Maries, Idaho. You purchase a ticket to either place, notify the editor you are on the way and request her to advise me so that when you show up I can place you at the right spot at the right time to hook and land that fish you have been worrying about for years.

And why do we do this? Because it is Milwaukee service. We have the goods and stand ready to deliver. Can we assist you on your friends this season when figuring out that annual vacation trip?



Fred D. Snell.

No group of pictures representing the car accountant's office could be complete that did not include Fred Snell, statistic clerk in that busy hive of brains and hands. Mr. Snell handles all freight and passenger car mileage and is Mr. Williams' first assistant. Mr. Snell has been in the service of The Milwaukee more than twenty-three years and loyalty is his watchword. Wherever he sees the chance to serve the company's interests, he is on hand, whether it is at his desk, braking on passenger train during the rushes at holiday times or jumping into the breach when labor troubles threaten. Mr. Snell's photograph was received at The Magazine office too late to appear with Mr. Waugh's very interesting story of the car accountant's office in the May number.

Emergency Work at Council Bluffs.

William N. Lipscomb, M. D., American Red Cross Car 2.

Some time ago, while at Council Bluffs on the Union Pacific, I could not resist the temptation to call on my friends at the C., M. & St. P. terminal there, especially that ever genial gentleman who presides over the destinies of the car department, Mr. Schmidt. In his office I found one of the best emergency outfits I have yet seen fitted up by an individual. Mr. Schmidt made a white box to hold the material, enameling it white, and a credit it would be to a doctor's office, while Mrs. Helga Hackstock presides over the use of the materials, and with absolute certainty of what to use in any case, and just as important, what not to use; and credit here might well be given to her, for the materials furnished this box and hence the men, are paid for by her. In my work it is a pleasure indeed to swing along a "back trail" and find such an excellent state of affairs, particularly in the handling of one of the most abused by-products of railroad work—emergency cases. As an outsider I can, therefore, suggest to the men as this box is for their ultimate good, that they take up a collection at intervals and thus see that such a scheme undertaken for the general good shall not act as even a small hardship on any individual.

Knowledge of what to do in any emergency is very important; any railroad or industrial concern will find adequate first-aid material a fine asset; better than this, above and by far, are those two great self-evident truths—that the best way to treat any injury is to prevent it in the first place, and "the best safety device known is a careful man." However, as injuries will continue to occur, sometimes unavoidably, and far too often preventively, men in any terminal such as Council Bluffs, can have no truer ally in case of need, even with the small wound that left alone and uncared for constitutes one of the greatest mistakes of emergency work, than a good box, with material wisely selected and as wisely used. I congratulate the two occupants of the car foreman's office.

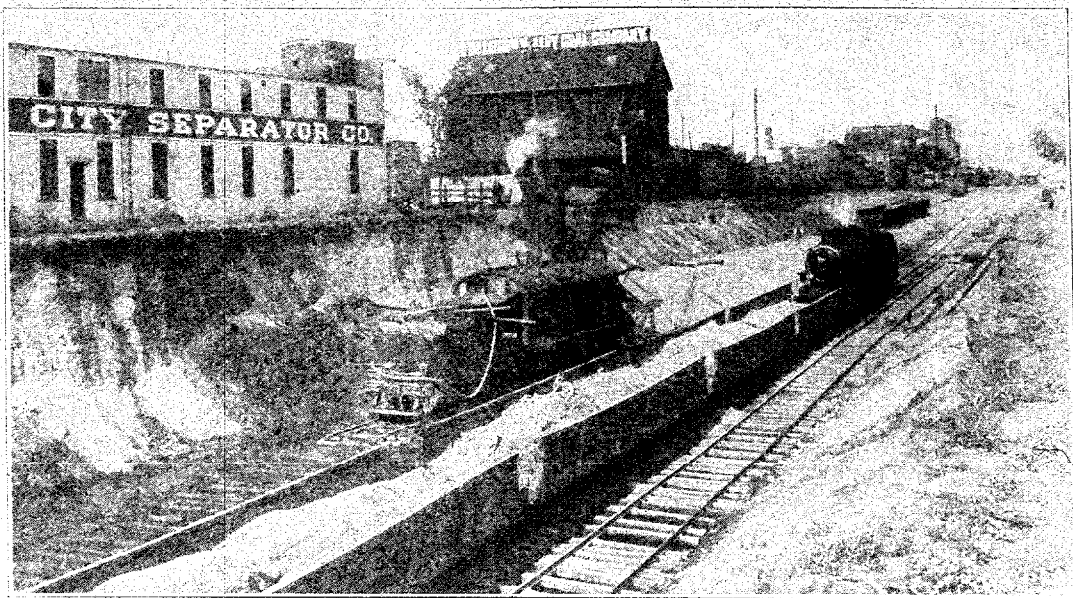
Here I will also take occasion to flash my still very-much-alive good feeling and best wishes to the road as a whole, and renew my appreciation of a very pleasant tour, that o'er the cheerful pipe of retrospection I continue to look back thereon as one of the fortunate mile-stones of my experiences.

Brakeman Chas. Hörr was seriously injured when he fell from a car at Waukesha.

Miss Marie Callahan, daughter of Conductor T. Callahan, was the guest of relatives at Milwaukee recently.

Mr. and Mrs. C. M. Bartelme of St. Paul, Minn., are the guests of Mrs. Bartelme's parents, Roadmaster and Mrs. J. Murphy of Waukesha.

Brakeman Skull is on a thirty day leave of absence. Brakeman Warren is relieving him on the Chicago run.



Steam Shovel and Work Train in Cut.

Depression of the H. & D. Tracks at Minneapolis

W. R. Powrie.

No doubt many, if not the majority, of the readers of the Magazine are aware that the H. & D. tracks in Minneapolis are being lowered to comply with the terms of an ordinance passed by that city. Undoubtedly most of those who do know something of the work, however, know little of its extent or the progress thus far, so a short description of the work done and to be done will perhaps be interesting to all.

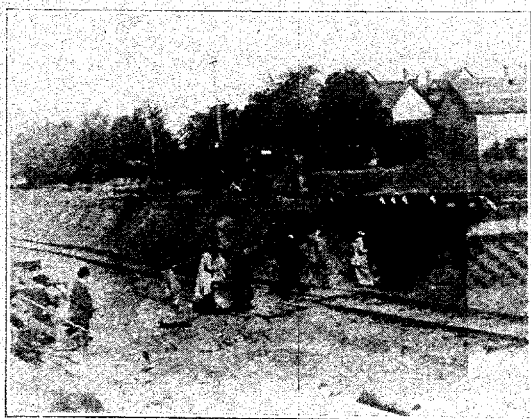
The H. & D. Division within the city of Minneapolis lies parallel with and just north of 29th street for a distance of nearly three miles. Consequently the depression work is usually referred to in Minneapolis as the "29th Street Job." The ordinance requires that every street with the exception of two, be carried above the tracks, one of the exceptions becoming a closed street and the other a crossing at grade. This leaves thirty-seven streets to be bridged and carried over the tracks, and of this number, six of the streets carry street car traffic.

A residence district is adjacent to the tracks for the larger part of the way, but there are enough industries scattered

along to require a number of industry tracks and special problems of construction in taking care of them. In this respect the industries themselves have been put to great expense in some instances, to remodel their plants in order to utilize the lowered tracks. One of the most interesting sights in a trip over the completed work will be in the observance of the methods employed by the industries to solve their special problems.

The bridges are all of reinforced concrete and similar in design, and with two exceptions they will be of three spans. The center span covers the two main line tracks while the end spans cover the slope of the cut, or industry tracks as occasion requires. The two exceptions noted above, one at Fourth avenue and the other at Clinton avenue, are of ten spans and six spans respectively, and will carry those streets across a series of team tracks which will thus be located about midway of the depression and serve nearby business districts.

The street level details of all bridges provide a full width roadway to conform to the original street widths. The road-



Street Car Passengers Transferring Via Subway.

ways are crowned to meet the requirements of the city with respect to grades, and paved with wood blocks. Sidewalks eight feet in width are provided on each side of the bridges and handrails of reinforced concrete of pleasing design are built along the outer edge of the walks and along the abutment wings to the limits of the right of way.

The low point of the bridge floor clears the top of rail, eighteen feet, six inches. This means that the cut required has averaged about twenty-two feet in depth. In all, there will be about 900,000 cubic yards of excavation, about 500,000 yards of which were removed previous to this season. The excavation is done by steam shovel and the excavated material has, for the most part, been hauled to Bass Lake yard, where it is being utilized in filling and enlarging the yard.

There are many interesting features of the work, but probably the one that interests the general public more than any other is the method used in handling street traffic across the tracks during construction. As a usual thing the steam shovel has taken out the full depth of cut for a distance of seven or eight blocks and it is necessary that all of the streets within the limits of the cut be temporarily closed. As soon as it is possible to do so after the cut has been made, a temporary timber bridge is placed at one street within the closed area, so that by the time the steam shovel is fairly started on another stretch of seven or eight blocks, a bridge has been provided for vehicle and foot traffic. At the same time, one of the streets crossed will have street car traffic to handle and there the

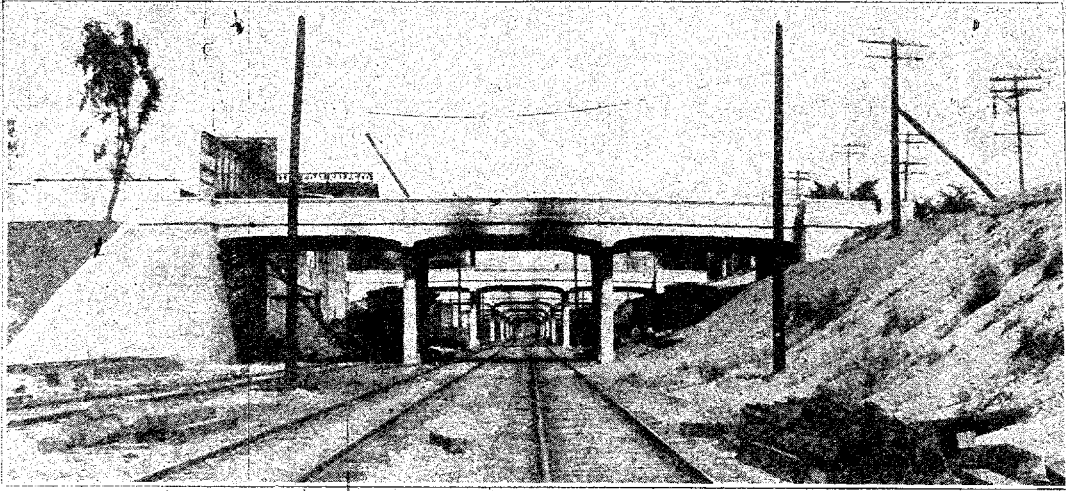
problem becomes more complicated, as means must be provided for the transfer of passengers across the cut at all times and of eventually providing a temporary bridge for street cars to be used until the permanent bridge has been completed.

Minneapolis people using the street car lines intersecting 29th street have not been sure from day to day just how they were to cross the cut or what route they would have to travel to do so. One day they have been required to transfer, then they have been shunted through a subway that carried them under the tracks on which the dirt trains load. This, for a day or two only, then they would find they must use the other side of the street and go down and across the first cut of the shovel, by means of a temporary stairway. This sufficed until the shovel came back on its second cut, when the public would have to climb stairs to a level fourteen feet above the street, and cross on a wooden truss span to the opposite side of the cut. The third cut of the steam shovel finds this same truss in a slightly different and lowered position and the weary strap-hangers have reached the last stage in the transferring process. Shortly after this last move, the cut is completed and street cars can go on without further interruption.

The work was started at Hennepin avenue, the west limit of the work, in 1912, but it was not until 1913 that the work was carried on with a full organi-



Forms for Concrete Viaducts.



Concrete Viaducts, Minneapolis. Track Depression.

zation. At the beginning of the present season the work was little more than 50 per cent completed. Seventeen bridges were completed and traffic restored across them. It is planned to complete practically all of the excavating this year and all but four of the remaining bridges.

About 500 men are employed on the work. Six work train crews are needed daily, three of which handle the dirt trains, usually composed of twenty-five twelve-yard air dumps. On the bridge work alone, between 250 and 300 men are employed.

When completed, the work will have somewhat the appearance of a tunnel to an observer standing on the tracks or viewing the work from the rear of a train. This is caused by the fact that the bridges are less than 300 feet apart and the supporting columns being in alignment either side of the tracks, when viewed in the distance seem to merge into one another and form solid walls of concrete.

The work laid out for this season means more dirt to handle and bridges to build than in any previous season, but the progress so far has been promising. There is every indication that it will prove a successful year, and that the end of the season will see the depression work nearing completion with only a light year's work left for 1916.

Milwaukee Terminal and Bellingham & Northern Railways.

J. W. Stevenson.

Recently the Magazine published an interesting story by Mr. C. A. Goodnow on

the Puget Sound barge service. I would like to add a word or two with reference to the operation of the barges between Seattle and Bellingham. The barges, towed by our powerful tug Milwaukee, leave Seattle on Mondays, Wednesdays and Fridays, making the run of ninety-seven miles in from ten to twelve hours. This service is the connecting link between the C., M. & St. P. and the Bellingham & Northern, which latter line is owned and operated by our company, and gives us through service from Eastern territory without breaking bulk, to Bellingham and all B. & N. points. We also have traffic arrangements with the Pacific Northwest Traction Company, which enables us to make deliveries at Burlington, Mount Vernon, Sedro Wooley and all other points on that line without transfer.

We find there is some misunderstanding among representatives in the East, as to our deliveries in the Bellingham territory. Some bills of lading reach us routed via the Great Northern from Seattle, others via the Northern Pacific or the Puget Sound Navigation Company's boat line; while still other shipments are arbitrarily diverted to the Northern Pacific or the Great Northern at Minnesota Transfer that have been routed through via our line.

As Bellingham does not show in the official guide as being a Chicago, Milwaukee & St. Paul point, it is necessary that the above arrangement be fully explained to Eastern shippers in order that they may understand that we are able to handle through all orders coming to them routed via our line.

East Prairie Du Chien Division Notes.

M. C. Murphy.

Conductor T. Callahan is taking a vacation. Conductor J. Chrystal has charge of the switch crew during his absence.

Mrs. Ernestine Lisdner died at the home of her son-in-law, C. E. Mix. Mr. Mix is cashier at the freight office at Waukesha.

Brakeman John Westphal was seriously injured when an automobile collided with the motorcycle which he was riding.



Superintendent J. M. Oxley.



Trainmaster A. C. Peterson.

The Kansas City Division

Geo. E. Waugh.

Kansas City Division history carries us back to 1873, when a small line was chartered under the name of the St. Louis and Cedar Rapids Ry., this line was put in operation between Ottumwa and Sigourney, a distance of approximately thirty miles. It was then taken over by the Milwaukee in 1881. The Company at that period was well entrenched with main lines touching the West and Northwest. We were, therefore, alert to the great possibilities of the Southwest, as we find that the road had been extended between Ottumwa and Cedar Rapids by the spring of 1884, and in December entrance was made into Kansas City, the second city in Missouri, and principal gateway to the Southwest.

The men who pushed these projects to completion are the greatest makers of history on the system, the Cedar Rapids-Ottumwa Line, was constructed by A. J. Earling, in 1882 and 1883, while he was superintendent of the C. & C. B. Division. From Ottumwa to Kansas City the road was built under the direction of the late Sumner Collins, and the first superintendent of the completed division was H. R. Williams.

Until 1903, when a shorter and better route to Kansas City was made possible by the building of the cut-off between Davenport and Rutledge, the construction crews and the engineer's field forces were strangers on this part of the system.

The division has four hundred and ten miles of splendidly maintained railroad and a roster of approximately eleven hundred employees. Most of the older men served apprenticeships on the lines in Wisconsin, Minnesota and Illinois, and were transferred here when the stretch of road began to assume proportions in the late eighties.

The traffic is high grade, requiring the service of eighty-one locomotives, fifty of these are in freight service, fourteen engaged in switching and seventeen in passenger runs; you gauge the volume of business they handle from the amount of motive power assigned to the division. Their daily mileage is about six thousand miles, divided as follows: 4,000 freight and 2,000 passenger.

The live stock shipments are always heavy, and it is doubtful if there is a division on the system originating as great a volume of this class of freight; the dressed meat business is also of considerable importance as they reach more packing centers than any other division on the system, large industrial plants being operated in Kansas City, Cedar Rapids, Ottumwa and St. Joseph, the latter city, although not a local Milwaukee point, delivers annually an enormous tonnage to the line. On nearly every other part of the system, when we think of wheat, the golden grain belt penetrated by the Milwaukee through Minnesota, the Dakotas, Montana and even distant Washington, automatically comes to mind. On the K. C. Division, which is a big wheat carrier, we must eschew this territory, and consider the vast areas of Kansas and Oklahoma delivering this class of commerce to our extreme southern gateway.

From Texas and Oklahoma plantations we receive cotton, thousands of bales in a season, the bulk of it being destined to Seattle and Tacoma, where it leaves our shores for the Land of the Mikado.

The mines of Iowa must be reckoned among the big tonnage producers, thirty of these coal properties are located on the K. C. Division, turning over an output of two million tons a year for transportation. In this connection it



K. C. Division Office Force.

should be borne in mind that this line reaches a greater number of mines than any road in Iowa.

The land is all highly developed and many of the most productive farms in the State of Iowa and Missouri are on or adjacent to the division. While on this topic it would seem pertinent to call attention to the Amana Society, a German settlement, located around Amana and South Amana, the society years ago purchased thirty thousand acres of rich Iowa River Valley lands, and the high state of cultivation of these farms is enlightening to the American, as to how the European natives can sustain millions of people on areas much smaller than many of our states—"Every rod of ground maintains its man"—and it may be safely stated that there is not another section of the United States where intensified farming is so successfully conducted.

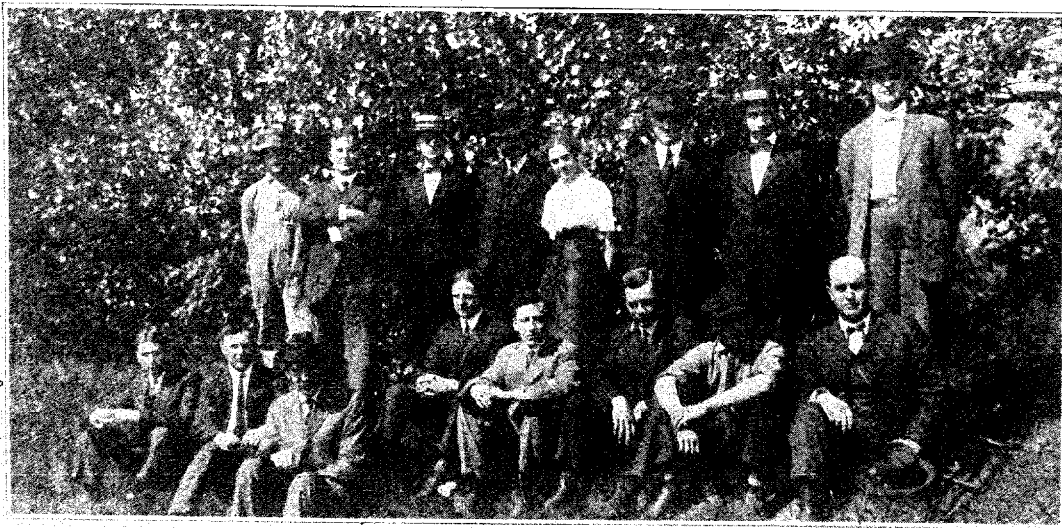
To this division belongs the distinction of serving the only point on the Milwaukee road

where a Civil War battle was staged—the clash occurred between the troops of the North and the South at Liberty, Mo., the old Court House still shows its battle scars as a mute reminder of that unhappy period.

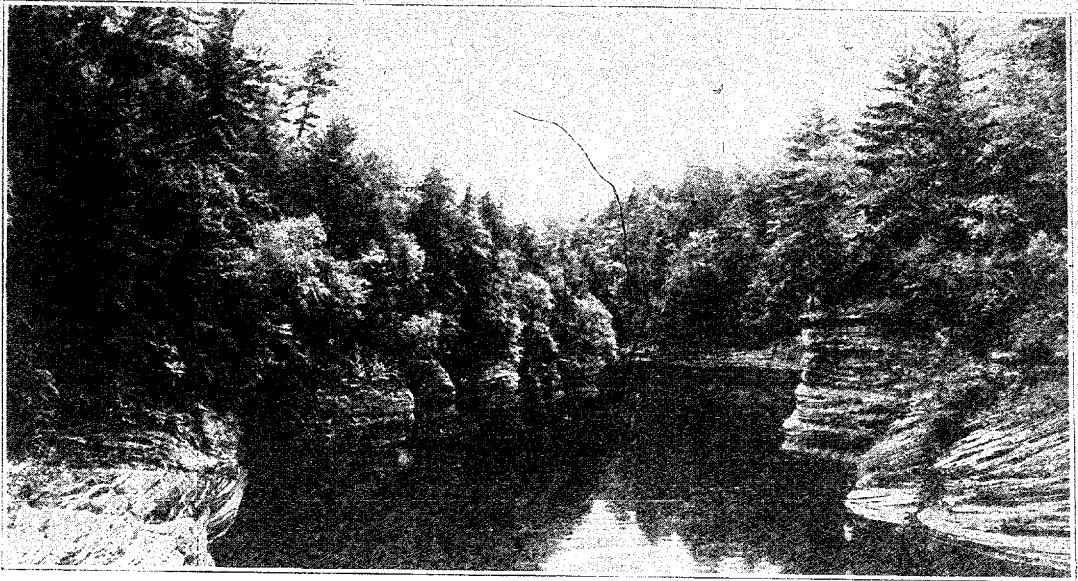
Excelsior Springs, located thirty miles northeast of Kansas City is a health resort and recreation spot of extraordinary fame, and the curative properties of the waters of the numerous springs in this section merit the patronage it draws from the entire United States. The hotel facilities are the best, and for the fagged out individual who wants to indulge in the luxury of rest and partake of Nature's remedies, Excelsior Springs is a resort that ranks with Carlsbad.

In the space of a short paper it is possible only to make a cursory review of the important and distinctive features of the K. C. Division, but we hope that sufficient of them have been mentioned to impress the readers of the Milwaukee Magazine with the real greatness of this unit of the system. The division forces are a loyal, intelligent class of railroaders, working under the direction of J. M. Oxley, superintendent, with headquarters at Ottumwa. Mr. Oxley, though a young man in appearance and spirit, is an old employee of the Milwaukee road, his services dating from July, 1878, when he came with the company as a telegraph operator. During this long period he has worked under the immediate direction of A. J. Earling, D. L. Bush and H. R. Williams. He is a pupil who reflects creditably his excellent training. The other division officers are A. C. Peterson, trainmaster; F. R. Moore, chief dispatcher; Wm. Shea, J. C. Burke, F. M. Barnoske and A. H. Hobart, roadmasters; J. W. Sowder, chief clerk; S. J. O'Gar, general foreman; C. A. Keller, chief carpenter.

The line is laid with 85 and 90-pound rail; Gumbo ballast is extensively used here; this is a burnt clay formation. On account of peculiar soil conditions in this section, Gumbo ballast has been used here for a great many years with extraordinary success.



Chief Dispatcher F. R. Moore and Staff.



Navy Yard—Dells of the Wisconsin.

The Dells

Carpenter Kendall.

Several years ago, a woman whose home was in La Crosse, Wis., spent the evening in a hotel in Beni Mora, where she had traveled to see and feel the strange mysticism of Africa, the Arab and the desert. On the hotel veranda, which overlooked the great barren wastes of shifting sands, she met the scion of one of the wealthiest families of France. The conversation turned, as it invariably does with people visiting new scenes, to travel. The man had been for years a globe-trotter of the most pronounced type. He had visited every continent on the globe, explored mountain ranges and sought the most wonderful things in Nature's splendid outdoor beauty. That he was well qualified to speak convincingly and knowingly of the world's show places was soon apparent to the tourist from La Crosse, and she finally asked him what spot in all the world he considered the most beautiful. Can you imagine the woman's astonishment when he told her that of all the places on the globe that he had ever visited, he considered a little place in America called "The Dells," the most wonderful masterpiece that Nature had ever wrought. After making this declaration, he asked her if she knew the place he had in mind. She surely did, for she was a frequent traveler on The Milwaukee and could she go back and forth on the La Crosse Division without crossing that same Wisconsin River, right at a point where the weird beauty of "The Dells" appeals even to the most casual admirer of scenic wonders?

"The Dells" is hardly a fitting name to describe Wisconsin's choicest bit of scenic

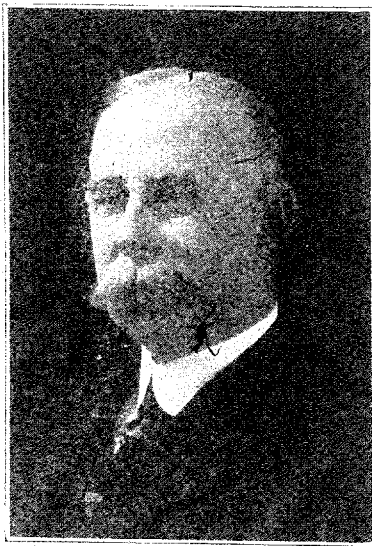
grandeur. The river, a dark and swiftly flowing stream of great volume, at this point canyons deeply between frowning rock-bound walls of dark gray sandstone, which rise on either side, sheer from the surface of the water to varying heights. The action of the water on the sandstone through the ages has worn into curious shapes and strange formations that protrude into the stream, some standing forth like mighty steamboats—like a navy ready to sail, and into columns, huge "sugar-bowls," giant "ink-stands," gloomy caverns and other interesting, unique and wonderful forms. You can go to "The Dells," spend one day on the river, and come away feeling that you have glimpsed Wonderland; and you can stay there throughout the season and not have exhausted its rare attractions.

There are fine river steamers that make the tortuous winding trip through "The Dells," which extend from Kilbourn, about four miles up stream and a mile or more down stream—and there are small boats to take you into the less accessible beauty spots. In a skiff, you can float on the swift current and dip into a shady cove, where, perhaps you will find a landing and a path leading up the hill into sunshiny, fern-carpeted woods, or perhaps into a dark cavern where a wild brook noisily tosses its foaming water over the brink of the wall and sends it racing down to join the river. Along the length of this weirdly luring river gorge there are a number of such landing places and in every one of these are new and more striking exhibitions of the

erosive power of water, and objects of wonderment that could well be expected to bring expressions of astonishment and admiration even to globe-trotting seekers after scenic thrills.

Kilbourn, "The Dells" station, is a six-hour ride from Chicago, a distance of 194 miles, and is reached exclusively by The Milwaukee, so that every ticket sold to that point is full revenue for us. Vacation days are near at hand, and with such rare and unsurpassed attractions that may well be called our own, every employe should constitute himself a committee of one to get his friend or friends to go to "The Dells." Its central location makes it especially attractive to many who do not wish to take a long journey, while the delightful quiet and remarkable beauty unite to complete an ideal summer vacation resort. We can and we should "boost" for the resorts and summering places on our own line and those who go to "The Dells" will return to thank us for the good tip.

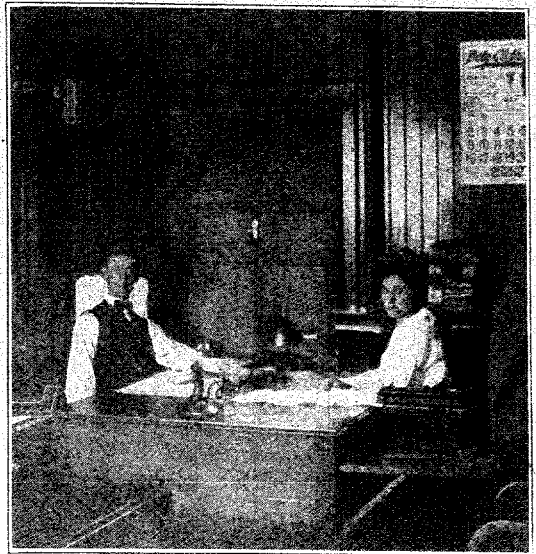
George H. Crandall, who, years ago, served The Milwaukee as telegraph operator at Kilbourn, now operates the boat lines and several hotels in "The Dells." He has piloted over a hundred thousand people through its wild Wonderland, within the past twenty-five years.



"Bill" Loomis.

W. A. Loomis entered the service of the old Milwaukee & St. Paul Railroad in 1872 as freight brakeman for Conductor "Pie" Dunn, on the west end of the La Crosse Division; was set up to freight conductor by Mr. A. J. Earling, then chief train dispatcher at Milwaukee, and was "Captain" on his first freight train out of Milwaukee in 1876; had charge of the construction train on the Viroqua Branch; returned to freight service on the La Crosse Division; handled construction train on Chippewa Valley and Superior Branch, now C. V. Division, in 1882; was promoted to passenger conductor on the River Division in December, 1887; transferred to the Chippewa Valley Division passenger run in 1888 and has been on this run for the past twenty-six years.

Bill's prayer, like that of all employes, is short and to the point, namely, "I believe in Safety First and hope that the Magazine will keep up its good work forever and ever."



Kansas City Division Chief Clerk J. W. Sowder and Miss Marie Meany.

Courtesy on the S. C. & D.

Porter P. Lowry.

We have often read in this Magazine articles dealing with the subject of courtesy to the patrons of the road by employes. This brand of courtesy has reached a high state of efficiency on the entire system; it has reached a higher state of efficiency on the S. C. & D. Division of the road; it has reached the highest state of efficiency among the employes at Vermilion, South Dakota.

Vermilion is the home of the University of South Dakota. Every employe in passenger service knows how difficult it is to deal with college students. The employes at Vermilion have developed a system of dealing with the "rah-rah" boys which is a science in itself.

Six times each year the entire student body leaves or arrives at Vermilion in one day; several times each year special trains bearing students, leave to take these students to neighboring cities where they may witness athletic contests. All of this extra business is handled with surprising dispatch by the three men in the Vermilion depot and the courtesy with which they perform their duties has won for them the respect and approval of the students.

The beaming smile and winning ways of Yardmaster Thomas G. Snyder are known to every student who has attended the University of South Dakota during the past four years. His courtesy in answering the "foolish questions" of the young and verdant students, when it is a sore trial to be courteous at all, has probably done as much as anything else toward obtaining "long haul" fares from the students.

At Home

Anna M. Scott, Editor.

"What Is So Fair as a Day in June?"

The month of June holds many things wonderfully sweet and beautiful, with its clear days and cool, pleasant evenings. It is the beginning of summer, a new season, and it seems but significant that during this time the opening of new lives should begin. Brides have chosen it universally, the roses bloom in unison with them and it is no more than fitting that during this most pleasant month in the year our educational institutions should hold their closing exercises.

There is no prouder moment to a young boy or girl than graduation day. He or she has been pronounced fit for higher things, and is equipped with the necessary preparation for them.

There is no better manner in which to remember an event in one's life than by some memento of it. And as the little things in life count often the most, a little useful gift to the graduate sometimes means more than the larger or more costly presents.

Of late years, there has been a great deal too much of gift-giving, but flowers are always possible and welcome; so are books, photographs, hatpin, a necktie, initialed handkerchiefs, etc., and they make very pretty and inexpensive gifts.

We must not forget the most important of all to the girl graduate, that is her gown. In former years the most expensive materials were thought necessary and the gown was made so "fussy" that poor mother was almost distracted before it was finished. But times have changed for the girl graduate, and the simpler the gown the prettier it is.

A few days ago I saw a pretty frock that a young girl graduate is to wear. I will try and describe it. The material was of embroidered batiste. A bertha of lace adorned the waist back and front, being caught up on the shoulders by bows of ribbon, the sleeves were short and puffed, the bodice of plain batiste, bloused. The skirt was made with two flounces of the embroidered material over a foundation. The girdle was of white satin ribbon. It certainly was pretty, and so delightfully simple and girlish.

Three Utility Cases.

One for spoons, one for knives and one for forks, on which are embroidered conventional designs in orange silk. Gray tape is attached to the case, so that the silverware can be tied securely. The inner lining is of gray canton flannel and the necessary pockets are made of another piece of flannel stitched on to form the recepta-

cles. This work can all be done on the machine. The outsides of the cases are made of gray linen.

An Unusual Effect in Doilies.

The linen departments of the large shops are showing attractive novelties in tablewear for summer use, and it is worthy to note that there is much that is unusual among the latest designs. The craze for filet has grown so rapidly that it is introduced wherever possible. Nor is there any limit to the materials upon which it is used. It is quite the vogue this season to use unbleached kitchen toweling and gingham in the development of embroidered linen for summer use. You can make a very pretty luncheon doily set by using toweling, in each corner is worked a square of filet lace; instead of finishing with fringe, you can have a crochet border of simple design.

Good Things to Eat.

As this is the season of vegetables, the more vegetables we eat the better we are. A mixed diet is of course very good, but nearly every one eats too much meat and too few vegetables. Here are given some tasty ways of preparing vegetables:

Celery.—Select the quantity desired, and cut stalks into inch pieces; cook in boiling salted water for half an hour, or in fact until tender, drain and mix with a white sauce.

Creamed Parsnips.—Boil parsnips until tender, then slice them. After slicing them, make this sauce: One rounding teaspoonful butter, one of chopped parsley and one of minced celery. To these add half teaspoonful salt, dash of pepper, add this mixture to the sliced parsnips and cook until hot; lastly stir in two tablespoons of cream.

Carrots and Peas.—One of the most delicious combinations of vegetables is the blending of carrots and peas. Cut up and wash the carrots, dicing them into little bits. Mix with the peas and boil. When done drain, and put in butter, pepper and salt, or if preferred use white sauce.

Shortcake.—Two cups flour, four tablespoonfuls butter, four teaspoonfuls baking powder, salt, yolks of two eggs, and milk. Mix and sift dry ingredients, then add butter, then yolks of eggs, and milk enough to make as drop biscuits are. Put in a long shallow pan and bake. When baked remove to serving platter. Put about two quarts of berries on top. The berries should be washed and sweetened. Beat the whites of the eggs stiff, and add two tablespoon-

(Concluded on page 29.)

Stedograms.

You have read about the switchman who is also called a "snake," you have also read of brakemen, and their woes each trip they make; the conductor gets his inning, he's the guy what does the work—but have you read of one who's called the railroad office clerk?

You have read about the engineer, he's called the "hoggerhead," with him there trails a "tallowpot," a greasy fireman bred; again the section foreman is a theme that's over-worked—but how about the inside man, the railroad office clerk?

There's daring tales of keymen who have pushed some issue through, the operator gets his share of praise that is his due; but never yet was writ a tale with jest or joy or quirk to call the world's attention to the railroad office clerk.

The trick dispatcher fills the page in many a stirring tale, the mighty chief is also game when other subjects fail; but when the yarns have all been spun with sally, smile and smirk, please kindly note there's nary one of the railroad office clerk.

They sing of masters of the trains, they've featured deeds a few, you have read of superintendents who could always push things through; but never have you read a tale of mask or gun or dirk, in which the dashing hero was a railroad office clerk.

Here's to the Boy and all the rest who do their daily stunt, you never hear him wailing that he's standing all the brunt; here's to the Boy who knows no hours, no schedule, just to work—here's to the Lad who shoves a pen, the railroad office clerk.

Railroad Men I Have Met.

Once upon a time there was a telegraph operator. He was red-headed, got soused every pay day and his name was—I've forgotten but you can look it up. The first time I saw Reddy so that he was really conspicuous was the morning succeeding pay day. He had a far away look in his eyes and with both arms around the neck of a decrepit burro was hesitatingly proclaiming his worship for one named Nell and between his hiccoughs asserted he could lick any bloody Whitechapel scout who argued different. I forgot to mention he was an Englishman and a long ways from Whitechapel. The next time he dawned on my vision was on a beach amongst the bathers. It was a dry period between pay days and his eyes were clear and he looked clean and fit as he plunged through the surf. One of the bathers, a girl, had ventured rather far out but as she was athletically inclined and had often done so before no one paid much attention until she uttered a blood-freezing scream. As the bathers looked seaward they saw a dark dorsal fin cutting the water and every one yelled "Shark." With superhuman effort Reddy plunged to her aid. Grabbing the girl around the waist with amazing strength he held her aloft and bodily threw her towards the beach, then he dropped back into the water, the dark fin swept up and there was a stain of blood on the surface. Reddy was buried next day in the American cemetery with the honors accorded a hero.

Moral: There are some deep sea heroes that Victor Hugo never heard of.

Once upon a time there was a passenger brakeman who held down a run through the tall timber where lumber jacks predominate. He called them all by their first names, loaned them money when they were broke and collected double when they were in wealth. Forty dollars looks as big as a million to some people. If they did not come across on pay day he called them timber beasts and kicked them off the train. He was not to blame for this, though, as he was not up on business college methods and the road was an advocate of discipline. He was also an ingenious cuss and one day when a drunken native was lurching down the aisle of the coach and in a desperate attempt to maintain his balance grabbed the bell cord, the brakeman was on him in a

minute. He asked the lumber jack how many times he had pulled the cord and the reply was: "Tree times." Then the brakeman patiently explained that every time the cord was pulled it rang up a dollar fare against him; inasmuch as he had pulled three times the lumber jack would have to dig up three bones to square the brakeman or give him his gun for security.

Moral: One can learn many things by watching a west side street car conductor.

Once upon a time there was an agent who had been born poor but with luxurious longings. When he first took up telegraphy his idea was to earn enough money to satisfy his tastes; as he rose in his occupations his chief desire was to get enough money some way so as to keep up with the Bunch.

After years of endeavor he copped out a good agency where competition was brisk. In order to secure his end of the business he became a Good Fellow and was hailed as a Good Mixer. His salary did not meet his supposed requirements, in other words, the supply did not equal the demand, consequently he experienced Hard Times until he happened to think he had some Company Money he could use and restore to the proper accounts when his Check came. When the Check came it did not balance the shortage by Several Dollars, so he sat in a little friendly game to try and win enough to square the amount he was Short. He was lucky that Time and Dame Fortune smiled kindly across the Green Cloth. It came so Easy he ran Short again and tried the Green Cloth again. This time the fickle Dame was across the Divide shaking hands with a Tin Horn from the Klondike.

Moral: If you wish to cultivate an exclusive society place your order for clothing in stripes.

They say home is where the heart is. We dropped into Mr. Warner's office the other day and during conversation the talk drifted to the Pioneer Club. Mr. Warner is president of the club, and the annual business meeting, banquet and ball are to be held in Spokane June 9 and 10. One cannot help being enthused over the occasion after listening to Mr. Warner's statement of the preparations being made for the event. He has chosen his various committees from The Milwaukee forces here in Spokane, thus being in touch with each advancement in the preparations so that the visiting member will have nothing to do but look pleasant and enjoy him or herself. Each committee has been told its duties, with instructions to carry them out, as excuses are not going to be accepted, so when the eventful day arrives everything will run along smoothly without jar or interruption.

The program will be extensive and varied: speeches, singing, music, dancing, playhouses, etc. Every member of the club who is anticipating an intellectual and social feast is going to be satisfied, and when the final, western phrase, "So long," is said, we know one and all will vote Mr. Warner a prince of an entertainer and unite in saying that he and his forces spared no pains in making the event a historical epoch in the annals of the Pioneer Club of the Puget Sound Lines of the Chicago, Milwaukee & St. Paul Railway.

If you think you're beaten, you are;

If you think you dare not, you don't;

If you'd like to win, but you think you can't

It's almost a cinch you won't.

If you think you'll lose, you've lost.

For out in the World, we find

Success begins with a fellow's will.

It's all in the state of mind.

If you think you're outclassed, you are;

You've got to think high to rise;

You've got to be sure of yourself before

You ever can win a prize.

Life's battles don't always go

To the stronger or faster man.

But soon or late the man who wins

Is the fellow who thinks he can.—Selected.

Get Together

To Sted.

I.

A line to "Sted," the man of mirth
Whose "junk" drives cares from off the
earth,

Each month we find a good supply,
(Not how he does it, but "for why?")
Oh, "Sted," you're surely crazy, but
Your stuff, it lifts us out the rut
Of blues and grouch and earthly cares.
You sling it out as no one dares.

II.

Some days when we are feeling "punk,"
We take our book and find your "junk";
We read it o'er and o'er again,
We laugh until we get a pain.
Were you but just an "actor man"
You'd sure outshine the "great Chaplin,"
God gave us comic guys like "youse,"
For writing stuff to chase the blues.

III.

Each month our magazine arrives,
We itch as though we had the hives,
Until we find in letters "red"
This column here belongs to "Sted."
A single writer I can name;
(He's "K. C. B." of P. I. fame)
Who's in the same class 'long with you,
At cheering us when we feel blue.

IV.

We like your stuff: all of us do.
Each month we find there's something new,
Please keep it up; we're strong for you.
I'm glad to meet you—howdy do?

"Brigham Young."

P. S.: This feeble attempt, etc., . . . expresses us. If this is any good to you, send it in. I have these spells quite suddenly at times. I invite through the columns of "our Magaz" will bring forth more if wanted. Choice of romantic, sad, or just damphoolishness. Here's how. You're there.

[Register name and address with the Editor, and come in as often as you like—Editor.]

Special attention of our readers is called to the address by Vice President Sewall to the Railway Storekeepers' Association, in Chicago on May 17. Mr. Sewall's subject, "The Railways and the Public," is one that railroad men particularly should study carefully. We often hear expressions of sentiment similar to that in the opening paragraph of this paper, and unless we are armed with the truth we are not in position to refute statements of this character which so vitally affect the business we are engaged in.

Mr. Sewall puts the question plainly and gives us the basis for legitimate defense of our cause, when we find people who are willfully or ignorantly misguided on the contention between railroads and the public and the plea the former are now making for a square deal.

The arrangements for the third annual meeting of the Puget Sound Pioneers' Club, Spokane, June 9-10, are completed and the prospect is bright for a fine turnout and a grand good time. Special thanks are due President W. P. Warner, who has spared no effort to make this meeting the best one yet held. All members have been furnished with a copy of the program for both days. These get-togethers are red letter events and in time we should have veterans' clubs all over the system. Nothing like meeting and talking over old times, present times and our work, to come to a better understanding and to knit us more closely in the family bond.

This railroad has the reputation of being the most firmly loyal in the sentiment of its

employees, and the most strongly fraternal in the feelings of all departments toward each other of any railroad in the land—and it should be the proudest desire of every one of us that we shall never be outdone in our love for our work and for our company.

Here is a little special commendation for the Magazine, which heartily appreciates all the good words which come to it from employees all over the system. The following is from a letter written by M. W. Sherman, city ticket agent at Bellingham, Wash., and an old-time Milwaukee man:

Bellingham, Wash.

Dear Editor: Your Magazine is certainly filling a long-felt want, as it is bringing the members of the Milwaukee Family closer in touch one with another; and enabling each and every one to keep posted as to what is taking place on the different divisions.

Wishing you continued success, I am

Very truly yours,

M. W. SHERMAN.

An interesting get-together will be the meeting of the I. & M. Veteran Association—"Shepard and his men," on June 10, at the C. M. & St. P. ticket office in Minneapolis. The program contemplates the gathering and greeting with Ticket Agent Charlie Lewis, who was formerly traveling auditor on the I. & M. and is a valued friend of all the "old boys." An automobile ride among the parks and around the lovely lakes of Minneapolis will be followed by the dinner at West Hotel. An attractive program of singing, with an old-time "talkfest" will follow.

Mr. William Sproule, president of the Southern Pacific Railroad is a forceful speaker, with excellent, common-sense ideas to express. In a recent address upon the business conditions of the country, the following illustrates how pertinent are his ideas and how well he can put them into words:

A RECIPE FOR PROSPERITY.

I urge the prosperity of the average man. To secure that prosperity I urge the imperative national necessity of taking business out of an atmosphere of attack into the old-fashioned go-ahead atmosphere of business initiative and American enterprise.

I urge relief from the fads, fancies and isms which have filled our streets with unemployment, and put away the dinner pail of the workman empty upon the shelf in the impoverished home.

I urge the restoration of confidence in the fact that American men of business are the peers of any in the world.

I urge that the American workingman cannot be prosperous unless the American men of business prosper. I urge that prosperity can come to us only with the full dinner pail.

Finally, I urge that the public interest in transportation is that it shall be prosperous in order that it may be a successful and energetic aid to all the business it is designed to serve.—Seattle Post-Intelligencer.

A notable Get Together was a meeting held at Vice-President E. S. Keeley's office May 24th, of all representatives of freight traffic on lines East. Those present included Traffic Manager Pierpont, General Freight Agent J. T. Conley, their assistants and all outside freight traffic men. The object of the meeting was an exchange of views on matters pertaining to the freight traffic of the railroad, and a discussion of the business situation in the different localities throughout the territory.

Get Together meetings are becoming more and more frequent in all branches of the service, as the benefits accruing therefrom are becoming apparent.

Safety First

A. W. Smalley, General Chairman.

Suggestions to Trainmen.

Never fail to look where you are stepping and don't jump on or off of your train when it is not absolutely necessary.

Do your work in the safest way, that of Safety First.

Never open or close vestibule traps while train is in motion.

Never back up a baggage truck to the baggage car until the train comes to a standstill.

Always be sure and place stepping boxes in a good safe place and see that they are kept in good condition.

Never allow anyone to get off between stations when train is stopping for signals or other repairs; many accidents have been caused this way.

Never get angry when you fail to make a coupling; try again and keep your temper.

You cannot read your book of rules too often.

Don't allow grips and parcels to remain in racks when they are liable to fall out and injure some one.

Never fail to pull your vestibule traps as passengers are apt to get their fingers caught between plates.

Never fail to stop, look and listen before you do anything and you will always avoid accidents.

On April 16, 1915, the Milwaukee Terminal Safety Committee held their meeting at Muskego Yards. Meeting was presided over by Chairman Hinrichs and a full attendance was present. The attention was called by Committeeman Riley to several dangerous piles of lumber at the Geo. E. Pillsbury Lumber Yards which did not have the standard clearance of six feet from the rail, and in one case the clearance was only two feet ten inches. The matter was taken up with this firm to move same to the proper clearance. Mr. Riley also mentioned at the plant of the Tegge Lumber Co., planking on the south side of the track in some instances protruded two and three inches above the rail and was liable to catch the foot board of the engine.

The Safety Committee went on record as approving the suggestion that Chairman Hinrichs write the Tegge Lumber Co. asking that in the interest of safety to bring the planking to a level with the top of the rails. Committeeman Sullivan reported that the underpinning on the platform between houses 7 and 11 is in a bad shape and in many places requires renewal for safety as it settles considerably when machinery and other heavy commodities are trucked over same. Chief Carpenter Eggert was instructed to make whatever repairs were necessary and after several other sugges-

tions had been offered the meeting adjourned to be called again in May.

On April 21, the Trans. Mo. Division Safety Committee held their monthly meeting in the offices of Superintendent Hill. In the absence of Superintendent Hill, Mr. Campbell acted as chairman. The minutes of the previous meeting were read and approved. One of the suggestions made at the last meeting was regarding the excessive speed of night switch engines in Moberg Yard, and report is made that the matter has been investigated and corrected. Mr. Gorman reports that firemen are still throwing chunks of coal and rock off of moving engines and the matter will be taken up personally with the firemen asking them to discontinue this practice as it is against the rules and also very dangerous. Several other suggestions were talked of, and report will be made of same at the next meeting in May.

On April 22, the Southern Minn. Division held their monthly Safety meeting at Madison, S. D. The entire committee being present. Superintendent Atkins read the minutes of the previous meeting which were approved by the Committee and suggestion was made that the use of tilter trucks for baggage be discontinued. It was explained that these trucks were being done away with as fast as they were worn out. Report was made that school children were in great danger in crossing tracks at other than street crossings and the committee are asked to enlist the co-operation of the parents and school teachers. The next meeting will be held at Austin, Minn., May 21.

On April 24, 1915, the Safety Committee of the Missoula Division met in the offices of Superintendent Willard at 9:45 A. M. After reading the minutes of the previous meeting Superintendent Willard called for any new suggestions that the committeemen might offer.

The meeting was full of interesting subjects, and short talks were given by different committeemen, all agreeing that everything that had been suggested so far was practical; the meeting adjourned and the next one will be held in May at Missoula.

On April 30, 1915, the Deer Lodge Shops Committee met in the offices of G. E. Cessford, at Deer Lodge, Mont. Only two members being present at the call of the chairman. Mr. Koehler reported that there had been a noticeable decrease in accidents since the last meeting and hoped that it would be continued. Mr. Vanderwarker re-

ported that hammer, sledge and punch handles were very brittle and easily broken; it developed into a discussion that this matter had been taken up before and it was understood that second growth hickory handles would be furnished.

The chairman advises that he would again take this matter up with the General Master Mechanic. The matter of having an opening made between the shops and Conley avenue was again brought up and the committee was advised by the chairman that this matter would again be taken up with Superintendent Willard. Several other local matters were suggested and taken care of, and there being no further business to be transacted the meeting adjourned at 3:30 P. M.

At Home—(Concluded).

fuls sugar, pour on top of berries and set in oven to brown.

Give and Take.—This is a little recipe for peace, but it is a well-tried one: Give a little; take a little. It is a natural law. People have to stand you, and it is to be expected that you will have to stand them. A hasty word checked may stop torrents of wrath. A kind deed done to an enemy will oftentimes result in a true friendship. We cannot get through life without the friendship of other people. We are depending upon them, to a certain extent, and they are depending upon us to a certain extent. And so remember this humble recipe for peace: Give and take.—Selected.

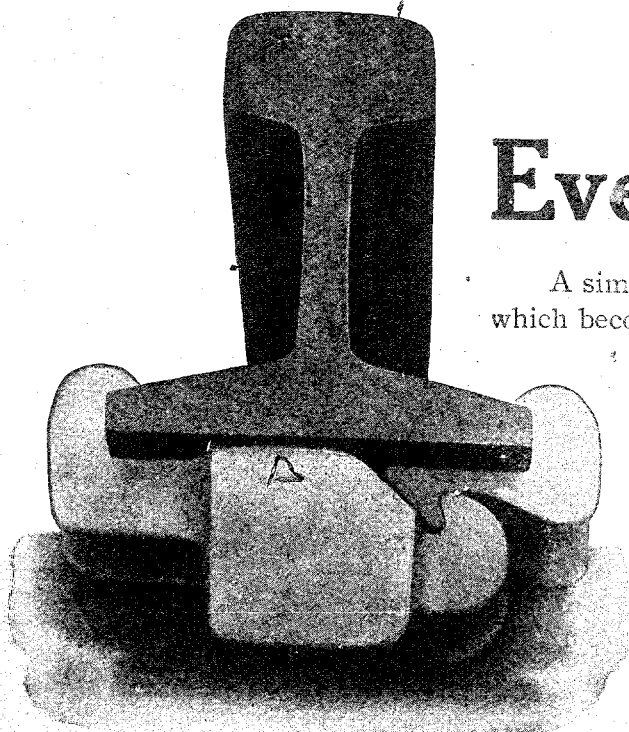
Useful Hints.

As the hot water bag is the most popular home remedy in so many homes today, it is well to give it good usage. If a funnel is used when filling, the neck of the bag will wear longer, for the metal does not become heated to such an extent that it melts the rubber around it. Time and gas will be saved if you reheat the water in the bag while in use. Expelling the air from the bag by twisting the neck a few times causes the water to retain the heat longer.

A convenient arrangement to have over a table and within easy reach is a shelf with the utensils that are the most often used hanging underneath, and on the shelves condiments, salt and such other materials as are used in cooking. Hang spoons, measuring cups and small things within easy reach. A large tray to carry dishes to and from the dining room is a great step-saver.

Lettuce, parsley, and all other garden things may be kept fresh, if first washed in cold water, shaken and then packed in a tin pail that has a very tight cover, so that the air may not penetrate to them, and set in a cool place.

"Newsboys on trains are not always a nuisance," said a lady on a Janesville line train, recently; and she referred to Mr. A. Bahler, who understands co-operation and helps passengers on and off, answers questions and otherwise helps to make the journey pleasant.



In Use Everywhere

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

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P. & M. Rail Anti-Creepers

The Business of Being a Railroad Man.

*Address to High School Students at
Aberdeen, Wash., by E. A. Lalk.*

A knowledge of railroading or rather all business of transportation is an important factor in all commercial business. Whether or no you follow the transportation business in any of its various branches it is a business, the knowledge of which, is valuable to you regardless of what branch of commercial business you may follow.

Being asked to talk to you on railroad business it is hard for me to choose a line of talk which would be most interesting and yet most instructive to you. Railroading in itself has many branches. The combining of the various branches under one head, known as the president. The president being responsible to the directors and the directors to the stockholders for the success or failure of any large railroad or railway corporation. The railway system is formed of many units, cogs in a great wheel, each man having a place to fill.

You are now nearing the close of our high school courses. Some of you have, no doubt, chosen your life's profession and will fit yourself for that profession by higher education and study. Others of you will leave this school with your life's work before you, having your present school education as a foundation.

Very few men will ever admit that they chose wisely when choosing their life's work nor that they would not have made a greater success in some other business different than their own regardless of the success you or I may think they have attained. However I am not going to say whether I have made a mistake in choosing railroading for mine, as the truth is I had no choice in the matter. Some of you in later years will, no doubt, wonder how you ever took up the work you will be doing.

If any of you desire railroading as your career remember that you must work hard and start low, also that the greatest railroad men the world has ever produced started carrying water to the section gangs and piling wood

for the locomotive, etc., climbing from these low levels to the highest positions of trust with their companies.

Railroading, regardless of what branch of service you may enter, is a progressive business, a laid-out course of promotion you must follow. The more efficient you are the faster the promotion.

Before entering the railroad business you should decide what branch, operating, traffic, accounting, mechanical or engineering, you wish to follow, then stick to that branch and work, being careful at all times to preserve your individuality and not get into a rut. Push yourself at all times and show yourself competent to hold promotions as fast as they come, respecting the authority of your superiors and gaining, if possible, the good will of your fellow workmen.

To be a good operating man I believe the main qualities for a man to possess are confidence in himself, ability to act quickly and with good judgment. The ability to grasp a situation quickly and above all things the ability to handle men, not by the bulldog method, but by the power of personality. A person entering the operating line of a railroad should while learning the business do his best to possess himself of these strong points necessary for success. A man who cannot control himself or his temper should never try the operating branch of the service, as a man who cannot control himself can never control men.

A man entering the traffic department of a railroad should be a student of commercial geography. The United States, to him, should be as an open book. He cannot know too much about his country, her cities, her waterways, her ports and should know where every product of any importance is grown, mined or manufactured. He should be as well versed as possible in the business of the patrons of his line. He should gain by travel or by reading or study a full knowledge of all points of interest to tourists in the United States. He should be able to paint a word picture of any point of interest in the country.

He should cultivate facial control so as to be able to conceal his personal feelings. He should be cheerful on all occasions, nobody wants anything to do with a grouch, and above all things remember a customer when angry is always right. Be honest in your dealings, never secure business under false pretenses because it always comes back to you.

Before a man is considered efficient in railroad service, his service must cover a period of from five to ten years, regardless of which branch he may follow.

At the present time young men have every opportunity to work up rapidly in the railway service. Also many articles have been written and are continually appearing in magazines and newspapers covering railroad work and any of you interested in railroad-ing should read these articles, as they contain a wealth of information.

I am sorry to say that the average young man in the railroad service is not over ambitious and for this reason any young man with a desire to push ahead has ample chances to do so. I saw a little motto in an office one time which I believe can be well applied to railroad work:

"A man who never does more than he is paid for never gets paid for more than he does."

MILWAUKEE TERMINAL NEWS.

Josephine Healy.

The following extract from a local newspaper, for General Yardmaster Breckenridge's benefit: "Spats, once regarded as badges of affectation, have at last come into their own as popular and proper devices to protect the ankles from wet and cold."

Switchman Edw. Murtha was married on April 19th. We are unable to find out any particulars regarding the affair.

Mr. Geo. Smith (formerly known as Oscar), our efficient gang foreman in Milwaukee Shop District, makes a very nifty appearance on the avenue clad in his summer outfit, including his new cream-colored vest. (Signed "Mac.")

J. J. O'Malley, chairman of the Grievance Committee of the Local B. of R. T., after moving into his new home on Scott street, south side, suffered a loss by fire on April 30th. It is reported to have been caused by an overheated furnace.

Lady barbers have been installed in the barber shop where General Yardmaster Breckenridge is a regular patron, and lately "Bill" gets shaved twice a day. Charley Green has laid off several days looking for that barber shop, but has not been able to locate it.

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



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

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

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ST. PAUL.....238 Euclid Building
TORONTO.....14 Manchester Building

Rumor has it that Agent Rummel, Chestnut Street District, is going away for a month. We wonder why?

E. W. Keyes, traffic department, still lives at Waukesha.

Agent Regan, at North Milwaukee, paid us a visit the first of the month. He calls on us every so often, discusses the war and politics with Chief Clerk W. L. Hebard, and leaves us all in a more amiable mood as the result of his visit.

We expect to hear wedding bells ringing in Supt. Hinrichs' office some time in June—Earl is going to become a Benedict.

Chief Clerk Wm. Hebard attended a gathering of the members of the A. O. H. at Oshkosh on Sunday, May 9th. Mr. Hebard loves good things to eat, and reports that the members of the Ladies' Auxiliary at Oshkosh are some cooks. Agent Regan was also among those present. They saw Earl Marsh walking down Main street while there, and Mr. Regan thought he was Mayor of Oshkosh.

General Yardmaster Jack Schwartz made us a couple of calls this month. Every one knows Jack Schwartz—he can be spotted a mile away by his immaculately white tie—of course his collar and shirt front are just as spotless. Every time I see Mr. Schwartz I am tempted to ask him if he is going to a wedding. Every one of our yardmasters has a hobby—Charley Green's weak spot is tan shoes, Bill Breckenridge's, is the popular spats, Jack Schwartz' is spotless white linen, and I believe Harley McMurtrie dotes on his farm. P. S.: Jack Schwartz also has a tendency toward green hats, which are very becoming to him. Charley Green always wears gray hats (lest we forget).

Milton Weldig, switchtender at the Cut Off, spent May 30th and 31st at Iron Ridge, visiting at his uncle's farm.

If any of our fair readers out in the wild and woolly West have designs on our yardmasters, they had better get their bid in early, because we have very few who are still without helpmates, and you can imagine that Milwaukee girls are setting their caps for them.

Chas. Modell, our janitor at the office, was slightly injured about the face by a fall on a sidewalk on 11th avenue. Mr. Modell is working every day, however.

Switchman Geo. Schroeder is going to be married, and contemplates a trip to the expositions—we will know more about it next month.

It is reported that Yardmaster Lathero is going to be a bachelor again real soon; Mrs. Lathero is about to take a western trip, and W. S. is open for invitations to meals.

Fred Hansen, district clerk, has the cutest little mustache you ever saw. Very becoming, Freddie.

Mr. and Mrs. Geo. Kowalke are rejoicing over the arrival of a bouncing baby boy—another husky switchman for the Milwaukee Terminals.

Mrs. T. J. McBarron is visiting relatives at Green Bay for a short time.

Mrs. J. L. Privatt spent a few days this month with relatives at Kewaskum.

The snow storm we had on the night of May 11th doesn't make it look much like summer in the vicinity of the Milwaukee Terminals.

Items From Chicago Terminals.

Catherine M. Bartel.

I presume almost everyone in the Chicago terminals has on one or two occasions read in the different Chicago papers about the fast movement of silk trains from Seattle and Tacoma to Chicago, and their rapid transfer to connecting lines in Chicago via other lines than our company. Well, the fact of the matter is, silk trains are a very common occurrence with us and they are always handled on

fast passenger train schedules the entire distance and when they arrive here everyone is up and going until they are delivered to eastern connections via which they are routed. Very seldom, if ever, are they in the Chicago terminals more than a few minutes for necessary inspection, etc. They are not written up in the papers for the reason that they are all handled in the same manner and are frequent, and the handling of this class of shipments are common simply because all involved are instructed as to the prompt service and are there with the goods, and that is the reason they are frequent over our line.

Trainmaster Costello and Roadmaster Burke are contemplating a trip to Missouri. We have not been advised for what purpose but presume to invest in more land. Well, Missouri is all right in a way, but once in a while a cyclone comes along and takes everything off the farm but the mortgage. But then, that is better than having the land out in the middle of the Gulf of Mexico—you still have the land and the mortgage.

Miss Mabel Williams, chief telephone operator at Galewood, has developed into a professional pedestrian, walking to and from her work almost daily. We are unable to say for what purpose, but it must be either to reduce avoiddupois or save money.

We are again short of empty equipment around Chicago, both system and foreign, but presume the empties are all going toward the south for the purpose of moving Yardmaster Logan's crop from his Florida farm.

Quite a number of employees in all branches in the Chicago terminals are taking their annual vacations early and visiting the Panama expositions at San Diego and San Francisco. All that have returned report a delightful time, which indicates the fairs are a success.

Mr. A. C. Van Zandt, chief clerk to Trainmaster Costello, is either training for a prize fight or something else. He walks to and from his work daily and the walk is about three miles each way. He has also cut out smoking and is eating plenty of lemons, which is another good indication. We also have inside information that he belongs to the athletic club in Austin and does a tumbling stunt every day to keep in condition. Oh you Jess Willard.

Roadmaster Burke is very busy excavating for a new track to serve the Continental Can Company at Cragin Junction. The proposed track to lead off No. 4 main just east of belt switches. This track when completed, will hold about ten or twelve cars and we expect large shipments from this industry in the near future.

Chief Operator Wm. Murbach of "GT" office, Galewood, made his appearance on duty a few mornings ago with all his glad rags on and we can't say if he was not at home the night before or was not going home that night, or if there is someone in the building who likes to see him looking nice. We are inclined to think, however, from personal observations, that it is the latter.

The clerks at Galewood transfer house have just recently organized what is known as the "C. M. & St. P. Ry. Galewood Clerk's Benefit Association" with about 125 members and the following officers: G. W. Catlin president; A. Larsen, vice president; G. Justice, financial secretary; H. E. Sittler, treasurer; P. B. Nolan, C. A. Grant and A. Wagner, finance committee.

The object of this organization is to protect financially against sickness, accidents, etc., any clerk in the building being eligible if over 17 years of age and in good health.

The benefits for the first week in cases of sickness or injury are \$5.00, and \$10.00 per week for twelve consecutive weeks thereafter, \$100 at death and \$10.00 additional for floral offering. All claims to be void if member leaves the service of the company.

In cases of destitution the sick committee will make recommendations as to how the case will be handled. Any members of the sick committee who fails to call on sick members will be subject to a fine of \$1.00.

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

One of the most important things in track maintenance is gauge. Without true gauge it is impossible to have good riding track and without that you can not have good line. These are two of the most important things—the third is good surface. The three go hand in hand for good track. Some foremen are very particular about the gauge of their track, and when you find one that is, you will find a good foreman, for he will also be particular about his line and surface. I have seen foremen putting in ties and never using a gauge, such men are unfit to hold so responsible a position as section or ex-gang foreman. It will not be hard for any foreman to picture in his mind a train running at a high rate of speed and coming upon a spot where the gauge was too wide; what would be the result? Some killed, some maimed for life, and destruction of valuable property. Who is to blame? Let any such foreman answer for himself. Be a "safety first" man and be it right. I would like to see all the foremen organized under the name of The Efficient Trackmen of the C., M. & St. P. Ry., the object to be discussions of better methods of track maintenance and "safety first." I would suggest if this could be done that we get our magazine to publish letters of instruction from our roadmasters and foremen. Now if you are all agreeable, hold up your right foot.

Des Moines Division Notes.

Lillie A. Garber.

Word has been received that Miss Bessie E. Carter, daughter of Agent S. E. Carter, Storm Lake, Ia., is seriously ill in a hospital at Chicago. It is hoped by her friends and acquaintances that she will soon recover her good health.

The many friends of Mrs. George Chambers, wife of Engineer Chambers of Des Moines, will be pleased to know that she is recovering nicely from the recent operation she underwent at Mercy hospital, Des Moines.

Passenger Brakeman P. H. Barker and wife visited at Albia, Ia., last month.

Trainmaster J. F. Anderson of Perry visited Des Moines offices on his return from his vacation last month.

We are glad to note that Mrs. H. E. Ziebell, wife of Conductor Ziebel, Des Moines, is recovering from her recent illness and hope that she is soon in her former health.

The wife of Roadmaster J. M. Nunn, Jefferson, Ia., took their little daughter Madeline for treatment at the Mayo's hospital at Rochester, Minn., and our hopes are for her speedy recovery.

We hear that former Third Trick Dispatcher A. F. Larson of Des Moines is now the owner of a moving picture house at Hamburg, Ia. Hope you like the movie business better than the wire work, Larson.

The Commercial Club and Boosters of Perry, Ia., had an enjoyable trip on their special train May 14 over the Des Moines Division. They made stops at many of the principal stations and the people turned out in large numbers to greet them. It was by far one of the most successful of the several booster trips and trade extensions taken by the business men of Perry. The train was handled by Conductor John Reardon and Engineer Oscar Woods. Superintendent R. P. Edson and Division Freight and Passenger Agent C. E. Hilliker of Des Moines, Trainmaster J. F. Anderson, Agent J. P. Condon of Perry and Division Freight and Passenger Agent Parker of Cedar Rapids accompanied the train.

A Double Header

Each year the increase in our business is giving us a heavier load to haul. It means that we must couple on more power to keep things moving fast enough.

Our big general catalogue pulls a mighty big load by itself, but along towards the middle of the year we hook on our annual Mid-Summer Sale and make a double header of it. This year our double header will pull out about the first of June. Keep that date in mind. From where we sit in the cab there is a mighty fine stretch of track ahead and we have enough steam up to make a record run.

We have been planning this sale for months. There is a string of bargains in it as long as a freight train. It is better for reduced rates than any excursion ever run. It will be your opportunity of the season to get the most for your dollars.

It is full of things that you need every day—all at reduced rates.

Don't miss this great double header. If you don't get your copy of our Mid-Summer Sale right on time enter a complaint to us. We will make up any lost time by getting the book to you in a hurry.

All aboard for the Mid-Summer Sale

Montgomery Ward & Company

NEW YORK, CHICAGO, KANSAS
CITY, FORT WORTH, PORTLAND

Write to the house nearest you.

P. S. Don't forget that our big General Catalogue is making its regular runs and carries about everything that you need. The prices are as attractive as the two cent a mile rate is to traveling men.

Special Commendation

Special commendation is due Fireman Chas. O'Malley, engine 8017, La Crosse Division extra west, May 3, for discovery of dragging brake beam on car near head end of train. Train was stopped and brake beam removed without having caused any damage.

C. & C. B. (west) Brakeman H. P. Wicheal made quite a record for himself as a fire fighter a few weeks ago at Weston, when a car in his train caught fire. Harley forced his way through the smoke and got water to the flames. His efforts as well as his interest in the work are much appreciated by the company.

Special commendation for watchfulness and attention to duty is due Brakeman Bills of Musselshell Division for discovery of a fire in St. P. car 203717 in train 61 April 25 when passing through Delphia, Mont. With the help of Conductor Bowers and Engineer Smith the fire was extinguished. Mr. Bills' watchfulness probably prevented serious damage to car and contents.

On May 14 train No. 63 West, Musselshell Division, while at Burgoyne, Conductor Bowers and Brakeman S. E. Moss discovered side door on St. P. car 89252 partly open. Car was loaded with merchandise for Tacoma. Investigation disclosed three tramps in the car. The door was fastened, the 'boes were taken to Harlowton and turned over to the police.

Credit has been given Conductor E. Hanson for discovery of dragging brake beam on St. P. car 102173, while pulling out of Ramsey, Minn. Repairs were made at once and possibility of accident was averted.

C. J. Bishop, conductor, Columbia Division, has received a letter of thanks from Superintendent Sawyer for discovery of broken spring hanger on P. S. car 101139 April 16. His watchfulness undoubtedly prevented serious damage to car and contents.

Car Inspector Charles Knapp, Marion yard, has received a letter of appreciation and thanks from Trainmaster Hoehn for stopping a runaway car loaded with stock in East Marion yard on the morning of May 6. Had it not been for prompt action of Mr. Knapp, the car would have run off the end of Crabapple track, resulting in serious damage. Credit has also been placed on Mr. Knapp's record.

Credit on the records has been given Brakeman S. Randolph, C. & C. B. Iowa (east) for close inspection of train Extra East, April 15, at Oxford Junction, when a brakebeam was discovered hanging so low that it would not clear the railroad crossing. Letter of commendation has also been sent to Mr. Randolph by Trainmaster Hoehn.

Trainmaster Hoehn has placed a credit on the record of Station Agent B. C. Snyder, Parlatia, Ia., for discovery and prompt report of hanging car door on inside of extra east, April 16. Doors in this condition on double track lines are especially dangerous. Mr. Snyder's watchfulness is commendable.

Trainmaster Hoehn has placed a credit on the record of H. E. Carter, agent, Olin, Ia., for discovery of brake beam down on extra east April 22. Stop signals were immediately gotten to the train crew and further damage averted.

Brakeman W. H. Moon, Transmissouri Division, has received a letter of commendation from Superintendent Hill for vigilance and attention to duty, discovering a defect in sandboard hanger on one of the coaches in his passenger train April 30, thus averting more serious damage and a possible accident.

Dan Dargubick, section laborer, Transmissouri Division, has received letters of commendation from Superintendent Hill and Roadmaster Gorman for discovery of a fire in stock car on Train No. 92 April 27. By calling the attention of the train crew to the trouble and prompt action in extinguishing the fire much damage and loss to company's property was avoided.

Section Foreman A. J. Brooks, Transmissouri Division, has received special commendation from Superintendent Hill and Roadmaster Gorman for discovery of a set of brakeshoes sticking and heating the wheels on car in 2/62 April 26. By promptly notifying the train crew, brakes were released before serious damage had occurred. Such watchfulness and attention to the interests of the company is much appreciated.

L. C. Traul, brakeman, K. C. Division, has received special commendation and credit in service roster for watchfulness and interest displayed in discovering an inside brake beam down and dragging under St. P. car 502694, train 72, at Newton, Mo., April 14.

That the good services and interest taken in their work by employees of connecting lines is appreciated by this company is indicated in the following letter written by Superintendent G. R. Morrison:

Savanna, Ill., April 19, 1915.

Mr. A. G. Smart, Supt. C. B. & Q. R. R. Co., Aurora, Ill.

Dear Sir: Your section foreman, F. O. Anderson, located at Ebner by walking along our track about one and one-half miles south of the interlocker discovered a broken rail and reported it to the operator by telephone. I wish you would convey my personal thanks to him.

A passenger train was due at the point of trouble within a short time and by reporting the trouble any chance for an accident was overcome.

Yours truly,

G. R. MORRISON, Supt.

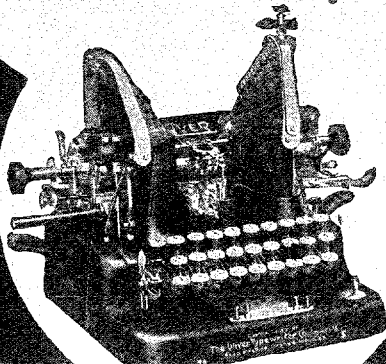
A. G. Smith, agent at St. Regis, Mont., has received special commendation from Superintendent Willard for prompt action on the discovery of a dragging brake beam on St. P. car 204351, train No. 74, April 14. This without doubt prevented further and more serious damage and special credit has been given Mr. Smith in the service roster.

On May 11, 1915, the Aberdeen stock yards were discovered on fire and badly damaged. The quick response of employees from the roundhouse, car shops and yard force undoubtedly saved them from entire destruction by holding back the fire until the Aberdeen fire department reached the scene. The new auto truck demonstrated its adaptability in this fire by making a quick trip for additional hose. H. M. Gillick, west division chief dispatcher, was one of the first ones to arrive, and spoiled his shine and clothes, but his "Panama" hat escaped without damage. E. W. Lollis, middle division dispatcher, also got there, and most of the time was busy dodging the stream of water from the fire hose. Twice he did not dodge quick enough and got rather moist. He claims it was perspiration from fighting the fire. Yardmaster Westfall and Car Foreman Campbell were very much in evidence and the evidence showed they worked. Engine Handler H. Manchester and Roundhouse Clerk H. Murphy arrived with an engine with a full tank of water that helped considerably. All are entitled to credit for their interest in saving the company property. The shedded hog pens were saved and a small portion of the cattle pens. The damage amounted to about \$1,500. Chief Carpenter McCarthy had a crew of carpenters at work the same afternoon clearing away the debris and reconstructing the burned portion of the yards.

Car Foreman A. J. Sherman at Egan has gained quite a reputation the past month. He succeeded in discovering three broken journals in the yards at Egan and for the past six months he has not allowed a hot box to go through his terminal without being put into first-class shape. Mr. Sherman is to be commended on his strict attention to duty and to the safety of the public utilizing our road.

**Now \$56
Instead of \$100**

**Terms
\$4 Per
Month**



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Trial
Offer**

No Money Down—Life Guarantee

25,000 Bought This Way

Buy a typewriter, any make, at any price that suits you. But don't buy till you've seen the Oliver No. 5. What we urge of you is what thousands have done. They write for the famous Oliver No. 5. We send the typewriter for Free Trial in your own home or office. Then you know for sure just what you are getting. Few typewriters stand such a selling test as this. We have sold in this way 25,000 Olivers. Don't be overcharged, don't get an old-time machine. Whatever you do, see the Oliver first.

Save One-Half

The catalog price of the Oliver No. 5 is \$100. Yet we save you in our simpler way \$44.00. We get these Olivers fresh from the factory. We buy in such large quantities that we can sell at wholesale prices. Then we have cut the selling cost tremendously. We have no salesmen, no commissions, no branch houses. All this extra saving is yours.

We figure our Oliver owners have saved this way over half a million dollars.

Genuine Oliver Typewriter With the Famous Oliver Features

The Oliver No. 5 is the most famous typewriter in the business world. It has stood the test in 183 different railroad offices. It's easiest to operate and wonderfully durable.

It has visible writing—a feature which alone gave the Oliver its business prestige. No delay, no mistakes—you can read as you write. And it has the exclusive U-shaped type bar. It made possible the lightest typewriter touch known. Gravity, not force, operates the Oliver. It has the built-in tabulator, marginal release, universal keyboard with six extra characters: each machine full standard size, complete with every accessory. You can see why men prefer the Oliver. It saves in time, in trouble, in money. You will demand it too, once you have seen its rapidity and ease of operation.

We Guarantee for Life

Most other typewriters are guaranteed for one year. We have more faith in the Oliver. We guarantee for life. We take no risk in doing this. The Oliver has endured so far the hardest usage in a

million offices. If a single defect develops we send you a fresh machine—all charges paid by us. Such a typewriter backed by such a guarantee has given the Oliver its nation-famous popularity.

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We don't ask you to buy from a confusing catalog. Simply send the coupon to us. We ship you the Oliver No. 5 ready for use. Try it free in your home or office before you decide about buying. Remember, we charge you nothing for this Free Trial.

This is the only way to buy a typewriter. No salesmen call on you—the typewriter must sell itself or there is no sale. If you decide not to keep it, send it back at our expense. There is no obligation to you for the free trial.

No Money Down Pay When You Can

We have made it perfectly safe for you. You try the Oliver before you pay a cent. If you decide to keep it, take a year to pay. Save up a few cents daily—remit us \$4.00 a month. If you need extra time—simply ask for it. We ask no interest—add no extra price. This new style credit requires no mortgage, no security, no red tape. And the monthly payment is so small that the typewriter pays its own way. Our purpose is to make typewriter users. We make everything easy, everything satisfactory. We are safe in trusting all who buy the Oliver. You must see this typewriter before buying. Send this coupon for it. Send it now, else you may forget.

Typewriters Distributing Syndicate 1510-65 E Wabash Ave., Chicago

Typewriters Distributing Syndicate 1510-65 E Wabash Ave., Chicago

(290)

Date _____
Gentlemen: Ship me an Oliver Typewriter No. 5 for examination. If satisfactory I agree to remit \$4.00 after five days from the date I receive the machine, as full payment for one month's rental, and \$4.00 each month thereafter as rental for the use of the typewriter. When I have paid you \$56.00 in this manner, the typewriter to become mine. Until then the title to remain in you. Otherwise I will return typewriter to you at your expense.

Name _____

Address _____

Superintendent Hinrichs has placed a credit mark on the records of Engine Foremen Jas. Goodrich and M. Olson, who did some very efficient work on the evening of April 27 in saving our equipment from fire which threatened to destroy Elevator "E." in Muskego yard.

Section Foreman W. C. Lorence of Lohrville and George White of Adaza discovered a sand-board down on St. Paul car 101599 loaded with ties in train extra east, Schloe, conductor, May 7, between Lohrville and Adaza.

Mr. Lorence noticed the sand board down while the train was passing him about half way between the stations, but was unable to get a signal to the train crew, so he immediately started with his motor car back to Lohrville to telegraph ahead and stop the train at Adaza. In the meantime Mr. White, who was working about three miles north of Adaza, discovered the sand board dragging and succeeded in getting signal to the train crew and the train was stopped, and car was carefully taken to Adaza and set out for repairs.

This emphasizes the importance of train and engine men while passing section men to watch for signals.

These two section foremen were both given a letter of special commendation by the superintendent, for the prompt action they took to prevent a possible derailment.

Mr. J. C. Thornton, agent at Manning, received a letter of commendation and credit in the roster for the discovery of a fire burning in a St. Paul box car at his station May 9. The fire had apparently been started by tramps who left the car. Mr. Thornton called the section men, and assisted in extinguishing the flames before a great amount of damage had been done.

Trainmaster M. J. Flanagan and family of Aberdeen, S. D., were in Perry the forepart of May visiting their relatives and many friends. Mr. Flanagan's visit here brought to light a story, which while old, concerns one of the C. B. I. a. men, and is doubtless new to many of the employees. It will be remembered that about three years ago the Milwaukee depot at Aberdeen caught fire and was entirely destroyed. Mr. B. Collings, who is now chief carpenter at Perry, was then chief carpenter at Aberdeen and in less time than it would take some men to get ready Mr. Collings and his men had a depot built and a fire started in it, to keep the passengers warm while waiting for their trains. The fire in the old depot started at 9 o'clock and by midnight Mr. Collings' crews had erected a frame structure which served as a depot until the new one was finished. One fortunate part of the matter was that Aberdeen was then the supply point for the B. & B. Department and all their surplus material was on the ground and Mr. Collings had teams haul the lumber where it was needed. Mr. Flanagan sent out light engines after the various crews along the line and from reports that was a busy place for twenty-four hours at least. Mr. Collings perhaps would not have mentioned the matter had not it been called to our attention by Mr. Flanagan.

I. & D. Division Conductor D. Delaney and Brakeman W. T. Cross on extra east March 27 are deserving of special commendation for discovering a broken rail one mile east of Grippen. Their prompt action in flagging No. 4, which was following closely, probably averted a serious accident.

On April 19 at Canyon, Section Foreman Sam Monaco discovered a brake beam down on extra west, Sterling, conductor, and shouted to Conductor Sterling; train was stopped and probable derailment avoided.

On April 26 train 1st 62, Conductor Rogers, car truck broke on the car 85968 while passing Lombard station and Agent Kearby noticed same as train was going by depot and signaled conductor to stop. Stop was made, preventing what might have been a serious accident.

April 19 extra west, D'Autremont, conductor, with 35 empties, two miles west of Hamen, derailed P. S. 503744, nine cars from engine and was noticed by Head Brakeman H. H. Jenkins, who requested engineer to stop so he

could back and ascertain the trouble, which might have been more serious. Cause of derailment brake beam coming down.

Conductor A. R. Middlebrook of the east H. & D. Division noticed a brake beam dragging on train April 21 while pulling through Cologne. The train was stopped and the brake rigging removed without accident.

Wm. Baumgartner, company officer, of Winona, while going through the yards at Winona at 3:15 a. m. May 14 discovered smoke coming out of S. R. L. car 14164 and upon investigation found two boxes of drugs and side and roof of car on fire and through his prompt action serious damage was averted by extinguishing the flames, as the car also contained a barrel of gasoline.

R. & S. W. Division Notes.

H. J. Beamish.

The Rockton gravel pit is in full swing, working day and night. Conductor T. C. Carrier has charge of the pit days and A. Wobig nights. An average of 187 cars per day are being loaded—since March 27 to date about eight thousand cars have been delivered to the C. & C. B. (Ia.) at Savanna. Seven hauling crews, with the following conductors in charge: Muckerheide, Starr, Smith, Kelly, Irwin, D. McCarty and T. J. McCarty. The round trip run from Rockton to Savanna and return is made in about twelve hours—a distance of 145 miles.

Heavy wheat shipments from Kansas City are moving over this division. The first consignment of one hundred cars already in Milwaukee.

Superintendent G. R. Morrison has been attending the California fairs for the past month. The report that he acted as scout for the Elkhorn fair is not entirely correct.

Division Operator Carter is back on the side wire after a month in the hospital for an operation. They didn't cut off his right arm, apparently.

Conductor Dave Gilfoil had a tooth extracted by Operator Coyle, Ebner, recently. Understand he used a "tommy-bar" to do the work.

Advices from Savanna state that Dispatcher Manthey is busy checking up building estimates. Claims he wants it done by Oct. 1, so he can move in.

Recent additions to the R. S. W. family are reported as follows: A. Hermis, daughter; A. Wobig, boy; Leonard Clark, daughter.

"Clayt" Bush's many friends on this division will be glad to learn of his appointment as general yardmaster at North La Crosse. It's a nice big job—and he will be just the right size.

Frank Mosher, agent at Springfield, has been off with a severe attack of quinsy the past month.

Conductor F. E. Horton is laid up with a badly wrenched back—the result of a too sudden application of the air.

Operator Chas. Foster, Beloit, on sick list past month.

John O'Connell, former conductor on R. S. W., has been appointed yardmaster at Madison.

Operator Morrissey, Elkhorn, was a "week-end" guest of Mr. Hoyer at Savanna recently. Everything was explained.

A broken arch-bar on C. B. T. car 1565 was discovered by Agent Mosher, Springfield, May 12. His prompt action no doubt saved another pile up at White River bridge. Conductor McIntyre got the train stopped and the car jacked up without serious delay to trains.

A ball game between the office teams at Savanna May 13 resulted in a victory for the R. S. W. "Cubs" over the C. C. B. "Bears"—score 12 to 4. The game was featured by Harry Brown's slide to third (he now weighs 238), and a "big-league" catch by Chief Dispatcher Thurber. Mr. Hoyer developed a combination of stiff neck and charley-horse and retired before the game. Line-up as follows:

Cubs—Manthey c, Downs p, Klug ss, Dauphin 2b, Chambers 1b, Allen 3b, Humphrey lf, Ende cf, Jones rf.

Bears—Cain c, Erickson p, Carter ss, M. Gaylord 1b, P. L. Mullen 2b, Vears 3b, Brown rf, Thurber cf, Waterman lf.

Umpire—Yardmaster Chapman.

Perhaps—even probably—that bunch are a little short on real ability, as far as the game is concerned, but it's a better than track odds bet that no two teams in any league could beat them at springing an alibi.

The writeup in the April number, of the Savanna office force, was very satisfactory in every way, but the "group photos" were awful. The common herd out along the line, having heard of the wondrous collection of court beauties which are clustered around the throne were palpitably anxious for that picture. It seemed to be the general opinion that Mr. Manthey, the acknowledged "mold of fashion" of the division, would be featured, wearing his Easter creation and "that smile" (which will be legislated against if mothers ever control an Illinois election), with the lesser lights draped becomingly in the middle distance. It was what we wanted—what we think we had a right to expect. And the best we got was "Nig" Lewis, surrounded by a blur.

It is reported that "Hub" Meridith, Corliss, on a recent trip to Chicago, enacted the role of "The Man from Jericho" in the old parable, Chief Operator Gregg doing the "Good Samaritan" stunt in the most approved style. The shearing was pulled off within a block of the Union Station. Hub returned on the next train, carded through to destination.

Des Moines Division Notes.

Libbie A. Garber.

Mrs. P. A. Gifford, wife of Conductor Gifford, Des Moines, who has been ill almost all winter, is now recuperating at their cottage at Spirit Lake, Ia., where they will spend the summer.

On April 23, at the home of Mrs. Anderson, 1443 Harrison avenue, Des Moines, occurred the marriage of Passenger Brakeman George McCutchen to Miss Lenla Jenkins of Adel, Ia.

Their many friends extend to them their heartiest congratulations and wishes for many years of happiness.

Conductor J. L. Tidball and wife of Des Moines returned the fore part of May from a short visit with their son Scott at Duluth, Minn.

Operator L. W. Moore of Rockwell City, Ia., resumed work April 20 after a two weeks' stay at Albert Lea, Minn. On his return trip he stopped off for a few days' visit with relatives and friends at Oskaloosa, Ia.

Agent G. W. Hannon of Fonda, Ia., was off duty for about two weeks last month on account of the serious illness of his mother at Defiance, Ia. Relief Agent George Foxhaven had charge of Fonda station during his absence.

Agent H. E. Cunningham and wife of Rockwell City, Ia., spent several weeks last month at South Chicago and St. Louis, where Mr. Cunningham attended to business in behalf of the O. R. T.

The wife of Conductor J. S. Flynn, Des Moines, visited with her brother, W. W. Choate, agent at Clear Lake, Ia., last month.

The wife of Conductor W. E. Cramer has left Perry to spend a short time on their farm near Brainerd, Minn.

Mrs. W. M. Jacobs wife of Conductor Jacobs of this division, is visiting her parents at Kirksville, Mo.

Guess Brakeman Wm. Hefferen will have to do some batching now, as his wife left for about three weeks' visit with her aunt, Mrs. McCormick, at Omaha. After that time she will go to Stuttgart, Kan., where she will visit her brother, Mr. Mike Nugent.

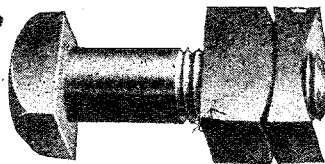
The stork visited the home of Freight Solicitor C. M. Thomas and wife, Des Moines, May 4, and presented them with an 8½-pound baby girl, named Lucile.

Engine Watchman Andy Langer of Jefferson made a short visit at Benton, Ia., last month.

The wife of Engineer O. F. Weir is visiting at Holden, Mo.

Write It Right!

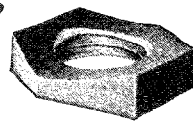
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Milwaukee Shopmen Athletes.

Another C. M. & St. P. Triumph.

At the annual athletic contest of the Milwaukee machine shop, held in the Central Y. M. C. A. gymnasium at Milwaukee, between the A. O. Smith Co. (automobile manufacturers), National Brake and Electric Co. (manufacturers of electric locomotives or Cordless engines) The Filer & Stowell Co. (manufacturers of Cordless engines) and the C. M. & St. P. Ry. shops, the leading event, viz. tug of war, was won by the C. M. & St. P. Ry. shopmen. In the preliminary contest the teams were matched as follows:

A. O. Smith Co. vs. Filer & Stowell Co., and National Brake and Electric Co. vs. C. M. & St. P. Ry., best two out of three to be declared eligible for final contest. The C. M. & St. P. Ry. won the preliminary contest with a long, strong, steady locomotive pull against the National B. and E. Co. team. The Filer & Stowell Co. won from the A. O. Smith Co. team. While the C. M. & St. P. Ry. boys had some advantage in weight over their competitors, this was largely offset by the fact that the Filer & Stowell Co. men were equipped with gym rubber soled shoes, powdered with rosin, while the C. M. & St. P. Ry. men with a few exceptions, wore their regular walking shoes. It will be readily seen that our boys had no lead-pipe chance on the victory and that only hard, steady, never-give-up work was going to win. It became evident that the F. & S. Co. boys were adepts and familiar with all the tactics and strategy of the game. However, after a hard tussle, the steady C. M. & St. P. loco pull gradually drew the F. & S. boys up to and finally over the line.

After a brief intermission in the final tussle our boys seemed at first to waver, but the famous four, strong pull all together, like a giant Mallet pulling a long string of freights up-side, got in its work and our victory was complete.

The makeup of the winning team was as follows: Captain, Smith (Sunny), Luther Young, Fred Holmes, Jim Chubbay, Chris Mylin, Bill Crosssett, Duke Steger, Ed Reynolds, John Jacobson and Anton Kroger.

The annual musical and literary entertainment given by the same shop forces occurred on the evening of May 1, in the large auditorium of the Y. M. C. A. Four numbers on the program were assigned to the Milwaukee Railway shopmen, as follows: Bass solo, Ralph Holmes; character sketch-impersonation, Al Genthart; baritone solo, Chas. Meyer; acrobatic exhibition on Roman rings and trapeze, James and Gilbert Crosssett (7 and 9 years of age).

River Division Items.

H. D. Witte.

Mr. J. Ostrom, chief carpenter, has been laid up several days the past month on account of an injury to his limb; but we are pleased to note is on the road to recovery.

W. S. Vance of Winona spent Sunday at Davenport. We understand this is a frequent trip, but the attraction is unknown. Who is it?

It is with much regret that we chronicle this month the death of R. L. Munger, conductor, which occurred May 1 at La Crosse, of heart trouble. The remains were taken to Frontenac for burial. His many friends extend their heartfelt sympathy.

Chief Clerk O. G. Rivers of Winona spent a morning at the dental parlors last week having his wisdoms removed.

Fred Kolb, billing clerk at Winona, spent Sunday, May 2, at Prairie du Chien attending a recital.

Yardmaster A. Lans of Wabasha is off duty on account of a disabled foot. Flitzwater is relieving him.

Night Baggageman Noble Bartlett left Sunday for Ellensburg, Wash. During his absence Team Track Krawl will take his place and Paul Brandt is filling Krawl's position.

Operator Geo. Feeschl of Durand is taking a few weeks' vacation. He is being relieved by Operator Greaser of St. Paul.

After two months' absence on account of an operation for acute appendicitis, Wm. Ruban of Winona has resumed work. Glad to see you back, Bill.

Conductor John Hayes of Wabasha Division is on the sick list but we are informed that he is making a rapid recovery.

W. A. Parker, who has been acting as chief clerk for Car Foreman O. C. Brandt at St. Paul, has resigned, his place being taken by Ray Works, who held the position two years ago.

Mr. George Snowden, chief car "D," whose health was very delicate during the winter, has fully recovered and is in good spirits again. He brought his fishing tackle with him on his last trip from Chicago, and contemplates assaults on the finny tribe.

Mr. Charles Latourelle, operator in the relay office in Minneapolis, who was second operator at Hastings, is away attending the telegraphers' convention at St. Louis. Mr. J. F. Sainsbury, first operator Hoffman avenue, is relieving him, and C. Connelly, second operator there, is on first.

J. H. Marron, who was second operator at Lower Yard, has forsaken the gang there, going to Chestnut street as third operator, and E. Wall from Hastings is working at Lower Yard.

A severe windstorm blew the sign off of the freight house at St. Paul and toppled over the stack of the boiler house, and men are at work repairing them.

T. Kroner, Winona's check clerk, spent ten days at Mason City with his sister.

Operator Paul Hammon is treating his house to a new coat of paint. That Paul is some artist.

The C. M. & St. P. boys of Winona have a baseball team this year with Brandt as manager and Dickman as captain.

Billing Clerk F. Kolb attended a wedding at St. Paul last month.

Harry Ellison, switchman, of Winona will leave Sunday for Babcock, Wis., to spend the week after the funny tribe.

Kansas City Station.

Ethel Kapy.

Pat Lynch, night man at the Liberty street station, was quite badly hurt last month, when the street car in which he was riding was struck by a train. He is getting better daily and we hope soon to see him back at his desk.

May 14 Jerry Brosnihan, conductor on the Southwest Limited, celebrated his forty-sixth birthday with the company. His has been a long and honorable service and from all indications he is good for another forty-six years.

Lawrence McDaniels, storekeeper at the roundhouse, and his wife were called to Colorado Springs the latter part of April by the sudden death of their brother.

O. B. Maltby, switchman, has asked for a sixty days' leave of absence and will spend part of that time at Galveston, Tex., and the rest in Oklahoma.

Bob Millard is another of the Liberty street men to join the ranks of the "married men."

Mrs. H. Gebhart, wife of Fireman Gebhart, is visiting friends at Ottumwa, Iowa.

Superior Division Notes.

P. H. Donly.

Conductor Heitka was on the sick list, D. Kelly covering the run during Heitka's ab-

sence. Conductor Dubois has resumed his run. Conductor Donley was off a few days during Easter week.

Conductor Jones is on a vacation. Conductor Bennett is covering the run.

A great deal has been said and done in regard to "Safety First." There are so many good letters in the Magazine that a correspondent like the writer feels a deep sense of inability in trying to compete in the way of a letter on "Safety First." I realize that this is a heavy subject, but I wish to comment on the way the employees are interesting themselves in this movement. Occasionally you will observe some employee evidently oblivious of an act performed on the spur of the moment. Too much time cannot be taken in avoiding hazardous work. Your conductor will not find fault if you have to slack ahead. These errors can be traced to overzealousness, especially on the part of an inexperienced employee. We ourselves were at one time in the same boat. Let each and every one of us endeavor to insure the safety of all concerned. In conclusion permit me to add that "Safety First" has come to stay.

H. & D. Notes.

S. E. Keane.

The double track work between Cologne and Hopkins has progressed splendidly. Since the shovel started work April 12 the average loading has been 178 cars each 24 hours, the highest record being 254 cars, or 7,089 cubic yards on May 11. The pit crew and Trainmaster Nee have been trying to bury Roadmaster Larson, but Larson says it cannot be done. So far they have not succeeded.

Mr. T. H. Strate, division engineer formerly assigned to the double track work between Minneapolis and Aberdeen, has been assigned to the Interstate Commerce Commission valuation crew on lines west of Mobridge, with headquarters at Mobridge. His office at Aberdeen will be closed June 1. District Engineer Powrie taking over the work and the force either transferred to Minneapolis or laid off.

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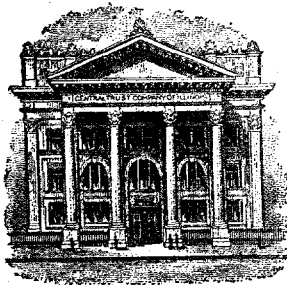
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S. M. Division Engineer Geo. Lindsay and Wife Returning From Hot Springs.

Trainmaster Flanigan, wife and son Bob were in Chicago and Perry for a visit the first part of May.

R. C. Donehower, agent at Aberdeen, advises he had definitely decided on a name but had to check over the other classification. It was a girl.

Rocks from the Rocky Mountains.
G. M. Hayden.

Chas. Bleichner, formerly train dispatcher at Three Forks, but now dispatcher of the Northern Montana Division at Lewistown, and Miss Eriana Wegner were married by Father Lynch at 6 a. m. May 17 and left on No. 17 for a honeymoon trip through California. They have the best wishes of the Rocky Mountain Division.

Water Service Foreman Dick Hinman resumed work May 9 after being off since Jan. 1 on account of receiving a gunshot wound through his knee.

Electrification of the Three Forks yard and all wiring in the yard was completed at 8 p. m. May 18 and outfits are now working west.

H. C. Kearby, agent at Lombard, left May 6 for St. Louis to attend the O. R. T. convention, of which he is local chairman, being relieved by J. G. Campbell.

D. G. Gossin and C. J. Lynch, former operators at Butte yard, left May 13 for Idaho to start their ranches.

A. J. Nicholson, superintendent White Sulphur Springs Line, spent a few hours in Three Forks May 17.

Dispatcher J. A. Traub of the Gallatin Valley Line at Bozeman recently underwent a serious operation and is in Deaconess hospital at Bozeman; he is reported doing nicely.

Oscar Bow-wow, former 728 clerk in Superintendent Murphy's office, gave up his position at this point and accepted a clerkship in the office of the general storekeeper at Miles City.

J. H. McCarthy is now filling the position of material clerk in Superintendent Murphy's office at Three Forks.

Mrs. J. B. Fitzgerald, wife of Roadmaster Fitzgerald, returned to Three Forks May 18 after an extended visit in Wisconsin and Illinois.

Engineer W. E. Douglas and wife left May 11th for Cleveland, O., to attend the national convention of the R. of L. E., his run being filled during his absence by the old reliable, Jack Mahone.

Quite a number of the Pioneers are making arrangements to attend the Pioneers' convention in Spokane June 8.

Carl Lilliwitz, chief clerk in the assistant general superintendent's office at Butte, went fishing in Sixteen Mile Canyon May 9 and came back with a heaping basket full of nice trout, and the writer has wondered several times from whom he bought them.

Facts and Fancies From the West S. M. Division.
J. W. Malone.

Conductor Joe Rooney was called to Rochester the last week by the serious illness of relatives.

Mrs. Letcher was a Sioux Falls visitor the past few days.

We regret to learn that Brakeman Alfred Brakke is confined in the hospital at Minneapolis with a seriously injured knee. We hope that he may soon be on the road to recovery.

Brakeman Edward Flynn is spending a few days at Lakesfield enjoying the comforts of "mother's bread."

Mr. C. J. Cauley, one of our reliable agents, from Pipestone, was called to La Crosse May 8 to attend a lawsuit. He was relieved by Wesley Aldrich, former operator at that station. We are glad to welcome Mr. Aldrich back to the fold.

Operator Walter Stark, at Pipestone, who has been absent the past two months engaged in erecting himself a house, expects to return soon.

Relief Operator R. C. Stone of Edgerton has been relieving Operator Stark at Pipestone for the past two months.

Agent G. B. Turner of Fulda was called to Chicago the first of the month on official business; relieved by Relief Agent Bloom, one of our capable agents on the division.

Horace Roth is now holding down the night agent's trick at Madison, while Clarence Grinager, former captain, is enticing the perch of Lake Madison into his lair. He is a noble example of "our employees" and we have added his name to our roll of honor, which bears the inscription, "Safety First and on the Job Every Minute."

Brakeman Lester Voorhees has been spending a few days at Wessington Springs, where he has also enjoyed the pleasure of "mother's cooking."

Brakeman Buckholz was off a few days last week on account of sickness, and was relieved by Extra Brakeman Harry Winesburg.

Conductor H. F. Putney was off a few days the first of the week, pursuing the flann tribe

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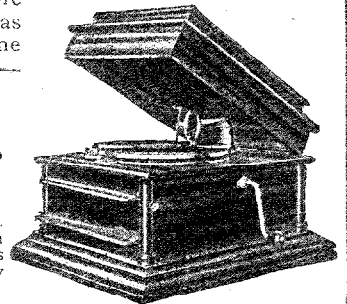
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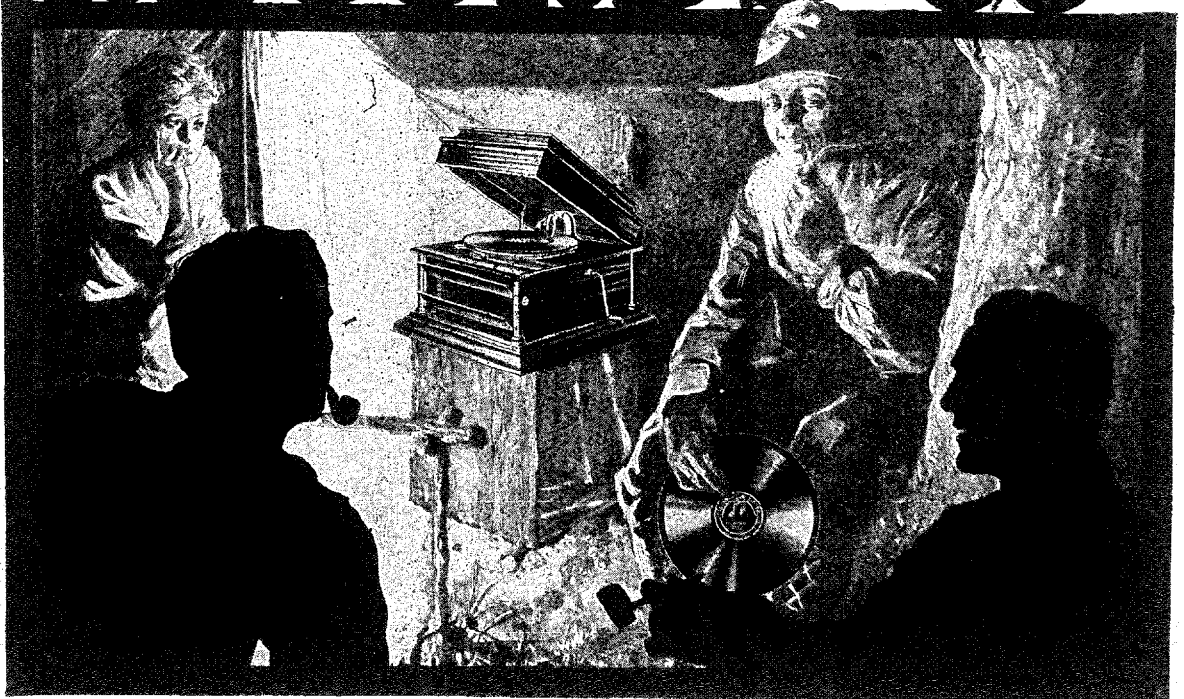
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We understand that Dispatcher Horton has been engaged to chronicle the achievements of the "Kaiser's Army." We hope that he will not forget to mention the fact that Gen. Von Hindenberg's original name was "Kelley" and that he hails from that "Isle" where "Truth" is always to the front, and the "hot air" never flourishes.

Mr. and Mrs. Wm. Hoffman, roundhouse foreman at Wessington Springs, took in the sights of Yankee Robinson's circus at Madison on May 10.

Foreman Holzer of Okabena is disking the Third Division with a very efficient machine, which, I understand, is one of the original ideas of Mr. Holzer. It cuts up all the weeds close to the track and leaves a roadbed that is second to none in cleanliness and efficiency.

Agent Baldwin at Vienna has been quite ill the past few days but we are pleased to state that he is now on the road to a rapid recovery.

Adolph Moe, right hand man in the roadmaster's office, spent last Sunday at Flandreau visiting under the parental roof.

Scraps From the West End.

C. E. Pike.

A. P. Chapman and wife left for California the first of May and expect to do both expositions before they return.

At last the spring house cleaning and moving is over and everyone is offering up thanks. The new offices in the Stewart building are the finest in Seattle.

D. C. Millward and wife will spend their vacation in Ramey, Pa., and D. C. promises a bunch of news items for the Magazine when he returns from his trip.

A new organization has been formed in the freight claim department. We think it is called the "Ne Plus Ultra" Golf Club. It is composed of Chester Biggs and Charles Mercer. They comprise all the officers as well as full membership of the club. The first game, or walk, they took Bates out to caddy for them, but found he could cuss harder than they could so discharged him. Next they tried Jimmie Cummings, but he broke two golf sticks by getting them tangled up with his legs, so they fired him. Now they take turns about. Mercer caddies for Biggs and Biggs for Mercer. Next thing we know these two will be wearing kilts to the office, as Biggs carries a plaid golf bag. They say the game knocks baseball higher than Gilroy's kite, and there is more exercise to it than football. We are from old Missouri.

L. T. Orchard of the Spokane Depot ticket force dropped in the latter part of April. It looks better than ever and he still has the Seattle city office smile.

R. M. Calkins, traffic manager, returned from an eastern trip the middle of May.

The two Chesters, one should say Chesterfieldians, Henwood and Biggs, just finished a very delightful vacation of nearly a month which they spent in the basement getting old records in shape to send to Addison Jones.

The National Guard of Washington just secured another recruit in the person of Joe Winchell, file clerk in the claim department. H. P. Schlosser of the general passenger office also went in, and now the country needn't worry a bit about war. We know we will be saved if it should come.

After getting a bad start by losing the first two games, the ball team (now known as the Olympians or Ginet's Wonders) made up for their defeats by winning the next three games. The Seattle Hardware, Hardeman Hat Company and A. Hambach Company fell before the masterful pitching of Truckee and catching of Andreason. The team has entered the Commercial League of Seattle, composed of Swift & Co., Charles H. Lilly & Co., Fire Underwriters, A. Hambach Co. and last but not least the Olympians. The season opened Saturday, May 8, with a game with the Fire Underwriters, and the Olympians dropped the game with a score of 10 to 4. Bill Truckee, the star

pitcher and heavy hitter, had the misfortune to run his motorcycle into a truck, and will probably be out of the game for quite a while. The next game will be with Swift & Co., and if the Olympians don't walk away with the bacon, Manager Ginet says he will take away the new suits and change the name of the club to Ginet's Babies. But no danger of the name being changed, as Ginet has the pennant tacked up over his desk right now.

The freight claim department are now qualified to act as expert furniture movers, janitors, truckers, etc. But they needn't think they are the only department who could act in the above capacities. The car service, traffic department, general superintendent's office and all the rest who moved lay claim to the same thing. Sullivan of the freight claim office claims to be the champion mover in the world, as he never did a thing during the moving and didn't even get excited when a filing case fell on Joe Winchell and gave him a dust bath. Sullivan kept everyone happy during the moving by doing nothing and then turning in and describing how he moved the Rock Island claim department from the La Salle street station to Hamilton Park in Chicago.

We've been a little shy on items the past two months. The contributions promised haven't put in an appearance, and if the general offices do not respond better in the future, we will have to ask "Sted" to help us fill our column. Anything will be thankfully received, from a baby's picture to one of Ginet's Wonders. Just drop around the first of the month and leave the writer an item. Don't forget us.

"Sted" had better revise that list of officers for the "Correspondents' Association." They want a live wire for a vice president, someone similar to dear old "Teddy," as the president mentioned might decide to change her name, and a real vice president should step in her shoes, figuratively speaking, of course. And "Sted" is the live correspondent of the west end.

Twin City Terminals.

Ella B. Carlson.

Our popular phone clerk, Mr. Robert Scott, at South Minneapolis, reports spending a very pleasant afternoon recently, when he accompanied one of our fair and popular young telephone operators to the ball game at Nicollet Park. The only thing Mr. Scott regrets is that Minneapolis lost the game.

Mrs. F. W. Drew, wife of Chief Clerk Drew, is making her parents in St. Albans, Vt., a short visit. Mr. and Mrs. J. E. Bullock, Mrs. Drew's parents, will return with her to Minneapolis for a visit.

C. H. Crouse, agent, Minneapolis, has just returned from a trip west, Portland and Vancouver being among the places he visited.

Miss Frances Leonard, bill clerk in the freight office at Minneapolis, is spending her vacation at Center City and Duluth, Minn.

Chas. Spilman, a promising young yard clerk attached to the South Minneapolis yard office, recently took a vacation and before reporting for work took a trip to Winona and was there married to a fair young lady of South Minneapolis. Each and every employe hereby extend their heartiest congratulations to Charles and his happy bride. Good luck to you, Chuck, but you should not have slipped it over on us in that manner!

Frank Breager, collector Minneapolis freight office, is planning on spending his vacation at Vancouver, B. C.

G. A. Coffey, switchman Minneapolis yard, is making a visit at Great Falls and Butte, Mont.

J. L. Cook, station master Minneapolis, recently went on a fishing trip. Mr. Cook advises fishing is fine.

W. D. Carrick, general baggage agent, Milwaukee, and wife stopped in Minneapolis recently on their way to the coast.

August Lund, in the service of the company for forty years as car inspector in the Minneapolis coach yard, died April 23, 1915. Our deepest sympathy is extended to his family.

Howard Marshall, assistant ticket agent Minneapolis passenger station, who has been on the sick list, is now back at work again.

Frank Detuncq, checker Minneapolis baggage room, spent a couple of days recently with relatives at Murdock, Minn.

Kansas City Division F. H. Moore.

Among the distinguished visitors at Excelsior Springs this month were Mr. A. W. Green, president of the National Biscuit Co., and Mr. C. H. Markham, president of the Illinois Central Railway Co.

Operator C. E. Brown of Williamsburg has left on an extended trip to the Pacific Coast.

A "get-together" meeting of employes, local officers and labor leaders was held in Ottumwa recently. Much good is developed at these meetings.

M. F. Washburn of the paymaster's office was recently a visitor at Ottumwa Junction.

J. F. Anderson, trainmaster at Perry, was a Kansas City Division visitor the latter part of the month.

Miss Marie Meany, stenographer in the superintendent's office, spent Sunday, April 11, in Kansas City. This is Marie's second trip to a city of consequence, and she is becoming quite cosmopolitan.

P. L. Mullen, roundhouse foreman at Savanna, visited in Ottumwa last week. His friends and former associates gave him such a warm and hearty welcome that it is rumored that the party did not go home at all that night.

Conductor C. N. Matthews is laying off, superintending the spring work on his Missouri fruit farm.

Conductor Jerry Brosnihan of the Southwest Limited is off on a pleasure trip.

W. E. Holloway, car inspector at Mystic, recently took a layoff.

Mike O'Neil, veteran trackman, has reappeared upon the scene at Ottumwa Junction. His specialty is keeping the premises clean around the Junction yards, and his appearance

is as sure a sign of spring as that of the robins and bluebirds.

Mr. A. Doyle, the well-known and popular foreman of the car department at Ottumwa Junction, was surprised by a number of neighbors and friends Tuesday evening, April 13, the occasion being his birthday anniversary. The Admiral does not think that the 13th is an unlucky day.

Items From C. & C. E. Iowa Division and Calmar Line. J. T. Raymond.

William T. White and wife are spending a couple of months' vacation, taking in the fair at San Francisco and visiting friends in Los Angeles.

Conductor J. F. Coakley has the run on Nos. 9 and 10 between Marion and Savanna, Conductor Thos. Nevins on Nos. 53 and 54, while Harry Brenizer is away.

Engineer William Emerson spent several days visiting in Michigan, where he has some land interests.

Agent G. L. Ireland has resumed work at Wheatland. This sends L. A. Kell back to first trick at Oxford Junction, Mac Stewart to Elwood and Billy Bright aeroplaning.

Mrs. P. P. Miller visited several days with Mr. Miller at Marion. They expect to change their residence from Dubuque to Marion very soon.

There is a very interesting article in the "Railroad Men's Magazine" in the June number on "The Beginnings of the Milwaukee System."

H. E. Seeley has been appointed agent at Hawkeye in place of T. N. Carnall; the latter leaves the service of the company to engage in other business.

F. W. Ray was away several days looking after his farming interests.

Chief Dispatcher Losey of Perry made a brief visit in Marion looking things over.

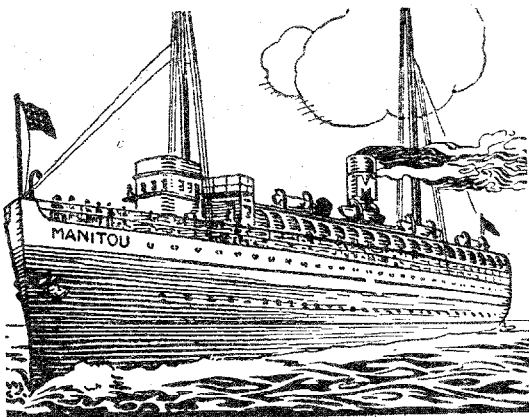
Engineer "Billy" Emerson of the Coast Line visited with his father, Engineer W. J. Emerson, at Savanna.

5 and 7 Day Lake Trips

Spent your vacation on the water
Cruise for a week or five days

To KAGAWONG, ONT.
or BUFFALO, N. Y.

Northern Michigan Line



The Elegant Steel Steamships

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"MISSOURI"

"MINNESOTA"

"ILLINOIS"

offer unrivalled service between Chicago, Charlevoix, Potoskey, Mackinac Island and other famous resorts of Northern Michigan and Georgian Bay, connecting with all lines for Lake Superior and Eastern Points

SPECIAL FIVE AND SEVEN-DAY CRUISES

The Steel Steamship "MISSOURI" to

KAGAWONG, ONT., and Return

via Mackinac, "Soo", North Channel of Georgian Bay, returning via Clapperton Island, Cape Roberts and the Straits of Mississagi; including meals and berth
five days \$34.00

The Magnificent Steel Steamship "MINNESOTA" to

BUFFALO, N. Y., and Return

via Milwaukee, Charlevoix, Harbor Springs, Mackinac, viewing Detroit River and St. Clair Falls in daylight; 12 hours at Buffalo to visit Niagara Falls; including meals and berth
seven days \$40.00

You can have the many comforts that a large, elegantly equipped steamer affords. You can eat well and sleep well. Peaceful quiet and exhilarating breezes will rest and strengthen you. In sight of land most of the way, you can view some of the most magnificent scenery in the world. For illustrated folder and book of tours, address

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MINERS AND SHIPPERS OF

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THE BEST THERE IS

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Rollin S. Church

509 Chicago Savings Bank Bldg.

CHICAGO

RAILWAY TIME SERVICE

Mrs. Newman Fuller of Miles City, Mont., came to Marion to attend the funeral of Mr. Carl F. Reichert. She was the guest of Mrs. Reichert.

Agent L. M. Halsted of Preston was off a couple of weeks owing to the illness and death of his father in Nebraska. G. L. Ireland acted as relief agent.

Operator Will Campbell of Oxford Junction visited several days in Kansas City.

Conductor Ed Templeton was off on a vacation for several days. There is now an eight-cylinder Cadillac available at his convenience at Monticello. We expect that he will be familiarizing himself with the beautiful scenery along the highways between his home and Marion.

The engine that was hauling No. 95 on April 26 struck a cow about two miles east of Stone City. The engine was derailed and Engineer H. G. Crawford had one arm torn off and Fireman L. Howell was severely injured. Both men were rushed by special train to the hospital at Cedar Rapids. Engineer Crawford died at midnight. Mr. Crawford entered the service of the company at Perry March 6, 1888, and has been a faithful and conscientious employee. The surviving members of the family are the wife, two daughters—Mrs. Jessie Walters of Toledo, Ia., and Miss Grace E. Crawford of Marion—and Mr. Leslie C. Crawford of Cedar Rapids. To them are extended the heartfelt sympathy of the Employees' Magazine in their deep bereavement. The funeral services were conducted at his residence in Marion by his pastor, Rev. C. F. Ensign. There was a very large turn out of A. F. & A. M. lodges, who conducted the services at the cemetery.

Fireman L. Howell, who was injured on No. 95, April 26, was laid up at St. Luke's hospital, Cedar Rapids, for three weeks. He has returned to his home at Marion and is improving slowly.

Miss Hazel Rhodes of the superintendent's office was away on a three weeks' vacation, going to New York City by way of Niagara Falls and returning via Washington, D. C. Miss Rhodes' brother, Herbert, is a student at Columbia University, New York.

Switchman Wm. Ryan and wife left Monday for an auto trip from Marion to Cincinnati. They will return via Big Four and C., M. & St. P.

Miss Mattie Martin, record clerk, who has been off sick for several weeks, is visiting relatives near Freeport.

Switchman E. A. Beeson was off several days last week, ostensibly to attend a Shrine meeting at Burlington. We have a tip that he was worshipping at a shrine nearer Cedar Rapids.

J. J. Timson, engine foreman, is spending a few days at Excelsior Springs. C. A. Widger is in charge of the hill engine during his absence.

Conductor Henry Higgins on the Davenport and Monticello run was away on a vacation, Conductor J. L. Roberts relieving.

Operator M. A. Devoe of Marion was called to Olin May 11 on account of the death of his father, who was stricken very suddenly with heart disease.

W. C. Mouser has been appointed agent at Fayette in place of Martin Maloney. Martin has been in the service of the company for more than thirty years as operator, agent and train dispatcher. He has been at Fayette the past sixteen years. We have not learned of his plans for the future.

General Foreman F. P. Miller was called to Lansing, Ia., on account of the death of his father, who had been ill for several months. Frank Warren has changed his residence from Cedar Rapids to Marion.

Joe Chapman, who was a passenger brakeman for some time, is now a conductor on one of the W., C., F. & N. Railway's limited trains between Cedar Rapids and Waterloo.

Frank Morton, night checker in Marion yard, has been appointed third trick operator at Louisa.

Reuben Armstrong, night caller Marion yard, has been promoted to night checker, vice Frank Morton.

Virgil Golden has been appointed night caller, vice Reuben Armstrong.

Switchman R. A. Mullican recently sustained a severe injury while at home, necessitating his confinement in Mercy hospital at Cedar Rapids for several weeks.

W. H. Janes, night yardmaster, has been off for several days on account of the serious illness of Mrs. Janes. W. P. Mullaly has been acting as night yardmaster during his absence.

H. C. Mullaly, chief yard clerk, now wears a rather preoccupied air. We understand this is due to the usual malady that affects young people in the spring time, but as yet we have been unable to learn HER name.

Switchman J. V. Rodgers and wife are visiting relatives in Eau Claire.

Conductor W. I. Farrell has been off for several weeks with serious illness. Conductor W. Pulley is in his place on the Oxford Junction-Monticello way freight run.

Notes From Marion Roundhouse.

Edw. Griffiths, R. H. Clerk.

District Master Mechanic M. F. Smith gave us a short call looking things over.

Engineer D. L. Young has moved his family to Marion from Manila. Welcome to our city.

General Foreman Miller called a meeting of the roundhouse foremen at Marion April 22. Wm. Graff of Council Bluffs, Bell of Manila, Vogler of Perry and Mullen of Savanna as well as Yates of Marion were in attendance.

Fireman John O'Kelley spent a few days in Davenport visiting relatives.

Firemen Cline and Ritchie made their first trip running April 23. There is no question but these boys will make good.

Kenneth Humble, machinist helper for the past two years, went to Milwaukee and took the examination and started his apprenticeship at the machinist trade the first of the month.

Storekeeper Geo. Titus has started a stock farm, commencing with one six-weeks-old calf, and anyone knowing of any good stock food. I assure you that Tit will appreciate it if you will tip it off to him.

Mark Morton, one of our colored boys who has been with us for the past three years, died May 8.

John Gorman, stationary boiler inspector, was at Marion testing the stationary plant. Otto Bensch, the blacksmith, was off sick a week.

Engineer O'Loughlin has been laying off the past two weeks and Engineer Conway has been pulling the Pacific Limited.

Engineer Nichols is still on the job.

General Foreman F. P. Miller was called to Lansing, Ia., by the death of his father, May 14.

Marion roundhouse has a new office building and we will all be glad when we get moved in. even Engineer Nichols now has picked out his place to sit.

If anybody wants to buy a calf, ask Storekeeper George Titus.

Boilermaker Foreman Harlan Briggs took a two weeks' layoff, putting in his time "down on the farm."

Engineer Low of the Oxford and Davenport run, is now riding up to the roundhouse in a new Overland to put in his time slips.

Marion Car Department.

J. T. Clark, Chief Clerk.

While news is scarce at Marion car shops we are still on the map.

Norman Gadabols, who has been visiting at Excelsior Springs for the past three weeks, has returned to work.

E. Wolley and F. Coon made a trip to Minneapolis on company business May 3.

It is rumored that George Titus, storekeeper at Marion roundhouse, has purchased a new calf. "We didn't know George was a farmer."

Circus season has opened—more trouble for the car department.

K. M. Hamilton, traveling mechanical engineer of Bettendorf, Ia., spent a few days with us recently looking over the Bettendorf trucks on our Hart convertible cars.

Frank Carter visited relatives at Sioux City recently.

The Biggest and Best Hand Made

On the Market

On sale at all stands
and on trains along

The Chicago Milwaukee & St. Paul Ry.

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The U. S. Distributing Co.

103 South Canal St. Chicago



Inter-State Co. Items

"Don't's From Old Man Barling."

DON'T fail to assume a pleasant attitude toward your guests. Make them feel at home.

DON'T present a look of disapproval to a guest who does not tip you, it won't get you anything.

DON'T use slang terms in giving orders to the kitchen, lest your guests hear you and think they are in a "hash house."

DON'T engage in loud conversation while guests are in the dining room—it does not sound well.

DON'T be important, but at the same time be dignified.

DON'T be trying to find out if the "Old Man" is on the line, but have your house at all times in nice shape, so you will be glad to see him.

DON'T put off until tomorrow what should be done today, as perhaps tomorrow will never come.

DON'T act provoked at a guest when a complaint is made—show him you are sorry, and have him leave your house with a good taste in his mouth.

DON'T talk about the man down the line, as perhaps he could also talk.

DON'T pass up work because someone else did, as our General Manager says, "LET'S ALL PULL TOGETHER."

Fred Keeton, the new manager of the La Crosse House, is just the man we have been waiting for. A thoroughly experienced, big, genial hustler, one who does things, and everyone likes. We have Superintendent Earling to thank for him, as it was he who discovered him way down in Kansas. Mr. Keeton managed some of our most important houses out of the St. Louis office.

The La Crosse House is receiving a general overhauling. The kitchen is being rebuilt, the whole lunch room painted and decorated, new urns and coolers installed and other improvements made.

Mrs. Geo. Goders has recovered from her recent illness and is back on the job. Although still very weak she is doing the best she can to keep "Spotless Town" at the Wabasha Restaurant.

In Mr. and Mrs. J. B. Dale, the new manager at Madison, the company secured the services of a fine couple. Mr. Dale is a splendid cook, while his wife is a good all around lunch room woman. The patrons of that place will appreciate them.

Mr. Ichmier's (Janesville) pies and doughnuts are becoming quite famous, and justly so, for they are the best you ever tasted. If you don't believe it ask any traveling man.

Savanna is one place that is hard to fit with a manager that can handle all of the trade, but in Mr. Wm. Hodge (the man from home) we feel sure that we have the right man. Mr. Hodge managed a large house in the east for the past two years, giving perfect satisfaction, and there is no reason why he cannot make Savanna a go. We are with you, Mr. Hodge. Show them that Savanna is a good place.

We are afraid that soon we will lose our popular waitress at Milwaukee, Miss Nellie Thompson, for those big fat letters from La Crosse every day must mean something. Anyway, we wish you good luck, Nellie.

Mr. Anderson, Milwaukee, has a hot day special menu that is proving quite popular, all cold meats, salads and iced drinks, and very tempting.

Crops look fine around the depot at Manilla, but a little rain is needed to settle the dust.

Thought I was a champion sleeper when a chance presented itself to sleep in a bed, but have lost confidence in my abilities in that line. I never knew a small "goat" switch engine could make so many different kinds of noises when a fellow was trying to sleep.

L. T. Hodges and wife were appointed managers at Manilla. The way they improved the service the first day they were there, and the pleasant way they have of meeting patrons and seeing that they get what they want, show them to be experienced people in the catering business and the kind we want.

Went fishing the morning the season opened and almost caught a fish, and did catch a cold.

What has become of the "boomer brakeman" we used to know?

People owning nice cigarette cases and contemplating a trip through Iowa would do well to see that their cases are well filled before starting, as they raise corn and stock but no cigarettes in Iowa.

Mr. and Mrs. B. S. Taylor, formerly night couple at Manilla, were appointed managers at Mitchell, and are giving a good account of themselves.

With railroad conditions as they now are the country over, think it a good suggestion for some of the good young fellows to try to get with the Inter-State Co. and learn that business. People always have to eat, and this company is a large and a good one to work for, and have lots of good positions for competent help. Try the local manager for one of those jobs.

Tacoma Items.*F. J. J. Kratschmer.*

C. J. Goiny has returned from a few months' recuperation in California. Chester says there is no place like Washington. The only thing he brought back with him, besides his wife, was a touch of the "California itch."

G. Dallstrom is somewhere in the east, getting rid of a portion of his hard-earned change.

Quite a little shifting around was done last month in the car department, due to the resignation of W. P. James, car foreman. Wm. Delaney, chief clerk to F. D. Campbell, was appointed to succeed Mr. James, and Arnold Schrup of Frank Rusch's office succeeds Mr. Delaney. During the short interval that elapsed, Wm. Densmore was acting car foreman.

West End friends of Joe Smith will no doubt be surprised to hear that we caught him wearing a white collar one Sunday. Joe says it was his first offense in thirty years (will some old-timer please call him?). Joe recently had his picture taken "as he really is," and we hope to see it in this Magazine in the near future.

We recently read the announcement, in a local paper, of the engagement of one Arnold Clement Schrupp to Miss Helen Hubbard, the wedding to take place next June. Our worthy Mr. Schrup of the car department, however, very emphatically "denies," as he says his name is spelled with only one "p." (Pretty weak.)

Joseph Gengler has fallen heir to Mr. Schrup's job in the general master mechanic's office.

J. E. Brady of Seattle and C. C. Witts of Malden were visitors during the past month. B. W. Zille, roundhouse foreman, is now the proud and happy owner of a—FORD.

Miss Edith Isrealson, hello girl, will make her annual trip to Missoula, Mont., next month.

A. J. Kroha, storekeeper, left May 11 to attend the storekeepers' convention in Milwaukee.

Some things we could not imagine—

A. J. Kroha—Missing his Sunday game of golf.

Geo. Pyette—Riding in a "jitney bus."

Joe Smith—Siding with the Germans.

S. M. Berg—Getting to work on time.

F. E. Loonam—Being tardy.

Geo. Mason—Wearing a white collar.

Porky Heward—Vice versa.

J. V. Miller—Being serious.

N. B. Footitt—Otherwise.

Arthur Beinert—Running for a street car.

Dad Marvin—Winning a fat man's race.

Al Simons—Playing golf.

Al Pentecost—Speaking in a whisper.

Philip Manley—Giving up his chickens (poultry).

Did you ever board a street car and pay the conductor a nickel when you had a perfectly good transfer in your pocket?

T. J. Hamilton, district master mechanic, went to British Columbia on a business trip last month. The trip took in Vancouver, Victoria and Nanaimo, B. C.

General Car Foreman F. D. Campbell made an inspection trip last month as far east as Butte.

George Pyette, chief clerk store department, was a delegate to the annual convention of the Knights of Pythias, held in this city last month.

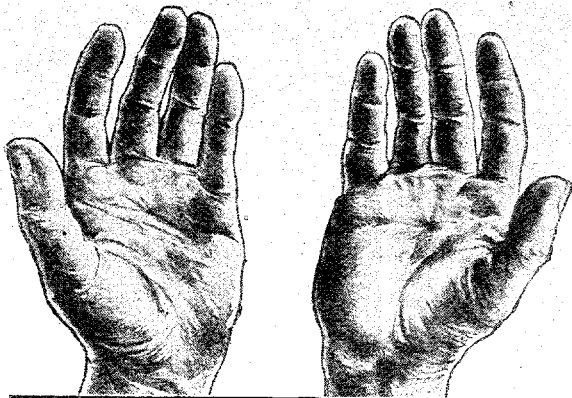
Items from the I. & M. Division.*Katherine McShane.*

Engineer Sam Jones has returned from an extended visit to Florida and other points east and south.

Conductor M. Gilmartin is back at work after having been off duty for about six weeks on account of a very serious illness. We are all glad to welcome Mr. Gilmartin back to work and hope we will not have any more vacations on this account.

Brakeman "Red" Sanders is back to work after having undergone a serious operation at Prairie du Chien, Wis.

Section Foreman Peter Zillz and family will spend Sunday at the home of his daughter in Rochester.



Your Hands Can't Earn the Money You Need

You'll have to work for low wages all your life if you depend upon your hands to make your living.

To earn more money you must have the *special training* that will enable you to get and hold a better job.

The International Correspondence Schools will give you this necessary training in your own home, in your spare time. They will fit you for a *better position*, where you can earn more money.

If you want to advance in your present occupation, the I. C. S. will give you the *training* that will entitle you to promotion. If your present work is not congenial, the I. C. S. will qualify you for a good position in the kind of work that you like.

Mark the Coupon

What occupation attracts you or what position do you want? Mark it and mail the coupon now, and learn how the I. C. S. can help *you* to earn the money you need.

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

- ☐ Locomotive Engineer
- ☐ Air-Brake Inspector
- ☐ Air-Brake Repairman
- ☐ General Foreman
- ☐ R. R. Shop Foreman
- ☐ R. R. Traveling Eng.
- ☐ R. R. Trav'g Fireman
- ☐ R. R. Construct'n Eng.
- ☐ Agency Accounting
- ☐ Gen'l Office Accounting
- ☐ Civil Engineer
- ☐ Surveyor
- ☐ Concrete Construction

- ☐ Automobile Running
- ☐ Electrician
- ☐ Electrical Engineer
- ☐ Mechanical Engineer
- ☐ Plumb. & Steam Fitting
- ☐ Mining Engineer
- ☐ Bridge Engineer
- ☐ Assayer
- ☐ Architect
- ☐ Bookkeeper
- ☐ Stenographer
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- ☐ Advertising Man

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Claims. Every Legitimate Claim Paid
Promptly.

Our References:—

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

Ask Our Agent or Write the Company.

Section Foreman F. Kovolesska and Agent J. Moudry of Taopi are planning a visit to Geraldine, Mont. They will leave the first of the week.

Chief Carpenter Chas. McCarthy of Aberdeen, S. D., was here last week to attend the funeral of his uncle, P. J. McCarthy.

Al A. Kurzejka, who has been filling the position of chief carpenter at Austin for the past three and a half months, has returned to Minneapolis. Mr. Kurzejka is now located in District Carpenter F. F. Rice's office.

The many friends of Peter McCarthy will be shocked to learn of an accident which proved fatal to him last Friday. While at his duty as engine dispatcher he fell from the tank of an engine into the cinder pit, sustaining a fractured skull and other internal injuries, and died an hour later. Mr. McCarthy leaves a wife and five children to mourn his loss. He had been in the employ of the Milwaukee for over 30 years as locomotive engineer, and had made his home in Austin for the past 25 years. In losing him the family lost the kindest of fathers and the railroad an old faithful employee. The deepest sympathy of all is extended to the bereaved family.

John Regan, foreman at coal house at Austin, is in a very critical condition at his home, suffering with a siege of inflammatory rheumatism. We hope that by the time this magazine will be read "Jack" will be well and back on the job.

Tonight occurs the opening of the East Side Commercial club. As this is an undertaking of most all the railroad boys we are wishing them great success.

Mr. M. Caton, chief carpenter, has returned to work after having spent a vacation of three and a half months.

Conductor Geo. Campbell is back at work after having enjoyed a trip to the Fair at San Francisco.

Trainmaster L. T. Johnston has returned from a two weeks' trip to the west. He visited the Fair at San Francisco and other places of interest in California.

Operator Louis Grau at Austin has gone to St. Louis to attend a telegraphers' convention. Mrs. Grau accompanied him. Bill Siemer is doing the relief work at Austin.

Engineer and Mrs. John Ober spent Sunday at the home of their daughter, Mrs. Allen, at Minneapolis.

Mrs. M. McShane and daughter Carmela spent last week in Winona and La Crosse visiting her son John, who is attending St. Mary's College at Winona, and her brother P. J. Ward at La Crosse.

Miss Augusta Sprague of the general foreman's office at Austin spent Sunday in Minneapolis.

Mrs. J. F. Alexander of the American Steel Co., Chicago, was a business caller in Austin this week.

Mr. F. P. Rogers, chief clerk to District Carpenter E. E. Rice of Minneapolis, and H. C. McCall of Minneapolis called on friends in Austin the fore part of this week.

C. & M. DIVISION LOCALS.

B. J. Simen.

O. F. Warner, fireman on the Libertyville local, is spending a few days at Prairie du Chien visiting his wife, who is taking treatment for rheumatism at the sanitarium at this point. Mrs. Warner has improved very much since coming here.

Brakeman Kas Wall is again back on the Delavan freight milk run. He has been away for a few weeks visiting in New Orleans and other Southern points.

Conductor Henry E. Bond has a summer cottage at Long Lake. As soon as school is out his family will establish itself there for the summer.

Baggageman Charlie Olander is developing the finest mustache you ever saw. If there is any other young "rail" contemplating facial adornment I would suggest that you call on Charlie for a few pointers.

Conductor D. J. Burlingame is now assigned to the Madison time freight, Nos. 165

and 166. H. R. Bond who has been on these runs for the winter is again back on the ice run.

Brakeman William Gannon has resumed work on the Libertyville switch run after a lay off of several weeks account of the injury to his hand and the loss of his thumb.

Conductor W. F. Ingraham is moving his family from Evanston to Libertyville. This will give Spot every other night at home instead of only Sunday as it has been heretofore.

The third trick at Deerfield Tower A 23, which was bulletined for 90 days, has been taken by Operator George O. Ripple.

Conductor Craig met a painful accident at Rondout a few days ago. He fell from a car, badly bruising his shoulder and side. He was taken to Libertyville and attended by Dr. Taylor, who reported, in his opinion, there were no broken bones but advised him to call on the company surgeon at the Milwaukee Hospital that an X-ray might be taken to fully determine this point. We have been unable to hear the result of the X-ray.

C. S. Able has been appointed agent at Franksville, Wis.

Engineer R. N. Scott and wife have returned from an extended trip through the West, visiting at Los Angeles, San Diego, San Francisco and other points. Bob shows the effect of his illness. He has not yet resumed work.

Section Foreman M. Behrens of Walworth, Wis., was struck on the leg by a piece of coal hurled from a passenger train. He was laid up for a couple of days.

Willie Alleman, son of F. J. Alleman, agent at Tacoma, has been visiting his uncle, Operator J. R. Alleman of Libertyville.

J. Blenstock has been appointed as second trick operator at Walworth.

NOTES FROM THE I. & W. N.

V. B. R.

E. W. Young, general locomotive boiler inspector, and J. T. Wilson, boiler inspector, were at Spirit Lake during April giving instructions on method of making and reporting boiler inspections as required by the Interstate Commerce Commission.

Roadmaster Ole Bakke wishes to announce that he is the most important personage connected with the I. & W. N. in view of the fact that 99.4 per cent of the mail received at Spirit Lake bears his name. Send in your reports correctly the first time, Ole, and they won't come.

Melodrama enacted at Spirit Lake roundhouse every time Engineer Geo. Ruedi and Fireman Muller meet:

CAST OF CHARACTERS.

Geo. Ruedi, an engineer.....Geo. Ruedi
Carl Muller, a fireman.....Carl Muller
Supes, G. F. Clerk, Machinists, Wipers, Etc.

DIALOGUE.

Muller—Well, I'm goin' away, Gawdgie.

Ruedi—You're goin' away, Carl-I-I-I.

Muller—Yes, goin' away, Gawdgie.

Ruedi—Goin' for good, Carl-I-I.

Ruedi—Good.

Chorus of Supes—(G. F. Clerk, hostler, roundhouse machinists and wipers)—Good.

(Curtain.)

Lineman McCary, while on his speeder, was attacked by a "submarine and was thrown off the rail by the contact." However, the "K-9" beat a hasty retreat evidently none the worse off for the experience. (DEEP STUFF).

Harry Sparshott, our genial store clerk, has been on the sick list this month nursing a bad cold. We hope to see him back at his desk in a few days.

Familiar phrases from well known men: "Did the checks come today."

Ode to the Weather.

Rain, rain go away

Come again some other day.

The fish are biting in the lake,

So.....sake.

B. G. Martin has again resumed duties with the I. & W. N. this time as car repairer at Spirit Lake.

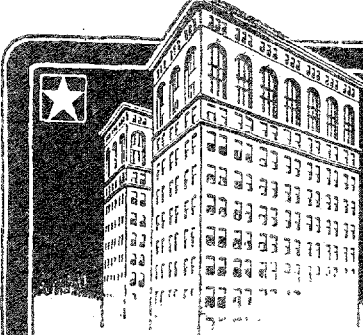
SWEET-ORR
"Ace of Spades"
The Overalls that Don't Shrink



LOOK FOR THIS LABEL



Try a pair at your dealer's. We guarantee them the best wearing and most comfortable overalls you ever wore. Sweet-Orr & Co., Inc., 317 Broadway, New York



BANKING BY MAIL

"SAFETY FIRST"

has been the invariable rule of the Old National Bank since its inception in 1891. The soundness of this policy is attested by the fact that for the past decade its deposits have steadily increased at the rate of a million dollars each year

«This strong bank invites you to avail yourself of its broad banking service—to become one of its army of more than 17,000 depositors

CALL OR WRITE FOR BOOKLET
OLD NATIONAL SERVICE

OLD NATIONAL BANK
OF SPOKANE

Resources : : : \$12,000,000

Another champion totters from his throne. "Mutt" Decker, erstwhile champion wrestler of the "rip" track had his shoulders pinned to the terra firma by "Kid" Boyer, the 16-year-old wonder. "I have nothing to say," commented Decker on being interviewed immediately after the encounter, "further than that I do not attribute my defeat so much to the strength in the arms of Boyer as I do to the strength of his breath." Which reminds us of the old adage: "In onions there is strength."

General Foreman P. T. O'Neill has moved to his summer home on the lake. He has also applied a W.—— detachable motor to his boat. P. T. has tried to operate the motor, first without any batteries, and second without any "gas." At a committee meeting of one at which P. T. was present, the writer overheard the following: "Resolved: It can't be did." "It can't be did" may be severely criticized by the grammarians along the line, but I offer the following rule covering: "Never use a preposition when a paragraph will take the place of a capital."

The following from Agent Hudson at Dalkena would indicate that some big things may be expected of Dalkena in the future: "There is not much here for me to write about except the Dalkena Lumber Company which has developed in the last two years into one of the big mills. They have remodeled both the mill and planer, putting another saw in the mill and both sides are running full blast both day and night. The capacity is 250,000 feet per 24 hours. They figure on cutting 30,000,000 feet of white pine this season, besides the other kinds of lumber that always go with the big contracts of government timber. They are putting in a new engine at the planer and another machine. Will then have four machines and a resaw. They employ at the works about 150 men. Our line has been averaging about 130 cars per month and as soon as the new stock is ready think we will run at least 150 cars. I am the whole station force, and

believe me am sometimes a very busy agent, but live at the depot, so am always on the job. I have been getting the System Magazine regularly.

We saw the "movie" of "Hypocrites" in Spokane this month, and take it from me there is a film with a lesson to it. We recommend it to all those who will have a chance to witness it in the future. It has a strong punch to it and certainly gets down to bare facts.

Get together, you Spokane bunch, and whenever you hear the question raised as to a good place to spend the week-end, put a little boost in for Spirit Lake, the prettiest summer resort around Spokane. Good fishing, good boating, and a royal treatment at the hands of our business men are assured.

Storekeeper Kroha and General Car Foreman Campbell visited at Spirit Lake last month.

Fred Kaylor, roundhouse machinist, has purchased another cow and added a few more to his list of milk customers. He is certainly making the whole town take water.

Gus Quarnstrom, blacksmith foreman, has purchased a five-passenger car, excuse me, a five-passenger Ford, and now spends his Sundays in imitation of the "idle rich." We have received an invitation to take a joy ride to Spokane in the near future, and take this opportunity of informing all concerned that our favorite flower is the carnation.

Al Meeks has visited Spokane every Saturday night for the past three months. Figure up just what it costs you each time for candy, bouquets, shows, etc., Al, and we are sure you will see your way clear to marry the girl and help increase the population of our thriving village. It's cheaper in the long run.

E. E. Clothier, chief carpenter, has made several trips over our line the past few months in his "push" car.

All those who are "tickled to death" to see annual inventory time coming this month hold up your right hand.

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La Salle and Ohio Streets
CHICAGO

WE PRINT THIS MAGAZINE



Pray tell me why, so dilatory,
And you feel so migratory,
Is it just the same old story,
1915 inventory?

I. & D. DIVISION ITEMS.

M. W. Johnson.

Mrs. J. C. Wiley, wife of Conductor Wiley, of Sanborn, was a Mason City shopper between trains Monday, May 10.

Mr. and Mrs. Homer Snow and baby of Sioux Falls, S. D., were over Sunday visitors at the home of Mr. Snow's parents at Mitchell, S. D.

Conductor G. W. Warner of Sanborn was a Mason City caller recently.

C. A. Beebe, general foreman of the S., C. & D. Division, spent Sunday at Mitchell, S. D.

E. M. Hunt, ticket clerk at Mason City, has been visiting friends and relatives in Minneapolis.

E. G. Beach has been appointed day ticket clerk at Spencer. M. L. Holliday has taken his place at Mason City.

Mrs. Chris Leemkuil, wife of Engineer Leemkuil, while visiting at the home of her mother at Sanborn, Ia., was taken very ill, but at the present writing she is much improved.

Mrs. B. F. VanVliet, wife of Superintendent VanVliet, visited in Minneapolis during the forepart of May.

Jamie Malthouse spent several days at the home of his parents, Conductor and Mrs. W. A. Malthouse, of Mason City, recently.

Conductor Frank Brainard of Sanborn, Ia., was off his run a few days last week visiting friends at Des Moines, Ia., Conductor J. P. O'Keefe had his run on 1 and 8.

Mrs. F. M. Higgins, wife of Train Dispatcher Higgins, and son, are visiting relatives in Indiana. Ray remained at home to care for his chickens.

President A. J. Earling, Vice President D. L. Bush and Assistant to Vice President W. H. Penfield of Chicago, made a trip over the division recently.

Brakeman Fred Rogge of Mitchell, S. D., is on a 60-day leave of absence and has gone to the coast.

Conductor Ed Love returned today from Excelsior Springs, where he has been for the past two weeks for his health.

F. E. Schultz of Eldora, Ia., is visiting at the home of Chief Dispatcher A. J. Rozum.

Some of the freight house boys at Mitchell attended the ball game at Letcher Sunday, May 9, and reported a fine game.

Paul Tilley is back to work again after a vacation of several weeks. Paul is looking better and says he is feeling fine.

Glenn Rowley, assistant cashier at the freight office, came to work the other morning with a swelled head, however, it was caused by a bad tooth, which greatly disfigured his physiognomy.

John O'Neil, transfer foreman at Mitchell, is kept pretty busy keeping track of the hen fruit. Mitchell is receiving about 1,200 cases daily.

Fred Dreier, night ticket agent at Mitchell, had the misfortune to sprain his ankle last week while playing ball.

A. J. Rozum, chief dispatcher at Mitchell, recently had a phone installed in the dispatcher's office.

Geo. H. Holsey, cashier of the Mitchell freight office, spent Sunday at Hawarden, Ia., with relatives.

Pete Suckey, baggageman at Mitchell, took a day off and went fishing. He says he had good luck, we are just taking his word for it, though.

Art Shipton, car clerk at Mitchell, attended the dance at Ethan, S. D., the 12th. He said he had a good time, and looked as if he had the next morning.

G. P. Hodges, general foreman, spent Sunday with his family at Minneapolis.

Engineer Ed Smith and son of Rapid City were callers at the Mason City offices recently.

E. A. Meyer, chief dispatcher at Mason City, Ia., has purchased a Dodge car.

Mrs. C. A. Anderson, wife of Trainmaster C. A. Anderson, was an over Sunday visitor at Mason City.

LA CROSSE RUBBER MILLS CO.

LA CROSSE, WIS.

Manufacturers of High Grade
Rubber Boots and Shoes

Buy La Crosse Rubbers of Your Dealer

First National Bank of Roundup

ROUNDUP MONTANA

"The busy bank of the Musselshell Valley"

Safety Deposit Boxes For Rent
Railway Pay Checks Cashed Without Discount
Interest Paid on Time Deposits

A. A. MORRIS
President

H. P. LAMBERT
Cashier



Your Problems are Our
Business.

FLINT VARNISH WORKS

FLINT, MICH., U. S. A.

Makers of a complete line of High Grade
Varnish and Paint Specialties
for every Railway use.

Savings Depositors

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

MERCHANTS NATIONAL BANK

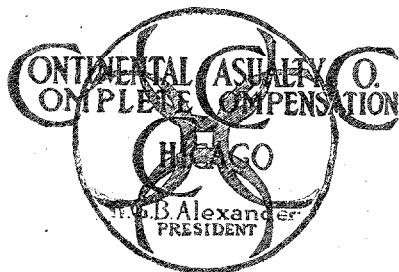
Established 1872

Capital - - - - \$2,000,000
Surplus and Profits, \$2,300,000

Pays 3½% Compound Interest on Savings Accounts.

The Bank of Personal Service.

SAINT PAUL, MINNESOTA



910 So. Michigan Ave. Chicago, Illinois

**Insures More Railroadmen
Pays More Railroadmen
Employs More Ex-Railroadmen
THAN ANY OTHER
COMPANY**

Before I'm
hurt tell me
how little In-
come Insur-
ance costs.

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

NORTHERN MONTANA DIVISION.

E. S. Bleichner, operator on the Rocky Mountain Division, was in Lewistown visiting his brother, C. G. Bleichner.

Agent H. W. Barnard decided that he had to have a helper at Garneill station. On Saturday May 15, at Lewistown, Miss Beth Bentley assumed that office. Mr. and Mrs. Barnard will be at home to their many friends at Garneill and we wish them every happiness.

One of the local officials in the track department received a card with the following inscription: "Saw Grace on the street with another man. Is this 'Safety First'?" Query: Who is Grace?

To Baggage Agent:

"If the Baggage Locedit
Before 25th of April
Please check it
to Livingston, Mont.
After that Dat
Please chikit to
Billings,
Mont.

SAVANNA SHOPS.

Savanna is yet on the map.

Machinist "Babe" Winkler is back on the job after nursing a very sore hand for a few days. Babe says it is too bad that fishing was poor because he could have helped to bait the hook, but he did not mention any name.

Several roundhouse men took in the carnival in Clinton, Ia., last week. One married man had an excuse he was going down to get a suit of clothes which he had ordered from the tailor, he got the suit ok.

Government Inspector E. G. Simms spent a couple of days with us last week.

Machinist William Long is laying off for a few days.

General Foreman F. P. Miller spends a little time with us a couple days out of each week as he goes through here from his home to his office in Marion.

The weather here is quite cold for the 18th of May. You do not see many people going in shirt sleeves as they did a month ago.

William Hubble has returned to work after an absence of about five weeks during which time he took in the fair and reports having a fine time. He also made several stops on the return trip, one of them being Salt Lake City.

Machinist Wm. Sheetz is obliged to be off duty on account of an injury to the thumb on his left hand. As "Bill" is right handed, it looks as if he might have hit himself with the hammer.

Recently in the roundhouse, this same Wm. Sheetz is supposed to have told another employe that his second name was Le Roy. Now we read an article in the local paper copied from a Dixon, Ill., paper of an engagement of an only daughter of Mr. and Mrs. George Eichenberg of that city to Mr. Le Roy Sheetz. We think that is our same "Bill" Le Roy. Very much happiness in advance, is the good word to "Bill" from his friends.

Our fire whistle is still regular in calling the fire team out to practice. Not long ago it gave the signal and the team responded but the captain was absent. Cal Fonger is the captain, but was very busy and off duty looking after other interests more important than fire practice. We don't know exactly what it is, but he has been trying to rent a house for some reason and on the 16th of May he was heard to say with a sigh, "Gosh, only one more month."

Reginald Des Parois, the company blacksmith, has just returned to work after having and enjoying a thirty days' leave of absence. "Nels" as he is called in the shops, has had few "lay-offs" as he has been a very steady and faithful worker for a period of 35 years or more. He is always on the job, night or day. Mr. Spencer filled his position during his absence.

Engineer and Mrs. Philip Sharp are the happy parents of a baby girl born May 14. All concerned are doing fine and you couldn't reach Phil with a 40 foot pole.

Clyde Cromer, formerly our chief clerk but now clerk of Assistant Superintendent of Motive Power J. J. Connors, recently gave us a very pleasant call.

Frisbee Smith, the blacksmith helper, has taken a leave of absence for 30 days and accompanied by his wife will make an extended visit with relatives in different parts of Iowa. Machinist John Rogers and family visited relatives in Freeport.

Engineer and Mrs. Rheiner Klemm are visiting in Cedar Rapids.

Engineers Philip Serrurier and Chas. Brown have gone to Wisconsin on a trout fishing trip.

Engineer James Bailey has disposed of his home on Chicago avenue to Boiler Foreman H. H. Winkler and will move his family to Elgin, where he holds a passenger run.

Not long ago there was some ball game pulled off on the local diamond between all the Milwaukee R. R. office forces in Savanna. Some were Cubs and some were Bears. They all played very hard, but when the game was over no one seemed to know what the score was; some said the Cubs won, others said the Bears. Anyway it was a lively game and they all got good exercise and all are still alive.

C. & C. B. IOWA MIDDLE AND WEST.

Ruby Eckman.

Car Foreman F. A. Staples took his son to the hospital at Cedar Rapids the middle of May and had an operation performed on the boy's throat. The operation was a success and the boy is getting along nicely now.

Gus Anderson, former car foreman, spent a few days in Council Bluffs visiting with Car Foreman M. P. Schmidt.

Car Inspector John Reel and daughter made a trip to Rochester, Minn., the forepart of May to consult the Drs. Mayo regarding the girl's health.

Dan Cameron, wrecking foreman, spent a few days the latter part of May visiting with relatives in Savanna. Mrs. Cameron, who has been here for some time, returned home with him and is now recovering nicely from the operation she recently had.

Carsmith Wm. Bollerman and son were in Milwaukee a few days visiting with relatives and friends.

Peter Slater of the Perry car department force has recently purchased a fine piano player. He is telling the boys that it won't be long till he will be able to give them all a ride on a New Overland auto.

Mr. and Mrs. Henry Hall are the parents of a ten-pound son. Mr. Hall is on the car repairer's force at Perry.

Carsmith Nathan Hall and wife have returned from a trip to Los Angeles and other points along the west coast. They report a very enjoyable trip.

Born to Mr. and Mrs. Joe Adey a ten-pound boy. The father says the lad is cut out for a car repairer and will follow in his father's footsteps.

Operator Elmer Erven of Council Bluffs yards has taken a few days' layoff.

W. C. Mouser, who has been agent at Woodward for the last sixteen or eighteen years, has been appointed agent at Fayette station. Woodward station is now on bulletin.

H. E. Seeley, who has been working as third trick operator at Slater, has been appointed agent at Hawkeye station.

Dispatcher F. E. Jackson of the Perry office force has taken his vacation, the time being spent in Chicago, Indiana and Omaha. Extra Dispatcher C. R. Posten was on third trick middle and W. Jordan took Jackson's trick on second west end during the two weeks.

On account of the number of engines which are now being tied up at Coon Rapids while the gravel is being hauled from Milford Pit, the roundhouse has been put in use and a five crew force installed. J. C. Mullen, a machinist from the Manilla force, is roundhouse foreman, Bill Powers, the genial boilermaker from the Perry force, is doing the boiler work there and the three helpers are Ben Pagano, Leo Pierce and Peter Pagano.

W. M. Stone
JEWELER

Your Local Watch Inspector

**Diamonds
Railroad Watches**



If your watch does not keep good time send it to me. I pay express charges, one way, anywhere on the system. Yours truly



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Official Inspector C. M. & St. P. Ry.

W. J. GAMM

Railroad Watch Inspector

Jeweler and Optician

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United States Depository

ABERDEEN, S. DAK.

**GEO. G. MASON, President
S. H. COLLINS, Cashier
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Responsibility of Stockholders

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**The American Laundry
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SAFETY FIRST

IN

*All Types of Laundry Machinery
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208 WEST MONROE STREET
CHICAGO

The "Supreme" Disability Policy

Issued by the

Massachusetts Bonding and Insurance Company

Is SUPREME in Fact as well as in Name

It Pays

The FULL principal sum For Accidental Death
 Double the " " " " Loss of ONE Limb
 One-Half the " " " " ANY two Members
 " " " " " " ONE Eye
 With a 5% Increase each year for TEN years.

Monthly Accident Indemnity

For THREE years—ANY and ALL Accidents

Health Insurance

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

No Exceptions

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

Certificate of Identification and Registration

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

Claims Paid Every Thirty Days and Without Fuss

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

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

Starting a Savings Account

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

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

**Dexter Horton
 Trust & Savings Bank**

**The Dexter Horton
 National Bank**

Seattle, Washington

Engineer J. T. Deland and wife will leave in a few weeks for a trip through the northwest and will then go down to the Exposition.

Operator C. A. Conklin and wife are the parents of twin boys, born to them the forepart of May.

Operator T. M. Phee of Ferguson station took a ten-day fishing trip in May.

W. S. Bliss, agent at Persia, took a two weeks' vacation in May. His place was taken by Relief Agent E. J. King.

H. W. Marshall has been appointed agent at Slater until Mr. Whipple is able to return to work. He relieved Wm. Uptegrove, who is on the sick list.

Operator C. Lewis of Coon Rapids station has been laying off for a few weeks on account of the death of his father, it being necessary for Clark to look after things on the farm for a while.

H. C. Krasche, agent at Maxwell, welcomed a fine daughter into his home on April 24. Mr. Krasche is now on a leave of absence and is staying in Perry for a while.

The youngest son of Engineer F. E. Wicheal died at the family home in Perry May 3 after an illness of scarlet fever.

Engineer O. W. Holz and family have moved to Dubuque, where Mr. Holz has taken employment.

Yardmaster R. O. Wicheal of Manilla was in Council Bluffs the forepart of May, having taken his little daughter there to consult a specialist.

Engineer L. Leonard has returned to work after a month's layoff on account of sickness.

Machinist Helper, Harry Berkman has been off duty on account of injuries he sustained when he mistook a can of gasoline for kerosene in starting a fire.

Frank Lutze, formerly a brakeman in the employ of the Milwaukee, who has been making his home in California for a few years, was killed by tramps who were riding his train. His body was brought to Perry and interred in the family burying lot, his parents and brothers living at Perry, his brother, John, being an engineer on the C. B., Ia., division.

L. Leonard and his mother, Mrs. Martha Leonard, were in Des Moines the forepart of May, where the mother was guest of honor at a birthday dinner.

Brakeman John Crouch and Miss Daisy Peterson were married in Council Bluffs April 25. They will make their home in Perry.

C. C. Salsberger has been on the layoff list a few days on account of injuries sustained.

Mrs. Della Cole, who has been visiting at the home of Engineer Roy Cole and Fireman Alvin Hockett, returned the forepart of May to her home in Washington.

Fireman Oliver Jensen has been spending a few weeks at Excelsior Springs, Mo.

Conductor E. R. Hickey and Conductor James McDevitt were off duty for a short time the forepart of May on account of personal injuries.

Caller Marlow Stotts and wife were at Granville, Ill., the forepart of May to visit with Mrs. Stott's parents.

Conductor J. M. Reel has returned to service after a layoff on account of personal injuries.

The automatic signals have been restored to service on the middle division after having been temporarily out of service on account of a severe storm.

Telegraph Foreman P. Conboy has been having a crew of line men at work and a Western Union Line crew have also been at work on the Middle Division for the past month making necessary repairs and changes in the telegraph service.

Within the next few days O. H. Hasse, who has had charge of the section crew in Perry yard for a few years, will start a gang of eighty-five men doing necessary work in Perry and east from this point. They will have charge of the ballasting and changes which will be made in the tracks.

Brakeman William Corbus, who has been sick for the last two years, died May 13 at the Kings Daughters' Hospital in Perry.

where he had been for a few weeks previous. His funeral was held May 14 at Perry, being conducted by the Masonic lodge, of which he was a member. Mr. Corbus was an employe of the Milwaukee for 28 years.

Engineer Grant Fey has been unable to work for a number of weeks and has been taken to Brown Park Mineral Springs near Omaha for treatment. His friends hope to see an improvement in his condition.

Chief Dispatcher J. M. Losey of the Perry office force has been entertaining Mrs. Losey's sister and her husband from Vinton for a few weeks. Mr. Bowers was formerly an employe of the Milwaukee in the train service.

Operator W. E. Rose of Herndon station was at Carthage, Ill., the forepart of May attending the wedding of a relative. He returned home May 17 and his wife remained for a longer visit.

Engineer Frank Millard has been spending a few weeks enjoying the pleasures at Excelsior Springs.

Engineer Fred Peterson has been compelled to be off duty for a number of weeks on account of sickness. He has not yet been able to be out of the house.

Conductor P. J. Johnson and family expect to leave as soon as the school year closes, on a month's visit with relatives and friends in different points in the state of Washington. They anticipated a very pleasant time.

Mrs. E. E. Banyard and daughter, Dorothy, family of Night Yardmaster Banyard, will leave in a short time for a visit with relatives in Salt Lake City.

Brakeman L. G. Honomichal has returned home for a few weeks' visit with his parents in Kansas.

Conductor C. F. Wightman and wife left May 18 for a two or three weeks' trip to Florida to look after land.

Conductor L. Borg of the Western Division and Machinist Fred Gage of the Perry round-house force expect to take a turn at batching for a couple of weeks while their wives visit with relatives in Garret, Ind.

Mrs. George Havill and daughter, who have been spending the last couple of weeks in Florida, returned to Perry for the summer. Mrs. Havill's health has been poor for a number of years and the southern climate seems to be better suited to her condition. Upon their return to Perry the daughter, Francis, was taken to the hospital for a surgical operation for the relief of trouble which has been bothering her for some time.

Elmer Borg, the third son of Alex Borg, foreman of the B. & E. supply yard at Perry, was married May 19 to Miss Treloar at Rippey. The young couple will make their home in Des Moines, where Elmer has a responsible position.

Brakeman G. E. Cox of the Middle Division was taken to the hospital May 17 suffering with a very severe attack of appendicitis. This is the second attack George has had within the last few months and it is feared that he will have to have a surgical operation to relieve him.

Operator George Halley's wife of Madrid has been visiting with relatives in Perry for a short time. George has been assigned to the extra work at Madrid until July 24.

Telephone Maintainer R. J. Coker of Marion was in Perry May 19 looking after work in his line.

Signal Engineer M. J. Plumb from Marion spent a few days the latter part of May attending to business in Perry.

Earl Bolender, transfer man at the Perry freight house, has been receiving very good news from his wife who is at Hot Springs, Ark., taking treatment for the rheumatism. Mrs. Bolender is gaining rapidly and will be able to be home in a few days.

Carl Oleson, operator at Council Bluffs yard, is in charge of Neola station for a few weeks while regular Agent F. Doyle is in Florida looking after his land interests.

Engineer E. E. Reynolds has gone to Duluth, Minn., to spend a few weeks looking after some land he owns there.

American Casualty Company

Home Office: Tacoma, Wash.

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

ROBERT D. BEDOLFE
Superintendent of Railroad Department

Established 1883 Official Inspector C. M. & St. P. Ry.

D. G. GALLETT

Railroad Watch Inspector

Jeweler and Optician

Pianos, Phonographs, Kodaks,
Diamonds, Cut Glass, Souvenir Goods

Aberdeen and Mobridge, S. D.

Your Banking Headquarters

while at the

Spokane Convention

Railroad Teller, A. P. KITSON

**SPOKANE & EASTERN
TRUST COMPANY**

A BANK OF STRENGTH AND SERVICE

Capital and Surplus
\$1,200,000

Resources Over
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PRAIRIE DU CHIEN DIVISION ITEMS.

Brakeman L. Propp is working with the switch crew at Waukesha in Conductor I. Fuller's absence.

K. Teman of St. Paul, Minn., has been appointed section foreman at Mazomanie in place of H. Carroll, who resigned.

Roadmaster J. Murphy of Waukesha spent Sunday at his old home at Fox Lake, Wis.

While riding in the country one evening Fireman John Harrison's lights on his automobile went back on him, so he used a lantern for his "headlight." He collided with a team and we imagine the owner did some pretty loud talking.

Brakeman N. Barry is working with the switch crew at Waukesha during Brakeman Chas. Harris' absence.

Conductor D. Kiely has launched his new boat in Lake Monona. We understand it is a new type of a submarine.

Mrs. H. Bensing, wife of Car Inspector Bensing, spent a week at the home of her parents at South Waukesha.

NORTH LACROSSE NEWS.*H. J. Bullock.*

G. A. Ramsey, material inspector, conferred with Messrs. Madden and Fischbach on important business here April 24.

Elmer Bock, bridge inspector, has returned to his headquarters at Mazomanie.

"Brudder" Sampson is painting his house the same color as the C. M. & St. P. Ry. coaches and declares the Chicago, Milwaukee & St. Paul is the best of all.

It was our pleasure recently to meet Second Trick Operator Enke and the old time telegrapher, W. H. Rafferty, of Wabasha. Mr. Rafferty is at present proprietor of the Commercial Hotel at Wabasha.

LaCrosse Division Train Dispatcher W. G. Bowen has returned from a trip to Chattanooga, Tenn. He was relieved by L. C. Philbrook.

F. T. Williamson, headlight inspector, conferred with the locomotive department here recently.

River Division Conductor Ralph L. Munger died suddenly May 8. The remains were taken to Frontenac for burial.

COUNCIL BLUFFS NOTES.*Helga Hackstock.*

Alonzo Springer, formerly of the water supply department of this road, has accepted a position as general water supply foreman with the M. & St. L. Ry., with headquarters at Minneapolis. He has the best wishes of all who know him.

Fate played a wonderful part in the capture of brass thieves here one night recently. Some parties leased a livery rig at Omaha and came over to make a haul of our passenger brasses. They had loaded about 40 of them in the buggy when the horse took fright at something and started to run away. The thieves escaped and when the horse was captured the buggy was found to be loaded with the brasses. The horse was unhitched and taken to the police station, the buggy being left on the company's premises. The next night the parties came back after the buggy and were arrested by Company Officer Burke.

Car Foreman Schmidt has been on the sick list for some time, but is much improved and will leave shortly for a trip to Excelsior Springs, Mo.

Miss Beatrice Hopp of Dubuque, Ia., has been the guest of her brother, who is machinist apprentice here, and also visited with Roundhouse Foreman Graff and wife.

The correspondent made a week end trip to Savanna and spent Sunday visiting with Mr. and Mrs. J. R. Slater and family, and also had the pleasure of calling on the family of Mr. Ole Hansen, boiler washer inspector. Was royally entertained at both places. Also had the pleasure of meeting the girls at Savanna roundhouse office.

There is an increase in the family of Assistant Roundhouse Foreman Slater of Savanna. Ask him to treat you.

Morris Wolfe, boilermaker helper, has been granted a leave of absence on account of sickness.

N. R. H. F. Harry Barret, wife and small son are spending a vacation at Bartlett and Excelsior Springs, Mo.

Engineer Dad Monroe is contemplating a trip to Los Angeles and will attend the Elks' convention there. He also expects to take in the Exposition. He will be accompanied by his daughter, Mrs. Schiller.

Fireman L. S. Howe is contemplating a trip to Loup City, Neb., where he has a large ranch.

Daniel Kinney, boilermaker, attended the opening game of the Western Baseball League at Omaha.

Jno. Peterson, engine handler at Council Bluffs roundhouse, has returned from an extended trip to Washington. He says that there is no place like home.

Jno. Peterson, Jr., took advantage of his father's absence and took unto himself a wife. Mrs. Peterson was formerly Miss Laura Collins.

Mrs. Wm. Schultz and Carl, wife and son of blacksmith, will leave soon for a vacation in Cincinnati, Ohio.

Herbert L. Winn, electrician at Council Bluffs plant, is at the present time confined to his bed at the Jennie Edmundson Memorial Hospital at Council Bluffs, where he recently underwent an operation. His condition was considered serious for several days and it was necessary to send for his relatives. He is greatly improved, however, and we look for a speedy recovery.

Engineer I. J. Wolfe, formerly in switching service at Council Bluffs, has taken the way freight job.

Monroe Grim of the night roundhouse force is the happy father of a baby girl.

Mrs. Jens Jensen, wife of "Old Jens" our oil house man, will take a trip to Storm Lake, Ia., for the purpose of attending a convention there. Mr. Chris Nelson, machinist helper, and his son, Herman, will also attend the convention.

Pete Kilmer of the car repairing force was confined to his home for several days on account of sickness.

Lewis Hall, formerly on the day car repair force, has been appointed safety appliance repair man in the east yards nights.

MANILLA NEWS ITEMS.

John Brown, Brakeman.

Uncle Guy Van Camp of Union street has been receiving mysterious packages of late. The last one was a small square one and there was two cents due. Whatever the contents of the package was Uncle would not say. He seemed greatly upset over the affair and went home a little earlier than usual. Maybe that was because the chief was not around. Uncle says he is as spry as he was in 1850. Atta Boy! Atta boy! Uncle Guy.

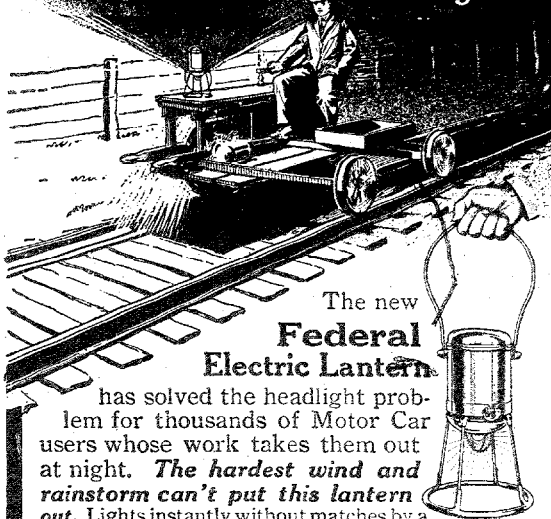
Machinists at Manilla roundhouse are rejoicing over the fact of some new machinery being installed. Along with a promise of more machinery there has been placed in working order at Manilla a 16-inch lathe, a drill press and an emery wheel. Power is furnished by a small stationary steam engine. Roundhouse Foreman Bell is wearing a broad smile when he thinks of the many conveniences this machinery will make to everyone when it comes to repairing cars or engines that tie up at Manilla.

Ben O'Leary, fire inspector from Dubuque, made a visit at Manilla during the past ten days.

Geo. McDermott, former car foreman at Manilla, has resumed his duties after an extended vacation of three or four months. Geo. is feeling fine and every one at Manilla is very glad to see him back at the job once more.

Geo. Natzel, former roundhouse and car department clerk at Manilla, has resigned his position to enter a business college at Quincy, Ill. We wish Geo. the very best of success.

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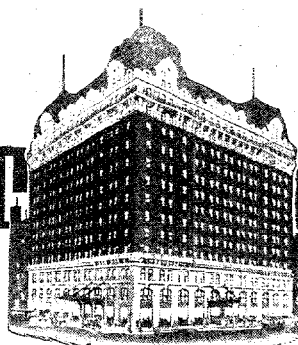


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THE BUCKLEY TWINS.

May 7th was a big day in Morton Grove. Miles K. Buckley, folder clerk in the Advertising Department, on this eventful Friday became the proud father of twins, a boy and girl, weighing eight pounds a piece. Buckley is about the proudest father on the "Milwaukee Road," and we would seriously question anyone's right to deny him the privilege of inflating his chest until his vest buttons give way. The twins have been named Roy and Ruth Buckley. In this selection he has manifested his railroad training, as the initials are "R. R. B."

The employees in the General Passenger Department presented him with a handsome twin buggy which indicates that they heartily support the favorite theme of an ex-president.

Dots and Dashes From S. M. (East).

"T. P."

Once more it's up to me to make our offering from the S. M. and I wish to thank those who sent in items. The more the merrier.

Agent T. R. Benson, the old reliable at Peterson, is again in the Lutheran Hospital at LaCrosse for an operation. Sorry to hear it and hope for a speedy recovery. Relief Agent Grimes from Grand Meadow filling in at Peterson.

F. L. Dormer, agent at Hayward is off a few days on account of tonsillitis and toothache; relieved by Reliefman Grimes. I mean the station, not the tooth-ache.

Operator Mikkelsen enjoyed a few days' vacation "courting" at Mankato while Extra Operator Bloom did the "owl" stunt at Wells.

Agent Cawley at Pipestone and Conductors Kaus, Deare and Balikie were in LaCrosse for a few days as witnesses in a law suit.

Conductor J. H. McCarthy on Mankato Line was relieved by Conductor Jorgenson while attending the funeral of his uncle, Peter McCarthy.

Agent J. E. Lasely at Alpha has a new helper named "Jim," but it will be some time before he can handle the station alone on account of his extreme youth and small size. He is just one month old and weighs seven and a half pounds.

Conductor Andrew Johnson is recovering from an operation for appendicitis performed at the LaCrosse Hospital. Andy says the news that 90 and 91 will run daily adds materially to his hopes of speedily resuming work.

"Cy" Hubbard is on 62 and 69 during Johnson's absence.

Brakeman J. P. Devaney of Austin made a flying trip to his home at Pipestone.

Conductor Waters has three conductors braking for him, viz: Ferris, Dibble and Warnecke. They ought to be able to properly distinguish the heavy weight parcel post.

The trainmen's ball at Austin was well attended. At least Monty was there and we understood Foote tried to be there. Understand he attended many dances while in Chicago and presume he is strictly up-to-date on all the new steps. Too bad. Sorry to hear you hurt your knee at Wells, Foote, and hope it will not incapacitate you from indulging in your terpsichorean prowess for the delectation of your friends. No, "Sted" we didn't steal any of those big words from you.

Engineer John Taylor is pulling passenger on west end, and Pettengill on east end, while Engineers Ryel and Anderson "bide a wee" in Chicago.

Jim Rickert, ticket puncher on the Mankato Line, strayed away for a few trips, and Conductor McGreevy from Austin inherits Jim's gum-shoes.

Lost. A couple of raincoats during last rainy spell. Liberal reward. Direct all information to Monty and Foote.

For sale or exchange. A thousand hoboos, more or less. Will sell cheap or trade a few for a second hand Ford to use as a jitney for fishermen. Inquire of "Spike" Parker or Nels Berris, Ramsey, Minn.

Wanted. One first class reliable engine, capable of sustaining an engineer weighing 500 pounds. Cab must be large and roomy with plenty of gangway. Pilot must be guar-

anted not to sag and catch frogs or crossing planks.

Conductor Haselrud is on 90 and 91 after a six months' sojourn at Petersen, Minn.

Brakeman "Punch" Olson has started riding the rattlers after a month's vacation.

Leonard Swenson, dispatcher's clerk in LaCrosse office enjoyed (?) a three day's bout with tonsillitis. He looks as though he had lost eighty pounds, but we hope, he will not succumb as yet to the "grim tyant."

Agent Fogerty at Sherburn, off a few days, on account of the death of a nephew. Relief Agent Phelps had charge.

We don't see how "Sted" can escape us for we are going to make a trip to Spokane some time and when we do, methinks there will be a convention of correspondents. He made one mistake in his slate. We are the official "guy" to select the "eats." That is our hobby—attending banquets or else waiting on table.

The east side commercial club, which is composed mostly of railroad men, have their official opening May 20. Sorry we couldn't attend, but then we didn't have an invitation. But "My, How Tempus Does Fugit." It has been many years since "yours truly" had no hang out in the bloody third, but Lambert's Beanery where they railroaded along the entire length of the counter until the cinders got so thick you couldn't drink your coffee.

Don't be bashful, never fear
If you drop an item to me here
I will get it and you'll see
Another spasm from T. P.

David Jones, for many years engineer on the S. M. Division, died at his home in Austin, Minn., April 16.

PEBBLES FROM THE MUSSELHELL.

W. F. Maughan.

Engineer Middleton and wife of Melstone were called to Chicago on account of sickness of Mr. Middleton's sister.

Mrs. Benson, wife of Car Inspector C. A. Benson of Melstone, has gone to visit her old home in Minneapolis.

F. A. Parsneau, boilermaker's helper at Melstone, has been at the hospital in Miles City. It is hoped Frank will soon be able to resume work.

Conductor C. A. Watkins has been yardmaster at Melstone for the past ten days.

Agent J. A. Hays of Sumatra is one of the Musselshell standbys, having taken the station when it was first opened seven years ago. His wife is his able assistant. Mr. and Mrs. Hays have seen it grow from the little shack at the top of the stairs to the commodious building just erected.

Conductor R. H. Douglas, while on work train at Sumatra Cut, had the misfortune to fall off the end of a gravel car onto the tracks, injuring himself badly. He was taken to his home at Miles. It is hoped that "Dug" will soon be back on the job.

Mrs. C. E. Farrow, wife of Conductor Farrow of the Musselshell, came out from their home in Nebraska and will visit "Pard" for a few weeks and enjoy the scenery along the P. S. Line.

We understand Mr. Fletcher is the new car foreman at Harlowtown, the former foreman, M. L. Hynes, going to Tacoma. Here's luck, Lee.

B. & B. Foreman W. G. Lanning and gang have been at Melstone several days making repairs.

Conductor Harry O'Neil was assigned to the Melstone yard nights. He batched it for a while, but his family have now moved from Miles. Please notice his pleasant smile since he has been getting a square meal.

LACROSSE DIVISION DOINGS.

Guy E. Sampson.

Ruben Leach, veteran engineer on the Sparta branch, was called to LaCrosse to be at the bedside of his daughter, Mrs. Blanchard, who died at her home Saturday, April 24.

Carpenters are busy giving the Sparta roundhouse a new roof, the old roof having been destroyed by the fire some time ago.

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Portfolio of Air Brake—New York

For Shopmen

GROUP F—Locomotive Shops

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Blaine Thompson, former Lax Division brakeman and now a yardman at Portage, has been tendered a position on the city police force of LaCrosse; during the depression in business on the railroad and not being old enough in the service to hold a position in the yard Blaine is filling the city job to the satisfaction of the city fathers.

Conductor M. Larkin took a week's vacation this month, but he advises other railroad boys not to attempt to enjoy a vacation right in the middle of housecleaning time.

Agent Wm. Harris has resumed his duties at Lyndon after a three months' vacation.

The marriage of Miss Alice Rauchfuss to Robert Irwin, formerly of LaCrosse, was a recent revelation and one greatly surprising their friends. The young couple quietly slipped away to Waukegan, Ill., the early part of March. Mr. and Mrs. Irwin are now residing in the Honeymoon Flats, 635 Belden avenue, Chicago.

Engineer P. McMahon is again able to get out around and visit the depot and roundhouse after three months' confinement at his home in Portage.

Conductor John Larkin has taken the position of conductor on the Lisbon turnaround job formerly held by Conductor M. A. Cross.

Engineers Walter Shannon, James McMahon and wives have returned from their trip through the west. While they praise the big fair at Frisco they also claim that the enjoyable part of the trip was the homeward trip over the Milwaukee.

Conductor Alva Russell was laid up for a couple of weeks on account of injured arm, caused by being thrown in his caboose when an air hose broke on his train.

A train of 40 cars of Reo automobiles and 26 cars Studebaker autos recently went west over our division.

Agent S. Freemore is again back on the job after a month's illness.

Mr. Seamore, who held down Lyndon station during Agent Harris' absence, is again back on the operator job at Mauston.

We were sorry to note that Ann's husband had already got a seed catalogue, for we are promised an ad in November by our LaCrosse Seed Company, but then we advise him to get their catalogue and select a few seeds from it and give them to the neighbor that keeps the chickens, as it may be the means of keeping them in their own back yard eating their owner's own flowers and vegetables.

Fireman George Brisbow of the Madison and Portage passenger run recently had a narrow escape from drowning while fishing from a boat in Lake Monona at Madison. During his lay over at Madison George and a companion of about his own weight and size went fishing in a small boat. In some mysterious way the boat capsized throwing the two men into the lake. After fighting the waves for about 20 minutes a boat came to their assistance. Both men had begun to fear help would not reach them in time.

Conductor M. A. Cross and crew declare there is nothing to the idea that 13 is a hoo-doo number. On April 13 they left New Lisbon with engine 4313, 33 loads and 13 empties, 1,300 tons, with order number 13 and made the run to Portage without accident.

Yard Section Foreman P. Kerwin and crew of Portage have just completed a woven wire fence around the depot park. It both improves the looks and protects the park.

Robt. Grace, engineer on the Madison and Portage passenger, has returned to work after his usual winter's vacation.

Mrs. Kruger, wife of second trick agent at North Lax, visited relatives at Mauston a few days in May.

Fish stories are all the go now among the boys, but it's the same old story. "The largest ones got away." Ask Curt York and Harry Allen.

Brakeman J. H. Cross has a position driving a jitney bus in LaCrosse, as biz on the road has been slow and Jess could not hold a place even on the slow board.

Conductor H. B. Stowers has completed his job of piloting the Western Union Telegraph repair crew, as all repair work on the west

end is now finished. Bernie says it is an even bet whether a work train job shows up or whether he will have to go braking.

Mr. Chapman, we are told, is responsible for the steel washbox being installed in the Portage roundhouse. It is connected to steam pipes and we know from experience that it will wash anything from white towels to rag carpet rugs; clean without damage in three minutes. Everybody now wearing strictly fresh overalls and jackets.

About 11:10 p. m. May 4 a man held up Operator Manske at Watertown Junction; struck him on the head with butt of gun, cutting quite a gash, then took money from till and operator's watch.

May 16 a new time card took effect on the Lax and Northern Division. Trains Nos. 1 and 101 now both run via LaCrosse Division, where formerly one of them ran over the Northern Division from Milwaukee to Portage. Conductor Higgins and Engineer Grout, Northern Division men, who worked on Lacrosse Division, have returned to their own division again. A new short run was put on for the summer between Milwaukee and Watertown. Conductor Chas. McLaughlin came in for this run. Conductor Griggs got the Watertown run, formerly held by Conductor Higgins.

May 13 one of our oldest engineers, August Rusch, passed away at his home in Portage. He entered the service of the Milwaukee in 1862 and was in active service up to the time he was taken ill last winter. Mr. Rusch leaves a wife and five grown children, besides other relatives and a host of friends. Lax Division employees extend their heartfelt sympathy.

Recently two cannon passed through LaCrosse en route to Manilla, P. I. They were 14 inch guns and were 50 feet in length. Yardmaster C. A. Bush, we understand, instructed Special Officer M. Kaveney to keep close watch of them as Conductors Ray Long and E. J. Brown both declared they would make first class fowling pieces for spring hunting.

J. F. Voltz, chief dispatcher for Northern Division, was on the sick list for a few days. W. C. Zimmerman acted in Mr. Voltz' place and A. J. Stock of Milwaukee shops took Mr. Zimmerman's place.

E. L. Campbell, third trick operator at Oconomowoc, relieved F. F. Wolfgram, side wire operator, a few days this month.

F. A. Learmouth, agent at Rio, and family are planning a trip to California.

One of the Milwaukee office force writes us the following: "Sted's articles are read with much interest. I lived next door to him for a number of years on the 'high hill' in Savanna, Ill." But we all take an interest in his writings.

John W. Gibbs, night operator at Columbus, has been appointed station agent at Fall River. E. F. Kohlhaas succeeding him at Columbus.

Mr. Donnelly, first trick operator at Sparta, has been absent from his duties several days on account of the illness of his wife.

Passenger Conductor I. B. Miller was enjoying (?) a vacation this month and while so doing put in the time remodeling the building recently purchased by him into an up-to-date garage.

Conductor Dan Smith of the Viroqua branch, enjoyed a couple of weeks' vacation. E. J. Brown taking his place on the branch.

We saw Engineer John Sullivan with Sunday togs and traveling bags board an east bound passenger train recently and understand he has gone to West Baden for a few weeks' vacation.

Frank Rusche of Tacoma, Wash., attended the funeral of his brother, August, at Portage May 17. Frank, who now holds the position of superintendent motive power on the extension was formerly a Lax Division engineer and will no doubt remain in his old home town at Portage a few days.

Wm. Robertshaw of Pardeeville spent a few days this month with his son, Engineer John Robertshaw, of Portage.

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Every Man—

Who rides on a passenger train or on any other train or in a street car or any other public or private conveyance.

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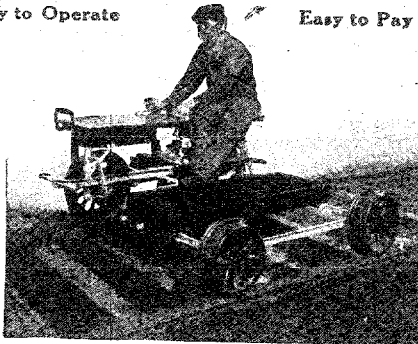
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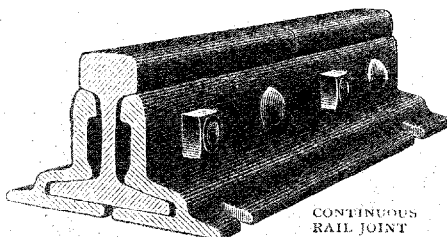
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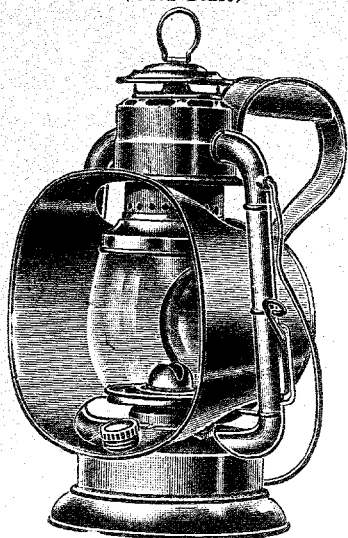
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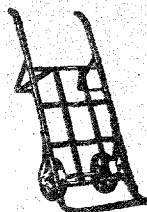
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